

Book Detail

[ARMP-145] Bray, Michael. (VR) T Class Review . Elizabeth, South Australia: Railmac Publications Australia, 2001. First Edition. Soft Cover. New / No Jacket. ISBN: 186477021X. 32 pages b/w photos - isbn in book is 18647721X - The Victorian Railways T class are a class of diesel locomotives built by Clyde Engineering, Granville for the Victorian Railways between August 1955 and November 1968. They were the most ubiquitous class of diesel locomotives in the state. In July 1954 the Victorian Railways placed an order with Clyde Engineering for 25 (later extended to 27) diesel electric locomotives of their G8 type (based on the EMD GP-7/GP-9 general-purpose locomotive that was a massive sales success in the USA at the time) to partially dieselise country branch lines. In June 1959 the first of an additional ten entered service. Although mechanically similar to the first batch they differed by having a cab raised above the hood line.[5] A further ten entered service from December 1961. In September 1965 the first of an order for 32 was delivered. These differed by having a lower nose. A final order for 19 was delivered from April 1967. The last five were built with an extra 10 tonnes of ballast weight for improved adhesion and low speed controls for use as shunting locomotives in Melbourne. These were reclassified as the H class shortly after being delivered. In July 1969 an additional flat top unit was purchased second hand from Australian Portland Cement who had ordered it for use at its narrow gauge Fyansford Cement Works Railway, Geelong in 1956. Although outwardly similar to the original T class units it was fitted with dynamic brakes, and became a regular on the steeply graded Cudgewa line. Although ordered as branch line locomotives, as branch lines began to close they were often used on main line services. \$8.75

[NRM-01] Marshall, Barry. 150 Years of the Port Adelaide Railway 1856 to 2006 - A Review of the Adelaide to Port Adelaide Railway . Port Adelaide, South Australia, Australia: National Railway Museum, 2006. First Edition. Soft Cover. New / No Jacket. 80 pages colour and b/w photos - 80 pages colour and b/w photos - The line from Adelaide to Port Adelaide was the second railway in South Australia (only to the Goolwa-Port Elliot railway opened in 1854) and opened in 1856[2]. However this line had been operating for 60 years before today's Port Adelaide station came to be built. The original line from Adelaide ran directly to Port Dock station, the site now occupied by the National Railway Museum. Various lines then continued through the Port Adelaide's streets to the wharves and, from 1878, along St Vincent St to the seaside town of Semaphore. Congestion at Port Dock and the delays involved in operating trains along busy streets in the centre of the Port resulted in construction of a viaduct and a new bridge across the Port River in 1916. This diverted all through trains to Semaphore and Outer Harbor via a new station named Port Adelaide - Commercial Road (which is the station in use today). When built, Port Adelaide Commercial Road was quite a substantial building, with long platforms, an overall roof and a signal cabin. This quickly took over from Port Dock as the town's principal railway station. As rail traffic decreased through the 1960's and 70's, facilities at Commercial Road station were gradually reduced. In the early 1970's the roof was removed, platforms shortened and the street level station buildings reconstructed. The ticket office was eventually closed in January 1979 and the station has been unstaffed since then. With the closure of Port Dock in 1981, Commercial Road station became known simply as Port Adelaide. \$16.50

[TH-30Y] Gee, Neville. 30 Years of Country Passenger Trains Victoria 1950s to 1980s. Pinewood Victoria Australia: Train Hobby Publications Australia, 2016. First Edition. Soft Cover. New / No Jacket. ISBN: 9781921122583. 57 Pages with Colour Photos \$49.00

[ASCR-44] Preston, R. G.. 44 - the World Down Under . Matraville, NSW Australia: Eveleigh Press, 2007. First Edition. Laminated Pictorial Boards. New / No Jacket. ISBN: 1876568372. 184 pages colour and b/w photos - The New South Wales 44 class locomotives were one of the first locomotives built by A. E. Goodwin in the Alco tradition. One-hundred of these DL500B units were built. Introduced in 1957, these locomotives have served every part of NSW, from services in the North and South, to the Indian Pacific. These units are very similar to the South Australian Railways 930 class. They have Alco 251 engines, which develop 1,450 kW (1,940 hp). This class had driving cabs at both ends. The front had a rounded nose (however not as round as the Clyde / GM "Bulldog nose" type) and a flat nose at the end on the locomotive. Most of the class were withdrawn in 1994, but many have been retained for further use by many other freight companies, and some have been preserved. \$60.00

[ASCR-46] Rannard, Shawn. 46 : Portrait of A Classic - The 46 Class Locomotive . Matraville, NSW Australia: Eveleigh Press, 2010. First Edition. Laminated Pictorial Boards. New / No Jacket. ISBN: 1876568275. 192 pages profusely illustrated colour and b/w photos - In 1949, after many years of coal industry turmoil and indecision, the Premier of New South Wales announced the electrification of the Main Western line to Wallerawang, to cater for the anticipated surge in coal mining and export. The task was expected to take twelve years, with tenders being called for forty Co+Co electric locomotives capable of hauling tonnages never seen in Australia to that date. Portrait of a Classic covers the history of the introduction of electric locomotive haulage in NSW, including the experimental unit, and the introduction and operation of the 46 class, through to the final scrappings in 1998. The detailed text covers topics not seen in a book on this subject before, especially for railway modellers and locomotive historians alike. The work is highly illustrated with photos, many which have never been published before, and which highlight the various and differing tasks allotted to the 46, from express passenger trains to the slow moving 1,000 ton bulk export coal trains. The author, Shawn Rannard, is new to the author scene, but writes with the experience of thirty-four years in the Traffic Branch of the New South Wales Government Railways and their successors, twenty months of which were spent as a guard, occasionally working a 46 class-hauled train. For this work, Shawn has not only searched the railway archives, but also heavily researched documents held in the State and Mitchell libraries. The authenticity of the delivery details of the class alone attests to the dedication given by him throughout this book. Shawn has been assisted in his work by well known railway historians Ray Love, Peter Attenborough and Ian Dunn, as well as assistance from railway employees who spent many years working on these locomotives. The Memoirs chapter includes some of the experiences of Ken Groves, at one time an Enfield driver, and Frank Leighton, a Delec fitter. The photos cover every locomotive in the class and every known paint scheme in colour. Portrait of a Classic will become THE book of reference for the NSWGR 46 class. \$70.00

[AANS-012] Fathers, Ian & Verdich, Ross. 46 Class Remembered - the 46 Class Electric Locomotive of the New South Wales Department of Railways. Redfern, NSW, Australia: Australian Railway Historical Society (NSW), 2002. First Edition. Soft Cover. New / No Jacket. ISBN: 0909650578. 64 pages colour photos - Images of each of the 40 locomotives and every livery.- The New South Wales 46 class were a class of mainline electric locomotive introduced onto the NSW rail system from 1956 under New South Wales Government Railways. Metropolitan-Vickers and its partner Beyer, Peacock and Company obtained the contract to build 40 of these locomotives. The locomotives were built at Bowesfield Works, Stockton-on-Tees, England, with electrical equipment supplied by Metropolitan-Vickers from its Trafford Park and Sheffield plants. Metropolitan-Vickers drew on experience gained from its earlier class EM1 and EM2 electric locomotives, which were used on the Woodhead Line in the UK and in The Netherlands. These electric locomotives were originally purchased as part of the Blue Mountains electrification works, and spent their life hauling coal, freight and passenger carriages under the wires. The 46 class locomotives were often seen double or triple heading coal and freight services. The class 46 was the most powerful locomotive in Australia for many years, with a one hour rating of 3,780 horsepower (2,820 kW) and ability to deliver more than that for short periods. They proved to be very reliable and were generally considered superior to the much newer and even more powerful Comeng-Mitsubishi 85 class and 86 class electric locomotives. Their build quality and durability was such that 38 of the original 40 remained on the books in 1990. \$39.95

[ARMP-0185] McNicol, Steve. 800 Class Profile . Elizabeth, South Australia: Railmac Publications Australia, 2013. First Edition. Soft Cover. New / No Jacket. ISBN: 9781864770735. 120 pages colour and b/w photos - The South Australian Railways 800 class was a class of locomotive introduced and operated by the South Australian Railways that was subsequently operated by Australian National Railways. This class of locomotive was powered by an English Electric inline 6-cylinder diesel engine. There were 10 units built. The 800 class of locomotive were introduced in 1956 with all units now retired from service. One unit, 801, is held for preservation by the National Railway Museum (Port Adelaide). 801 remained in its tattered Australian National green/yellow scheme until 2013, when it was repainted into SAR Mustard Pot scheme. \$29.95

[ARMP-042] McNicol, Steve. 900 Review. Elizabeth, South Australia: Railmac Publications, 1984. First Edition. Soft Cover. New / No Jacket. ISBN: 0949817325. 16 pages b/w photos - The 900 class locomotive was introduced and operated by the South Australian Railways and was subsequently operated by Australian National Railways.

This class of locomotive was powered by an English Electric 16SVT (1588 hp) diesel engine. There were 10 units built. The 900 class of locomotive were introduced in 1951 within days of the introduction of the first mainline diesel locomotives, the Commonwealth Railways GM class, as such they are among the earliest diesel locomotive types in Australia. The class were built at South Australian Railways Islington Workshops. They were withdrawn by from revenue service by Australian National Railways in the mid 1980s with 907 and 909 performing the last service from Angaston to Adelaide on 18 June, 1985 \$5.45

[ASSV-ABO] Bambery, George. A Bulldog Odyssey. Victoria Australia: Searchlight Video, 2004. First Edition. Hard Cover. New / New. ISBN: 0975189506. 192 pages profusely illustrated colour photos - over 50 years of streamlined general motors diesel locomotives in australia. - A Bulldog Odyssey covers the Australian chapter in the history of the General Motors streamlined cab diesel locomotives. Readers embark on a visual journey from the city to the outback. The landscapes featured within the covers of this weighty volume celebrate the beauty & diversity of the Australian continent. Over 40 of the nation's best rail photographers have used brilliant lighting conditions to maximum effect to capture these round cheeked beauties in their adopted home. All Australian Bulldog classes are represented amidst a plethora of colour schemes worn during 50 years of service. From GM1, the first mainline diesel-electric locomotive on the Australian mainland, through to the last locomotives in the world built new with the Bulldog nose - the 3,300hp Commonwealth Railways CL class - A Bulldog Odyssey showcases the customized General Motors designs built under licence by Clyde Engineering since the early 1950s. The spectacular rebuilding of the CL in the 1990s into the CLP (Passenger) & CLF (Freight) also features with stunning views of these units at work on legendary trains such as The Ghan, Indian Pacific and The Overland. Reproduction is first class in this 192 page, all-colour, hard back book. Images are showcased in a large 270mm x 300mm format allowing plenty of room for them to 'breathe' & be fully appreciated. A Bulldog Odyssey's eleven chapters are preceded by an informative overview & tailed with an epilogue updating developments to early 2004. Detailed captions help tell the story of these endearing icons from the early days, right through to the 21st Century. \$84.95

[AANS-076] McKillop, Robert & Ellsmore, Donald & Oakes, John. A Century of Central - Sydneys Central Railway Station 1906 to 2006. Redfern, NSW: Australian Railway Historical Society (NSW), 2008. First Edition. Soft Cover. New / No Jacket. ISBN: 9780975787069. 158 pages profusely illustrated b/w photos - The history and development of Sydney's Central Railway Station 1906 to 2006 - There have been three stations on the current site. The original Sydney Station was opened on 26 September 1855 in an area known as "Cleveland Fields." This station (one wooden platform in a corrugated iron shed), which was known at the time as Redfern, had Devonshire Street as its northern boundary. When this station became inadequate for the traffic it carried, a new station was built in 1874 on the same site and also was known as Redfern. This was a brick building with two platforms. It grew to 14 platforms before it was replaced by the present-day station to the north of Devonshire Street. The new station was built on a site previously occupied by the Devonshire Street Cemetery, a convent, a female refuge, a police barracks, a parsonage and a Benevolent Society. The remains exhumed from the cemetery were re-interred at a number of other Sydney cemeteries including Rookwood Cemetery and Waverley Cemetery. The new 15-platform station was opened on 4 August 1906 and included the previous Mortuary Station designed to transport funerals to Rookwood Cemetery. The 1906 building is still in use as the main Sydney train terminal. The last train departed platform 5 of the old Sydney station at midnight. During the remainder of that night the passenger concourse was demolished and the line extended through the old station into the new station. The Western Mail train that arrived in Sydney at 5:50am on 5 August 1906 went straight into the new station. Devonshire Street, which separated the two stations, became a pedestrian underpass to allow people to cross the railway line and is now known by many as the Devonshire St Tunnel. Sydney station has expanded since 1906 in an easterly direction. A 75-metre clock tower in the Free Classical style was added at the north-western corner of the station, opened in 3 March 1921. Central Station was designed by the Government Architect, Walter Liberty Vernon, and has been described as the "grandest railway station in Australia." It is listed on the Register of the National Estate. A riot dubbed the Battle of Central Station took place in 1916. Soldiers rebelling against camp conditions had raided hotels in Liverpool and travelled to the city by commandeered trains. Upon arrival at Central Station the rioters set about destroying the station facilities, and fire was exchanged between rampaging rioters and military police. One rioter was shot dead and several were injured. The only remaining evidence of the gun battle is a small bullet-hole in the marble by the entrance to platform 1. This incident had a direct influence on the introduction of 6 o'clock closing of hotels in 1916, which lasted in New South Wales until 1955. Central Station celebrated its 100 years of service anniversary on 5 August 2006, with

preserved steam locomotives providing shuttle trips from Sydney - Hurstville and Railmotor rides from Mortuary Station to Flemington goods yards. \$49.10

[ARHS-V-SAR] Stewien, Ron & Thompson, Malcolm. A History of the South Australian Railways - Volume 1 - the Early Years. Melbourne, Australia: Australian Railway Historical Society (VIC), 2007. First Edition. Laminated Pictorial Boards. New / No Jacket. ISBN: 9780858490475. 320 pages b/w photos line drawings maps colour illustrations - The Victorian Division Crosses the border to publish this 320 page hard cover book, with many illustrations, providing an authoritative insight into the first years of the South Australian Railways. Ron Stewien is an authority on the railway history of South Australia and hardly needs introduction. Malcolm Thompson, another notable railway historian, has provided additional material to assist this excellent and distinguished production \$48.95

[ASCR-SA5] Stewien, Ron. A History of the South Australian Railways - Volume 5 - Controversy and Mr Webb . Matraville, NSW Australia: Eveleigh Press, 2011. First Edition. Laminated Pictorial Boards. New / No Jacket. ISBN: 9781876568610. 240 pages colour and b/w photos - For the South Australian Government and their state-owned railways, the second decade of the twentieth century ushered in a constant and intense turmoil. Parliament was in disarray - between June 1909 and April 1920, the Labor and Liberal Parties alternated in government five times. On three separate occasions, Archibald Henry Peake managed to form a Liberal government. 'Opposing views' were rampant! Between them, the various Governments, created the Anthony Commission and a Royal Commission, to investigate current railway practices. And, a Parliamentary Standing Committee on Railways was created to appraise some of the more hare-brained railway routes being proposed. Some of the findings and recommendations of these various groups were in themselves quite controversial. But, to satisfy one of their recommendations, the third decade saw the appointment of a 'Chief' Commissioner from overseas to rehabilitate the railways. From the USA, came William Alfred Webb, who was controversially chosen to fill out this role. His appointment and his subsequent management decisions led to 'opposing views' of even greater proportions than was seen in the second decade. Volume 6 in this series saw the introduction of forty-five new steam locomotives and three Wrecking Cranes. Volume 5 now goes back to the appointment of Webb and his rehabilitation of the SAR. He introduced into South Australia one of the largest fleet of Brill internal combustion passenger railcars in the World and a fleet of bogie freight rolling stock just like "at home ". He also intended to introduce a new fleet of locomotive hauled passenger cars but apart from a Pullman dining car and two Pullman sleeping cars for the Melbourne Express these plans had to wait. He built a new Adelaide Railway station that looked like Buckingham Palace, which politicians mockingly branded 'Webb's Palace'. One of his most monumental feats was to convert the Islington Workshops into a world standard manufactory that could make almost anything. During the Second World War they did! He built new roundhouses, turntables and coaling plants to serve his new giant locomotives. He replaced or strengthened most of the railway bridges in the state to take the heavier trains. He fought road competition with his own fleet of buses and trucks only to have them stripped off him by meddling politicians. And he wrought administrative changes along the lines of American railroads that the politicians also didn't like. Ron Stewien covers all of these in Volume 5 with 240 pages packed to the hilt with information. The book includes 170 photographs, 16 in colour, and 154 in monotone (one in sepia). There are 25 rolling stock diagrams and 21 other diagrams (including a train control graph). Two gatefolds display plans and photographs of the Pullman cars in the way such historic vehicles should be viewed. A list of references and further reading follow the Appendices. A comprehensive Index winds up the back of the book before a few notes on the author. \$75.00

[ASCR-SA6] Stewien, Ron. A History of the South Australian Railways - Volume 6 - Mountains, Mikados and Pacifics . Matraville, NSW Australia: Eveleigh Press, 2010. First Edition. Laminated Pictorial Boards. New / No Jacket. ISBN: 9781876568623. 340 pages colour and b/w photos - William Alfred Webb landed in South Australia in 1922. His assignment : to rehabilitate the ailing State-owned railway system. In next to no time he found one very obvious weakness; an inadequate, run down and completely inefficient locomotive fleet. Taking the bull by the horns, he right away appointed Fred Shea from Victoria as his new Chief Mechanical Engineer, setting Fred on the road to becoming one of Australia's great engineers. The outcome : forty-five steam locomotives and three steam wrecking cranes that set standards of excellence that lasted until the South Australian Railways as a corporate body was finally dissolved on 8 December 1975. Not only did Shea excel as a steam locomotive engineer but during the

Second World War (and after) he stood out as a giant in the construction of warplanes, munitions and in due course, diesel-electric locomotives. Webb's original intention was to have a number of each of his 'Big Engines' built by contract and to have these engines numbered thus : the ten 4-8-2 Mountains, Nos 500 to 509; the five 2-8-2 Mikados, Nos 550 to 554 and the ten 4-6-2 Pacifics, Nos 600 to 609. Hence 'Mountains, Mikados and Pacifics'. When it was realised that the Mikados might as a class exceed 50 engines they were moved to the '700' block where they could build up to 100 locomotives if necessary. The book opens with the 'Elusive Search for that Engine' describing the first two decades of the 20th Century when the SAR was paralysed by poor administration. Then came Bill Webb from the US who immediately called tenders for the first 30 of his new brand of power. A contract was let and Fred Shea went to the Armstrong, Whitworth works in Newcastle-upon-Tyne to set the wheels in motion. After delivery of these engines, a period of running in threw up many problems culminating in an impending court battle with Armstrong, Whitworth but which was thankfully settled out of court. There followed further engines erected in the re-born Islington Workshops and the purchase of three new Wrecking Cranes from Cowans, Sheldon. Ron Stewien's second book in the series on the history of the South Australian Railways promises to be a welcome companion to Ron and Malcolm Thompson's Volume 1 'The Early Years'. Ron has skipped to Volume 6 at the request of readers anxious to read about the mighty 500, 600, 700, 710 and 720 Class locomotives inspired by Commissioner Webb and delivered by Shea, his outstanding Chief Mechanical Engineer. This book matches Volume 1 in general style but with more pages (340), more colour and more photographs (207 black and white, six sepia and 17 in full colour, including front cover), one painting in full colour, three maps, 40 diagrams and plans. There are six appendices which include the specification for one of the tender calls; the locomotives tendered; details of the dispute with Armstrong Whitworth and a rolling stock list. Finally, at the end there are three double page spreads and three gatefolds of the 500, 600 and 700 class engine and tender general arrangement drawings. \$90.00

[AMFB-19] Fiddian, Marc. A Pleasant Ride to the Seaside: A History of the Sandringham Railway. Raccoon Trail Books, 2017. First Edition. Soft Cover. New / No Jacket. ISBN: 9780987612830. 124 Pages with Black/White Photos. \$22.95

[AMFB-09] Fiddian, Marc. A Rail of Two Cities - A History of the Sydney to Melbourne Railway. Hastings Victoria Australia: Galaxy Print and Design, 2004. First Edition. Soft Cover. New / No Jacket. ISBN: 0958170487. 70 pages b/w photos - This volume traces the history of the railway linking Melbourne and Sydney, starting in the mid-19th century when engineers put down tracks from either end and eventually met at Albury in 1883. At the time the railway consisted of the standard gauge on the New South Wales side and the broad gauge on the Victorian side. It was not until 1962 that this problem was rectified when a standard gauge line was opened from Melbourne to Albury. Author Marc Fiddian looks at the major stops between Australia's largest cities, the places where passengers changed trains to branch lines, accidents, incidents and personalities involved with the railway. One of the train drivers was Ben Chifley, who later served as Australia's Prime Minister from 1945-49. \$14.95

[AMFB-14] Fiddian, Marc. A Railway Tapestry : Essays with a Victorian Railway Theme . Victoria Australia: Raccoon Trail Books, 2013. First Edition. Soft Cover. New / No Jacket. ISBN: 9780987062598. 130 pages colour and b/w photos - Author Marc Fiddian presents a collection of essays on the Victorian Railways that contains a variety of memories including ticketing, signals and gates, line changes and closures, and significant characters, etc. that indeed creates a railway tapestry. Remember the days when you bought a ticket that showed the start and finish of your journey, say from Elsternwick to sandringham? Or the times you travelled to a country destination and had a cup of tea and a piece of fruit cake at one of the railway refreshment rooms. Do you recall leaving your umbrella or other property on a train and, if you were lucky, being able to reclaim the item? Or catching a train to South Brunswick or Tunstall, since renamed Jewell and Nunawading respectively? Also, there were trams run by the Victorian Railways and interesting scenic photographs in railway carriages. these aspects of the Victorian railway scene are amongst the topics that make up this readable book. \$19.95

[SP-RC] Anchen, Nick. A Railway To Cudgewa. Melbourne, Australia: Sierra Publishing, 2013. First Edition. Laminated Pictorial Boards. New / No Jacket. ISBN: 9780980764055. 122 pages colour and b/w photos - The spectacular mountain railway from Wodonga to Cudgewa in north eastern Victoria was one of Australia's truly

fascinating branch lines, and the most challenging to operate on the Victorian Railways. It was a railway of scenic splendour, famous for its towering wooden bridges, notoriously steep grades, Hereford cattle and K class steam locomotives. Hardbound with 122 full-colour pages, this unique publication is complimented by over 100 magnificent B&W and colour photographs - most never before published - and is an absolute must for anyone interested in the history of the Victorian Railways. \$49.95

[AANS-0026] Ellis, Denny. A Railwayman's Journey. Redfern, NSW, Australia: Australian Railway Historical Society (NSW), 2005. First Edition. Soft Cover. New / No Jacket. ISBN: 0975787004. 448 pages b/w photos - This book is the detailed biography of a railwayman's climb up the coalface from Probationary Junior Porter to Superintendent. A very personal and expanded history of the railways \$25.00

[RM-EFOS] Holden, Ralph. A Stupid Undertaking : Seventy Years Playing with a Train Set - The Story of the South Australian Railways - Eyre Peninsular Division Model Railway System . Elizabeth, South Australia: Railmac Publications Australia, 2012. First Edition. Soft Cover. New / No Jacket. ISBN: 9781864770865. 88 pages colour and b/w photos - A very readable description of Ralph's journey from a Hornby clockwork set to today's superb outdoor Kapinnie branch model. \$18.20

[TPA-001] McBain, Andrew & McBain, Trevor . A Trackside Journey : A Photographic Journey Through Victoria, NSW and South Australia . Bacchus Marsh Victoria Australia: Trackside Publications, 2011. First Edition. Soft Cover. New / No Jacket. ISBN: 9780987102409. 88 pages colour photos - a must buy for train enthusiasts. 88 Full colour pages (230 X 297mm) covering a huge variety of trains, locations and combo's dating from the early 80's to present day. \$61.10

[TPA-003] McBain, Trevor & Lewis, Billy. A Trackside Journey 2 : A Photographic Journey Through Victoria, NSW and South Australia . Bacchus Marsh Victoria Australia: Trackside Publications, 2013. First Edition. Soft Cover. New / No Jacket. ISBN: 9780987102411. 96 pages colour photos - the highly anticipated sequel to A Trackside Journey, is now available. A must buy for train enthusiasts; showcasing trains, locations and combo's dating from the early 80s to present day. Produced entirely in Australia to the highest production standards, ATJ2 includes 96 full colour pages and a spectacular blue foil embossed title. \$60.00

[ARMP-186] McNicol, Steve. Adelaide Trams Today . Elizabeth, South Australia: Railmac Publications Australia, 2009. First Edition. Soft Cover. New / No Jacket. ISBN: 9781864770740. 20 pages colour and b/w photos - Until 1958, Trams in Adelaide formed a network spanning most of suburban Adelaide, with a history dating back to 1878. Adelaide ran horse trams from 1878 to 1914 and electric trams from 1909, but has primarily relied on buses for public transport since 1958. Today there is a single remaining tram line with three classes of electric tram, built in 1929, 2006 and 2009 respectively. The tram line connects the central business district of Adelaide, capital of South Australia, to the seaside suburb of Glenelg. In recent years the line has been extended again through the city to the Adelaide Railway Station and as far as the Adelaide Entertainment Centre in Hindmarsh. Electric trams and trolleybuses were Adelaide's main public transport throughout the life of the electric tram network and are enjoying a resurgence with the expansion of the remaining line and the first new tram purchases for more than 50 years. The early use of trams was for recreation as well as daily travel, by entire families and tourists. Until the 1950s, trams were used for family outings to the extent that the Municipal Tramways Trust (MTT) constructed gardens in the suburb of Kensington Gardens, extending the Kensington line to attract customers. By 1945 the MTT was collecting fares for 95 million trips annually - 295 trips per head of population. After the Great Depression, the maintenance of the tramway system and the purchase of new trams suffered. Competition from private buses, the MTT's own bus fleet and the growth of private car ownership all took patrons from the tram network. By the 1950s, the tram network was losing money and being replaced by an electric and petrol-driven bus fleet. Adelaide's tram history is preserved by a volunteer-run museum and tramway at St Kilda, and the continuing use of 1929 H Class trams on the remaining Glenelg tram line. \$8.95

[AANS-003] ARHS(NSW). Along the Line in Tasmania : Book 2 - Private Lines. St. Jammes NSW Australia: Australian Railway Historical Society (NSW), 1983. Reprint. Soft Cover. New / No Jacket. ISBN: 0858290030. 52 pages b/w photos \$5.00

[GT-001] Thompson, J. E. & Winzenried, A. P.. Along the Line to Gembrook - A Nostalgic View of the Puffing Billy Train and Line from 1899 to 1962. Croydon, Victoria Australia: Gum Tree Station, 1991. First Edition. Soft Cover. New / No Jacket. ISBN: 1875601007. 64 pages profusely illustrated b/w photos - Distinguished by being the first railway preservation effort in Australia, the railway has grown from humble volunteer beginnings in the late 1950s to become a fully operational and professional railway system. Although it still relies heavily upon volunteer labour, there is a dedicated professional staff of about 30 full time employees who oversee the daily running (except Christmas Day), including trains that now run all the way to the recently restored terminus at Gembrook. The Belgrave to Gembrook line is the sole (original) survivor of a number of narrow-gauge (762mm or 2ft6in) built by the Victorian Railways from the 1890s as "pioneering" branch lines. The narrow gauge lines were Wangaratta to Whitfield, Upper Ferntree Gully to Gembrook, Colac to Beech Forest/Crowes, and Moe to Walhalla. The latter line has been relaid from Thompson River to Walhalla, and the line was opened by the Victorian Premier Steve Bracks in March 2002. Trains operate every Wednesday, Saturday, Sunday, public holidays and all of January. The lines were all closed in the 1950s, except Colac to Crowes, which hung on until 1962. The UFTG-Gembrook line was closed in 1952 by a landslide at Selby, and for a while, some excursion trains were run between UFTG and Belgrave until that section was closed for gauge broadening and electrification in 1958. A group of enthusiasts worked hard to reopen the line, and in 1962, permission was obtained to run from Belgrave to Menzies Creek, rerouting around the landslide with the aid of some sharp curves and army assistance. Since then, the line has been gradually reopened to Emerald, Lakeside and recently, Gembrook. \$19.95

[NRTM-019] Campbell, Jean. Among Their Favourites - A Railway Photographers Selection. New South Wales Australia: Jean Campbell Productions, 1989. First Edition. Soft Cover. Good / No Jacket. ISBN: 0713671694. 144 pages profusely illustrated colour & b/w photos \$36.25

[TA-15] Longworth, Jim. Amusement Railways of Australia . Canterbury, Victoria, Australia: Transit Australia Publishing, 2015. First Edition. Soft Cover. New / No Jacket. ISBN: 9780909459284. 244 pages colour and b/w photos \$64.95

[SP-0033] Preston, Ron. An Era in Steam - On the Railways of New South Wales. Strathfield, NSW, Australia: Orion Fine Arts, 2001. First Edition. Soft Cover. Very Good / No Jacket. ISBN: 095778256X. 112 pages profusely illustrated b/w photos \$36.35

[AMFB-3] Fiddian, Marc. Australasia's Tramways. Hastings Victoria Australia: Galaxy Print and Design, 2002. First Edition. Soft Cover. New / No Jacket. ISBN: 095817041X. 83 pages b/w photos - Many years ago all major cities in Australia and New Zealand had trams. Melbourne, which retains its vast network, stands alone apart from the Glenelg line in Adelaide and the line to Lilyfield in Sydney, which was opened in 1997 using the former Darling Harbour goods railway. There were trams in Newcastle, Rockhampton, Geelong, Ballarat and Broken Hill as well as the capital cities. The early trams were horse-drawn vehicles, then came cable trams of which Melbourne had a system comparable with the big ones in Chicago and San Francisco, there were steam trams in Sydney, Newcastle and the New Zealand cities, and from the early 20th century electric trams. Liberally illustrated, the book is a history of trams in Australia and New Zealand. \$13.60

[AINT-ARLTN] Brooke, Stephen. Australia's Railways - Linking the Nation - How the Land Was Conquered. Sydney, Australia: Trocadero Publishing, 2011. First Edition. Soft Cover. New / No Jacket. ISBN: 9780864271082. 48 pages profusely illustrated colour & b/w photos - From their very earliest days in the 1850s

railways provided a much safer, more comfortable, efficient form of transport. They swiftly captured the imagination of the public, the planners and the politicians who would expand them across the six colonies bringing a speed of communication unheard of in Australia previously. This is the story of how railway tracks rapidly expanded to all but the most remote parts of the continent. It shows how railway lines linked many places where they made no economic sense, but also forged connections that improved life for everyone in city or town. The story ranges from the very first lines through the massive expansion until the 1890s, then the golden days of rail travel until World War II, through to the rationalisation, standardisation and redevelopments of the modern era. Railways were a key aspect of the development of Australia. This is their story. \$24.95

[ASCR-ADS03] Dunn, Ian et al. Australian Diesel Scene 3 - Around Australia's Railways. Matraville, NSW Australia: Eveleigh Press, 1996. First Edition. Soft Cover. New / No Jacket. ISBN: 0646245929. 120 pages profusely illustrated colour & b/w photos - includes - The 421 Class Story - Exeter - The Wallangarra Goods - The Sandstone Siding at Wondabyne \$38.95

[ASCR-ADS04] Fitzgerald, Antony et al. Australian Diesel Scene 4 - Around Australia's Railways. Matraville, NSW Australia: Eveleigh Press, 2000. First Edition. Soft Cover. New / No Jacket. ISBN: 1876568038. 120 pages profusely illustrated colour & b/w photos - includes - Morrison Knudsen in Australia - Kevin's Night of Drama - an event on the Moreton sugar tramway - The 400 Class Railcars - Baal Bone Colliery \$36.00

[ASCR-ADS05] Oberg, Leon et al. Australian Diesel Scene 5 - Around Australia's Railways. Matraville, NSW Australia: Eveleigh Press, 2002. First Edition. Soft Cover. New / No Jacket. ISBN: 1876568232. 152 pages profusely illustrated colour & b/w photos - includes - Remembering BHP Newcastle as a Railway Wonderland - Last of the Hawkesbury River Bank Engines - Culcairn - 1969 Single Line - Deep South - Sarina \$44.85

[ARMP-113] Carter, Mark. Australian Fleetbooks No. 2 - S.R.A. Locomotives. Elizabeth, South Australia: Railmac Publications Australia, 1997. First Edition. Soft Cover. New / No Jacket. ISBN: 0958650020. 24 pages profusely illustrated b/w photos - The fleet information provided in this book is correct to 31st August 1994 and has been provided to give a historical perspective of the SRA locomotive fleet at the time of introduction of the Ready Power fleet. Historic notes are correct to mid 1996 \$5.45

[ARMP-125] Carter, Mark. Australian Fleetbooks No. 3 - AN & NR Locomotives. Elizabeth, South Australia: Railmac Publications Australia, 1998. First Edition. Soft Cover. New / No Jacket. ISBN: 0958722064. 24 pages b/w photos - Looking at AN, Gauges, Classification, Liveries and Locomotive Depots and covers details and specifications of the locomotives. \$5.45

[ARMP-054] Tilley, Bruce. Australian Half - Cab Buses. Elizabeth, South Australia: Railmac Publications Australia, 1984. First Edition. Soft Cover. New / No Jacket. ISBN: 0949817422. 52 pages b/w photos - The photographs in this book have been assembled to give a nostalgic look at type of bus that is almost extinct. . \$7.20

[ARMP-142] Peadon, Brad & Walters, Daven. Australian Locomotive Rosters No. 1 - Large Operators. Elizabeth, South Australia: Railmac Publications Australia, 2000. First Edition. Soft Cover. New / No Jacket. ISBN: 186477018X. 64 pages colour & b/w photos \$14.85

[3E-960] Schache, Scott. Bananacoast Railway : Rails of the Coffs Coast : A Century Plus of Service 1906 - 2015. New South Wales Australia: 3E Innovative, 2015. First Edition. Soft Cover. New / No Jacket. ISBN: 9780987535498. 88 pages colour and bw photos - The Raleigh to Coffs Harbour leg in 2015 marked a Centenary Milestone for the NSW North Coast Line. The Bananacoast Railway details stories that have faded in the mists of

time; the school train named "Old Misery", tales of escaping Lions and Refreshment rooms decked out with starched white tablecloths, polished silver and serving three course meals for threepence! This beautifully presented illustrated publication has historical and modern references that will delight both the rail buff and those curious about the origins of the North Coast region of NSW. \$36.50

[NH-004] Houghton, Norman. Beech Forest : Capital on the Ridge . Geelong, Victoria, Australia: Norman Houghton, 2008. Reprint. A4. Soft Cover. New / No Jacket. 111 pages b/w photos - A complete history of the town of Beech Forest and surrounding district. It includes the important role the narrow-gauge railway, timber tramways and the timber industry played in the town's industry. The book is digitally printed, and the photographs are well reproduced. \$29.95

[ARMP-065] McNicol, Steve. Beyer Peacock in South Australia. Elizabeth, South Australia: Railmac Publications Australia, 1986. First Edition. Soft Cover. As New / No Jacket. ISBN: 0949817570. 16 pages b/w photos - Information on locomotives built by British firm Beyer Peacock & Company and supplied to South Australian Railways. \$5.45

[EP-01] Davies, Jenny. Beyond the Façade - Flinders Street - More Than Just a Railway Station . Mt MacEdon Victoria Australia: Jenny Davies - Endless Possibilities , 2012. Reprint. Soft Cover. New / No Jacket. ISBN: 9781921488030. 339 pages b/w photos - Beyond the Façade invites the reader to explore the many and varied uses of Flinders Street Station over and above its primary function as the central suburban rail terminus. The affinity and affection that many people have for this building is still strongly evident in the culture of Melbourne. The vision of the Victorian Railway Commissioners to create an institute for the employees that would cater for their educational, social and recreational needs resulted in the construction of an additional storey to the 1899 design for the station. The development of the Victorian Railways Institute thus forms an intrinsic part of the station's history. Furthermore, the incorporation of commercial facilities enabled the government to build a station of sufficient stature consistent with the pride of place that the Melbourne terminus deserved while providing additional revenue for the railways. Flinders Street, more than just a railway station \$59.95

[SP-9013] Drysdale, Don. BHP Rail. Elizabeth, South Australia: View Productions P/L, 1988. First Edition. Soft Cover. Good / No Jacket. ISBN: 0864410271. unpaginated approx 100 pages colour and b/w photos - A photograph book together with technical details of the locomotives of BHP at Port Kembla, Whyalla and Port Headland \$16.45

[BHB-03] Bray, Norm & Vincent, Peter J.. Bogie Freight Wagons of Victoria 1979 to 1999 - A Brief History. Sunbury Victoria Australia: Brief History Books, 2006. First Edition. Soft Cover. New / No Jacket. ISBN: 097750560X. 253 pages profusely illustrated b/w photos line drawings This book covers the Victorian Railways Bogie Wagons from 1979 when the four letter classification code was introduced to the demise of Government owned Railways in Victoria when the Government owned Rail Freight business was sold to Freight Victoria on 22nd February 1999 for \$163m. It contains over 250 A4 size pages and over 400 black and white photographs with a tear resistant cover. It describes every known vehicle of the era., by class, number range and number in class. It also states where they were built. When they were built and the many modifications along the way. Also covers length, width, height, bogie centres, tare and capacity. \$55.00

[AANS-CHU] Longworth, Jim. Boilers, Beauforts and Bogies - Chullora Locomotive and Rolling Stock Workshops 1913 - 2000. Redfern, NSW: Australian Railway Historical Society (NSW), 2009. First Edition. Soft Cover. New / No Jacket. ISBN: 9780980510614. 208 pages b/w photos - The history and development of the NSW Railways locomotive and rolling stock workshops at Chullora; the hardships of the 1930s Depression; the adaptation of the workshops to armaments and aircraft production during the Second World War; the work performed by the various personnel and trades; the work culture and social life of the people; and, the closure and demolition of the Chullora workshops after 2000. Profusely illustrated with photographs and diagrams. \$49.00

[AANS-100] Budd, Dale & Wilson, Randall. Bondi to the Opera House : The Trams That Linked Sydney. Redfern, NSW: Australian Railway Historical Society (NSW), 2011. First Edition. Laminated Pictorial Boards. New / No Jacket. ISBN: 9780980772135. 90 pages profusely illustrated colour & b/w photos - Sydney's tram system was once one of the world's largest, extending from Narrabeen in the north to La Perouse in the south, from Bondi in the east to Ryde in the west. Isolated steam-operated lines served other outlying districts. Here is a book of almost 300 wonderful photos and word pictures that brings to life a transport system, still vivid in our memories, that had close on 300 kilometres of line serving the city and more than 70 suburbs of a huge metropolis. Carrying over a million people every weekday, the tram car played a significant part in Sydneysiders' daily lives. \$39.95

[ARMP-0171] McNicol, Steve & Woodland, Tony. Bridging the Murray : A Study of the Rail Crossings and Branch Lines Into NSW. Elizabeth, South Australia: Railmac Publications Australia, 2010. First Edition. Soft Cover. New / No Jacket. ISBN: 9781864770766. 40 pages b/w photos - Bridging the Murray is a study of the rail crossings looking at the railway crossings and the various broad gauge branch lines as they ventured into NSW and also the SA bridges. This B5 40 B&W page book is a pictorial look at river crossings on the Murray river at Albury / Wodonga , Yarrowonga / Oaklands , Strathmerton / Tocumwal, Echuca / Moama / Deniliquin / Balranald , Kerang / Murrabit / Stony Crossing , Robinvale / Euston / Koorakee, Mildura / Yelta / Wentworth , Paringa / Renmark and Murray Bridge. The first railway bridge over the Murray River was built at Echuca in 1876-8, allowing the Bendigo to Echuca line to be joined to the privately-built Moama to Deniliquin Railway : extending the reach of the Victorian Railways system into the southern Riverina of New South Wales. Although the North-East Railway had reached Wodonga by 1871, it was not until 1887 that the New South Wales Government completed its line to Albury and, with a bridge built over the Murray, completed the first inter-colonial rail link between Melbourne and Sydney. Perhaps because of this delay, when further lines were extended across the border lower down the Murray in the 1890s and early 1900s the bridges were all built or upgraded for rail use by the Victorian Railways. Apart from the Albury Bridge, all of the other rail bridges across the Murray provided access for road vehicles when trains were not crossing, and many were to carry a greater volume of road traffic rather than rail traffic over subsequent decades. \$9.05

[ARMP-075] Birrell, R. A.. Brisbane City Council Bus Fleet. Elizabeth, South Australia: Railmac Publications Australia, 1994. First Edition. Soft Cover. Fair / No Jacket. ISBN: 094981766X. 24 pages b/w photos - details of the bus fleet operated by Queensland's largest operator, the Brisbane city council department of transport (BCC), as of 14 September 1987. The fleet comprised 559 buses and 4 coaches. Illustrations and listing of each vehicle is provided . \$6.55

[TH-730] Sargent, John & Pantlin, Graeme. Broad Gauge Diesel Electrics South Australian Railways - Era of the Piping Shrike. Studfield, Victoria, Australia: Train Hobby Publications Australia, 2003. First Edition. Soft Cover. New / No Jacket. ISBN: 1876249730. 56 pages profusely illustrated colour photos - Broad Gauge Diesel Electrics look at the South Australian Railways and the era of the Piping Shrike. \$45.50

[ARMP-158] McNicol, Steve. Broad Gauge Journal No. 1. Elizabeth, South Australia: Railmac Publications Australia, 2008. First Edition. Soft Cover. New / No Jacket. ISBN: 9781864770481. 32 pages profusely illustrated b/w photos \$9.95

[ARMP-0179] Pearce, Kenn. Broad Gauge Steam : The Final Decades [From the 1940s to the End of Steam]. Elizabeth, South Australia: Railmac Publications Australia, 2012. First Edition. Soft Cover. New / No Jacket. ISBN: 9781864770698. 284 pages b/w photos \$44.95

[ARMP-088] Pearce, Kenn. Broken Journeys Volume 2. Elizabeth, South Australia: Railmac Publications, 1989.

First Edition. Soft Cover. New / No Jacket. ISBN: 0949817791. 52 pages b/w photos train accidents in australia \$7.65

[ANRG-06] Browning, John & Webber, Brian. Built By Bundaberg Foundry . Woodford Queensland Australia: Australian Narrow Gauge Railway Museum Society, 2012. First Edition. Soft Cover. New / No Jacket. ISBN: 9780959600940. 80 pages colour and b/w photos -Using manufacturer's records and the memories of those who built them and worked on them, this book tells the story of the steam and diesel locomotives produced by this famous Queensland company. Narrow gauge locomotive manufacture began after the Second World War. Bundaberg Fowler steam locomotives were used to haul sugar cane, and Bundaberg Jenbach diesel locomotives were supplied to the sugar and coal mining industries. 35 years later, the Hunslet Engine Company assisted the Foundry to produce new powerful canefield diesels. Subsequently, many ex-government railway locomotives were converted for cane haulage. Many of the steam locomotives are well known because of their use on Australian tourist and heritage railways. The 80-page A4 book is printed on high quality art paper and contains more than 160 photographs, most of them in colour, as well as a number of drawings and diagrams. A remarkable number of the diesels also survive and two still haul sugar cane in Bundaberg. \$25.50

[ARMP-036] Pascoe, L. J.. Bus Fleets - Action Canberra ACT. Elizabeth, South Australia: Railmac Publications Australia, 1994. First Edition. Soft Cover. New / No Jacket. ISBN: 0949817279. 16 pages b/w photos \$6.55

[ARMP-041] Tilley, Bruce. Bus Fleets - MTA Melbourne. Elizabeth, South Australia: Railmac Publications Australia, 1994. First Edition. Soft Cover. New / No Jacket. ISBN: 0949817228. 16 pages b/w photos \$6.55

[ARMP-082] Birrell, R. A.. Buses at Home. Elizabeth, South Australia: Railmac Publications Australia, 1989. First Edition. Soft Cover. New / No Jacket. ISBN: 0949817732. 52 pages b/w photos \$5.40

[ARP-BT] Branagan, J. G.. Bush Tram - Ways & Private Railways of Tasmania - Circa 1850 to 1960. Launceston, Tasmania Australia: Regal Publications, 1992. First Edition. Soft Cover. New / No Jacket. ISBN: 0949457876. 174 pages b/w photos - The metallic hiss, scents of burning wood and dusty coal, billowy steam, the bitter-sweet smell of men as they toil was part of the scene which coloured the bush tramways and private railways of old Tasmania from 1850 to 1960. Jack Branagan recounts the history of a period when men of bygone years battled almost overwhelming odds to carve a living out of an unforgiving land. In those days the steam locomotives made it possible to wrest a living harvesting the abundance of minerals and timber for the new Tasmanian colony. This book with appeal to students and historians providing a wealth of information in an easily readable format. Contents : include - List of Illustrations - Bibliography - Acknowledgements - Preface - Chapter 1. Tamar Valley; Launceston : Northern Tasmania - Chapter 2. The North-East; Piper Valley; Bridport; Scottsdale; Derby; Gladstone - Chapter 3. East Coast; St Helens; St Marys; Swansea; Orford; Tasman Peninsula; Maria Island; Schouten Island - Chapter 4. Hobart; Huon; South of Geeveston; Bruny Island; Further South - Chapter 5. Derwent Valley. Maydena; Bothwell; New Norfolk; Tasman Island - Chapter 6. West Coast; Queenstown; Seehan; Rosebery - Chapter 7. Tullah; 'Wee Georgie Wood'; Hercules Haulage; Magnet; Emu Bay Railway - Chapter 8. Western Tiers; Deloraine; Kentish; Latrobe; Devonport - Chapter 9. Don to Table Cape; Sheffield; Cam River; Ulverstone; Penguin; Nietta - Chapter 10. Circular Head; Rocky Cape; Mawbanna; Smithton; Montagu; Trowutta; Arthur River; Marrawah tram; Balfour - Chapter 11. Railways that never existed; Hobby trains; Museums; Models; Steam and rail societies; Sundries - Index \$21.95

[AMFB-13] Fiddian, Marc. By Hill and By Vale : A History of the Hurstbridge Railway . Victoria Australia: Raccoon Trail Books, 2012. First Edition. Soft Cover. New / No Jacket. ISBN: 9780987062543. 81 pages colour and b/w photos - As a teenager the writer travelled to Diamond Creek by train. The one aspect that he recollects was the trestle bridge near Eltham railway station. That trestle bridge still stands today adding a special aura to the Hurstbridge line. Author Marc Fiddian researches the historical wait that Heidelberg and settlements beyond had to

endure before being linked with Melbourne by rail. The first section of the Hurstbridge line to open was between Victoria Park (then named Collingwood) and Heidelberg, in May 1888, although there is some evidence that the contractors building the line operated services prior to that. At this time, the line was connected to other lines via a line from Royal Park to Clifton Hill, most of which comprised what was later known as the Inner Circle line. This connection was opened at the same time. A more direct connection, between Princes Bridge and Victoria Park (as Collingwood was renamed at the same time) was opened in October 1901. In June the following year the line was extended to Eltham, and ten years later (June 1912) to Hurst's Bridge (now Hurstbridge). In 1912 the short Mont Park branch was built branching from Macleod station to serve the Mont Park Asylum. In the same year as the line reached Hurstbridge, the line between Westgarth and Alphington was duplicated. In April 1921 automatic signalling was implemented between Princes Bridge and Clifton Hill. A few months later, the line (from Princes Bridge) was electrified to Heidelberg, followed by electrification to Eltham in April 1923 and Hurstbridge in August 1926. In September 1926 the then single-track section between Clifton Hill and Westgarth was converted to Lever Locking and Track Control signalling, followed by Alphington to Heidelberg in June 1927. In June 1949 Ivanhoe to Heidelberg to was duplicated and provided with automatic signalling. The same was done to the Alphington to Ivanhoe section in December 1951. Duplication continued between Heidelberg and Macleod in December 1958, except for a short section after Heidelberg where the line crosses a bridge then goes through a tunnel. That section also remains single to this day. On two consecutive days in September 1964 automatic signalling was provided between Westgarth and Fairfield, and Fairfield and Alphington. Macleod to Greensborough was duplicated and converted to automatic signalling in August/September 1979. The short section between Clifton Hill and Westgarth crossing the moderately-deep valley of the Merri Creek was duplicated in January 2009. The rarely used centre running line at Clifton Hill was also removed at this time. As a part of the upgrades undertaken by the operator Metro Trains Melbourne, the Burgundy Street bridge near Heidelberg Railway Station was replaced in June 2010, costing over \$1,000,000. Several stations on the Hurstbridge Line formerly had Goods Yards or sidings. Those at Fairfield, Alphington, Ivanhoe, Heidelberg and Greensborough have been removed completely (although a single track remained at Heidelberg for many years and was used to stable defective trains). The former goods yards at Eltham and Hurstbridge are now used as stabling sidings, having received some modification to the track layout. The siding at Diamond Creek was originally used for goods purposes (according to the 1926 Curves and Grades book) and was retained for use as a crossing loop. A platform was not built on the loop until the mid-late 1990s, requiring trains to "set back" after using the platform in order to cross. The name of Wattle Glen station has often been debated, as the town is in fact named Wattle Glen. Platform signs also read "Wattle Glen," however the station appears on most official railway documents, as well as being gazetted on the State Government VicNames register, as Wattle Glen. \$19.95

[AAVI-BAT] Wilson, Bob. Bygone Australian Transport - A Personal Journey of Nostalgic Memories 1959 - 1985. Melbourne, Australia: Australian Railway Historical Society (VIC), 2010. First Edition. Laminated Pictorial Boards. New / No Jacket. ISBN: 9780858490505. 64 pages profusely illustrated b/w photos - Bygone Australian Transport is a nostalgic picture album of the changing and long gone Australian transport scene taken over the years from the early 1950's and continuing up until 1985. It contains a wide variety of photographs illustrating scenes of bygone Australian passenger and freight transport. These forms of transport include railways, tramways, shipping and aircraft. Content featured includes : South Maitland Railways, Cab Ride on the Short North, Bendigo District Workings, Newport Workshops, Metropolitan Workings in Adelaide, Hawker goods, Hobart rail Scenes, Brisbane Trams, Sydney Harbour Ferries and Air Freighters of the Sky. Each photograph illustrated is supported with knowledgeable and descriptive captions. \$54.95

[ASCR-BY32] Not Stated. Byway of Steam 32. Matraville, NSW Australia: Eveleigh Press, 2017. First Edition. Soft Cover. New / No Jacket. ISBN: 9781876568474. 232 Pages with Black/White Photos with Tables. \$50.00

[ASCR-BYENC] Dunn, Ian et al. Byways of Steam : Encore. Matraville, NSW Australia: Eveleigh Press, 1998. First Edition. Soft Cover. New / No Jacket. ISBN: 0958672490. 112 pages profusely illustrated colour & b/w photos - includes - The Steam Locomotive Depots in NSW: Orange - Sydney Railway Station - Hawkesbury River Bridge - The Line to Gwabegar \$37.00

[ASCR-BY08] Dunn, Ian et al. Byways of Steam 08 - on the Railways of New South Wales. Matraville, NSW Australia: Eveleigh Press, 1994. First Edition. Soft Cover. Good / No Jacket. ISBN: 0646189530. 112 pages profusely illustrated colour & b/w photos - includes - .P.O. West - 1948 - Our Rail Heritage : Newcastle Terminus - Dungog Locomotive Depot - The Engineer's Dodge - The ASM: North Coast and Over the Border - Signal Survey : Co-Acting Semaphores - Portland : The Last Days - The Rebirth of 3642 \$27.50

[ASCR-BY09] Dunn, Ian et al. Byways of Steam 09 - on the Railways of New South Wales. Matraville, NSW Australia: Eveleigh Press, 1995. First Edition. Soft Cover. New / No Jacket. ISBN: 0646224948. 112 pages profusely illustrated colour & b/w photos - includes - NSW Steam Locomotive Depots : Wellington - Our Rail Heritage : Darling Harbour - Campbelltown to Camden - The ASM: To Gresham in the West - Albury Steam Days \$27.50

[ASCR-BY10] Dunn, Ian et al. Byways of Steam 10 - on the Railways of New South Wales. Matraville, NSW Australia: Eveleigh Press, 1995. First Edition. Soft Cover. New / No Jacket. ISBN: 0646245422. 116 pages profusely illustrated colour & b/w photos - includes - Hawkesbury River to Woy Woy - The Cape - The ASM : Telegraph Point - The Merriwa Branch - Our Rail Heritage : Domain of Tunnel Box - NSW Steam Locomotive Depots : Nevertire and Warren \$33.00

[ASCR-BY11] Dunn, Ian et al. Byways of Steam 11 - on the Railways of New South Wales. Matraville, NSW Australia: Eveleigh Press, 1996. First Edition. Soft Cover. New / No Jacket. ISBN: 0958672407. 120 pages profusely illustrated colour & b/w photos - includes - Steam Locomotive Depots in NSW : Albury - Martin's Creek Ballast Quarry - Our Rail Heritage : Parramatta River Bridge - Notes on an Old Local Appendix - The ASM : The End of a Railway Career - Flemington Yard \$35.20

[ASCR-BY12] Dunn, Ian et al. Byways of Steam 12 - on the Railways of New South Wales. Matraville, NSW Australia: Eveleigh Press, 1997. First Edition. Soft Cover. New / No Jacket. ISBN: 0958672415. 128 pages profusely illustrated colour & b/w photos - includes - Woy Woy to Gosford - Traffic Officer - Our Rail Heritage : Whitton's Vision - Like Father, Like Son \$35.20

[ASCR-BY13] Dunn, Ian et al. Byways of Steam 13 - on the Railways of New South Wales. Matraville, NSW Australia: Eveleigh Press, 1997. First Edition. Soft Cover. New / No Jacket. ISBN: 0958672431. 164 pages profusely illustrated colour & b/w photos - includes - The Steam Locomotive Depots of NSW: June \$40.00

[ASCR-BY14] Dunn, Ian et al. Byways of Steam 14 - on the Railways of New South Wales. Matraville, NSW Australia: Eveleigh Press, 1998. First Edition. Soft Cover. New / No Jacket. ISBN: 0958672458. 120 pages profusely illustrated colour & b/w photos - includes - The Morpeth Branch - No.269 - The Pick-Up - To School From Derain - Traffic Officer : Shunting at Dubbo and Binnaway - Illawarra Signal Boxes \$34.50

[ASCR-BY15] Dunn, Ian et al. Byways of Steam 15 - on the Railways of New South Wales. Matraville, NSW Australia: Eveleigh Press, 1999. First Edition. Soft Cover. New / No Jacket. ISBN: 1876568046. 116 pages profusely illustrated colour & b/w photos - includes - Bolivia G.N.R. - A Country Railway Station - Traffic Officer - Life as a Young Guard - Notes on an Old Appendix : Part 2 - The Steam Locomotive Depots in NSW : Capertee - Our Rail Heritage : West Maitland \$37.00

[ASCR-BY16] Dunn, Ian et al. Byways of Steam 16 - on the Railways of New South Wales. Matraville, NSW Australia: Eveleigh Press, 1999. First Edition. Soft Cover. New / No Jacket. ISBN: 1876568054. 148 pages profusely illustrated colour & b/w photos - includes - Observations on the 53 Class - Bolivia G.N.R. - A Country

Railway Station : 2 - The Steam Locomotive Depots in NSW : Oberon - Traffic Officer : Working as a Guard at Binnaway \$40.00

[ASCR-BY17] Dunn, Ian et al. Byways of Steam 17 - on the Railways of New South Wales. Matraville, NSW Australia: Eveleigh Press, 2001. First Edition. Soft Cover. New / No Jacket. ISBN: 1876568062. 136 pages profusely illustrated colour & b/w photos - includes - Tale of a TF - The Yanderra Pay Bus Incident - Traffic Officer - Steam Locomotive Depot : Cooma \$40.00

[ASCR-BY18] Dunn, Ian. Byways of Steam 18 - the Tweed Railway - the Railway from Nowhere to Nowhere - the Grafton to the Tweed Railway 1894 - 1932. Matraville, NSW Australia: Eveleigh Press, 2002. First Edition. Soft Cover. New / No Jacket. ISBN: 1876568143. 180 pages profusely illustrated colour & b/w photos - The Tweed Railway Chronicles the line's independent existence, from 1894 to 1932. \$40.00

[ASCR-BY19] Love, Ray et al. Byways of Steam 19 - on the Railways of New South Wales. Matraville, NSW Australia: Eveleigh Press, 2002. First Edition. Soft Cover. New / No Jacket. ISBN: 1876568151. 144 pages profusely illustrated colour & b/w photos - includes - Traffic Officer : Relief Guard at Nyngan - No Sand, No Go - The Short North : Gosford to Wyong - Profile of a Master Fitter - Mountain Quest - Strange Railway Accident \$40.00

[ASCR-BY20] Love, Ray et al. Byways of Steam 20 - on the Railways of New South Wales. Matraville, NSW Australia: Eveleigh Press, 2002. First Edition. Soft Cover. New / No Jacket. ISBN: 187656816X. 152 pages profusely illustrated colour & b/w photos - includes - The Short North : Wyong to Fassifern - Trial Trip - The Railway Alts - Signal Boxes of the Illawarra Line - Steam Loco Depots in NSW - Blayney \$42.00

[ASCR-BY21] Love, Ray et al. Byways of Steam 21 - on the Railways of New South Wales. Matraville, NSW Australia: Eveleigh Press, 2003. First Edition. Soft Cover. New / No Jacket. ISBN: 1876568178. 128 pages profusely illustrated colour & b/w photos - The Campbelltown to Camden Railway, by Ian Dunn. The Camden line began life as a politically inspired experiment, a rural tramway feeder to the main line. Consequently, it was doomed economic unviability when it became a railway in 1901. For the railway enthusiast, its steep grades and intensive operations made it a mecca, easily accessible from metropolitan Sydney and increasingly quaint in its aspect. This essay explores the origins, building and operation of the line, and the photos dwell particularly on the operations associated with the coal loader at Narellan in the late 1950s. - Bathurst's 59 Class Bankers, by Peter Attenborough. Mainline steam operations over the main western line ceased during the winter of 1967 but it was to be another five years before the last steam locomotives were transferred from Bathurst. In those intervening years, Bathurst depot maintained a small number of engines for yard shunting and bank engine work on the climb out of the Macquarie River valley on either side of the city. This article looks at the role of those engines, in particular the 59 class, which arrived at Bathurst at virtually the same time that mainline operations were drawing to a close. - Troy Junction, by Ray Love. Troy Junction is situated a short distance north of Dubbo, one of the major western railway centres. Troy Junction is the point where the line to Binnaway diverges from the Coonamble branch line and in this essay, Ray Love reviews the history and traffic operations of the junction which at one-time incorporated stock yards, an abattoir and a quarry. - Kapooka, by Pat Turner & Ray Love. Retired engineman Pat Turner spent his entire railway career based at Junee, working on the main southern line. In this essay, Pat relates an incident at Kapooka, many years ago, at a time when all southern express trains required assistance in that area. - Traffic Officer, by Russell Bright. Traffic Officer Russell Bright opts for a less uncertain life style than that of a guard and becomes an assistant station master, initially at Binnaway. He moves through the grades of ASM by way of promotions to Narrabri West and then to Temora. Many of the normal duties, as well as several incidents along the way are described as Russell's railway career advances. - In the Midst of Life, by Stephen Halgren. Eternal vigilance is required in whatever path we take, be it railway of every day. This essay recounts the tragic runaway and derailment of locomotive 5586 and the tragic death of Driver George Dixon at Eastwood in September 1940 which prompted railway poet Frank Brown to pen the ode Eastwood Fatality. \$38.00

[ASCR-BY22] Love, Ray et al. Byways of Steam 22 - on the Railways of New South Wales. Matrville, NSW Australia: Eveleigh Press, 2004. First Edition. Soft Cover. New / No Jacket. ISBN: 1876568186. 136 pages profusely illustrated colour & b/w photos - The Short North : Fassifern to Newcastle, by Peter Attenborough. This, the third and concluding essay in the series reviewing the main northern line between Gosford and Newcastle, looks in detail at the section of railway between Fassifern and Newcastle. Passing through the southern suburbs of New South Wales second largest city, the line plays host to local goods and passenger services, a constant procession of coal trains, as well as the heavy traffic plying between Sydney and Newcastle. The various branch lines and collieries that fed this busy route are described in detail with track diagrams and many photographs included to illustrate the unique nature of this section of railway. - Driver in a Hurry, by Pat Turner. Pat Turner spent his entire railway career on the main southern line and in this essay recalls a couple of fast trips on the Southern Expresses during the late 1950s. - Useful to Yardmaster, by Leon Oberg. Bob Payne commenced work for the NSW in Goulburn in 1940 as a useful . Leon Oberg reports on Bob's varied railway career in the Southern Tablelands town of Goulburn up until the time Bob finished work as a Yard Master. - Traffic Officer : Station Master at Coonabarabran, by Russell Bright. In this, the final instalment of his career as an officer in the Traffic Branch of the NSW Railways, Russell describes his duties as Station Master, Coonabarabran during the period 1970 to 1990. This was a time when severe cutbacks were being made in the NSW, particularly in country areas. Russell takes us through the effects this had on the railway at Coonabarabran during these years of change, as well as his additional responsibility as a union representative involved with the downsizing, closure and staff redundancies at many locations. The last duty he performed was his own redundancy and closure of Coonabarabran station in 1990 \$40.00

[ASCR-BY23] Love, Ray et al. Byways of Steam 23 - on the Railways of New South Wales. Matrville, NSW Australia: Eveleigh Press, 2004. First Edition. Soft Cover. New / No Jacket. ISBN: 1876568194. 120 pages profusely illustrated colour & b/w photos - Steam Locomotive Depots in NSW: Glenreagh and Dorrigo, by Ray Love. Continuing his series on the history of the locomotive depots in the state, Ray Love presents the life and times of the small locomotive out-depots at Glenreagh and Dorrigo. For 48 years Glenreagh, a small town on the NSW north coast between Coffs Harbour and Grafton, was the rail junction with the North Coast line and the 43-mile long branch line to Dorrigo, a town famous for its timber industry and produce. A small locomotive depot was established at Glenreagh (and, for some years also at Dorrigo) to serve the branch line traffic. - Our Railway Heritage : West Maitland, by Robert Booth. Turning the clock back to the 1930s when railways were the main stay of our transportation system. - A Southern Junction : Culcairn, by Lloyd Holmes. Lloyd was a station officer who served at a number of southern branch line and main southern line stations during his lengthy railway career. These locations included Corowa, Gerogery, Albury and Culcairn. where he spent ??? years of his railway career. The essay is a recollection of the history of the town and an insight into the early days of the busy railway junction and his working days there. - Steaming on at Oberon, by Leon Oberg. Seeks out the origin of the boiler at an Oberon mill. - The Shop Order Book, by Ian Dunn. Covers some of the history that can be researched from these valuable NSWGR volumes. - In the Midst of Life : 2, by Stephen Halgren. Describing the night a truck full of celebrating locals knocked part of an over bridge into the path of the southbound Melbourne Express. - A Tribute to Fred Saxon, by Ian Wallace. Ian, who worked closely with Fred, presents a tribute to a family man who loved life, loved his photography and made many friends along the way. A well-known railway photographer Fred Saxon passed away in January 2004 after a brief illness. Over many decades he took thousands of photographs, his favourite subjects being items of public transport, particularly trains, trams, trolley-buses and ferries with many of the photos being published. Fred had a strong affection for steam working. During the last decade of his life, Fred worked with the Eveleigh Press team on several books and essays. \$38.00

[ASCR-BY24] Love, Ray et al. Byways of Steam 24 - on the Railways of New South Wales. Matrville, NSW Australia: Eveleigh Press, 2005. First Edition. Soft Cover. New / No Jacket. ISBN: 1876568313. 136 pages profusely illustrated colour & b/w photos - The Richmond Branch, by Peter Attenborough. On 29 November 1864, over 140 years ago, the first branch line in the colony of New South Wales opened to serve the rural areas around Windsor and Richmond. Peter looks at the history of the Richmond branch and why it was so significant at that time to the fledgling colony. The expansion of the line and its many wayside stations are reviewed, as are the operational aspects of the branch. A brief insight is also provided into the short-lived extension to Kurrajong with its very

different operating practices. Track diagrams and many photographs are included to illustrate the interesting facets of this branch line. - Our Railway Heritage : Old Sydney Yard, by Robert Booth. The story of the old Sydney Yard reaches back 150 years into the very early days of the NSW. In this brief trip back, Robert explores the detail around the engine shed. - Murphy's Law at Hawkmount, by Stephen Halgren. Hawkmount, on the Sydney to Newcastle main line attracted scores of steam enthusiasts during the final years of steam. However, notoriety visited the revered location on 15 May 1948 when a series of non-injurious derailments and collisions added another chapter to the location's history. This essay details the incidents and the consequences for the men involved. It gives an interesting insight into 1940's train working over this busy section of track - Newcastle, by Ron Preston. With the closure of the line from Wickham Junction to Newcastle looming, we take a look at some of the history that surrounds the activities on this line that runs along the banks of the Hunter River. - Keep Your Hands to Yourself, by Pat Turner. Retired Junee driver Pat Turner recalls an incident at Albury during his days of firing on the Southern Expresses, and how, sometimes it pays to mind your own business. \$42.00

[ASCR-BY25] Love, Ray. Byways of Steam 25 - on the Railways of New South Wales. Matraville, NSW Australia: Eveleigh Press, 2006. First Edition. Soft Cover. New / No Jacket. ISBN: 1876568321. 144 pages profusely illustrated colour & b/w photos - In the mid-1920s, electrification of the Sydney suburban railway system commenced. In 1926, the first of the electric trains entered service and from then on, steam locomotives were quickly displaced on suburban passenger working as the electrified network expanded into the suburbs. In the 40-year period prior to the opening of electrification, steam locomotives of numerous designs and an equally varied range of passenger carriages provided an intensive service throughout the area. The trains carried workers and shoppers to and from their homes located in such outer suburbs as Hurstville, Parramatta, Ryde, Hornsby and Bankstown. A huge locomotive depot was built at Eveleigh in 1885, becoming the principal centre of locomotive operations in the state. Even with its immense size and capacity to service many locomotives, the suburban operations needed some special attention. To provide the motive power, carriage sets and train crews for a frequent passenger service, locomotive depots and carriage sheds were built at as many as ten locations. The entry into service of the S class 4-6-4 tank engines in 1903 improved the running times and the size of the commuter trains, but the near-to-Sydney suburban depots remained. With electrification, all that changed and a number of the suburban depots and carriage sheds were removed, replaced by the electric car sheds. In this issue of Byways of Steam, the history and details of six suburban steam depots are presented. The individual histories feature drawings, diagrams, photographs and operational information on such diverse locomotive depots as Milson's Point, Hurstville, Homebush, Clyde, Belmore and Rozelle. A special photographic tribute to the versatility of the S class (later 30 class), which were mostly displaced from their usual working by the electrification, is included. \$40.00

[ASCR-BY26] Love, Ray. Byways of Steam 26 - on the Railways of New South Wales. Matraville, NSW Australia: Eveleigh Press, 2009. First Edition. Soft Cover. New / No Jacket. ISBN: 187656833X. 136 pages profusely illustrated b/w photos - Railways and Collieries of the West Wallsend District. Brian Andrews gives an account of the coal railways of the area. - Another Trial Trip. Before engine crews are passed for a specific class of locomotive, it is necessary for the men to successfully handle the engine on a Trial Trip in the presence of a Locomotive Inspector. Long time Junee engineman Pat Turner relates a few problems which he and driver Dick Evans had with a 60 class Garratt on one such trip.- Our Railway Heritage - Kogarah. Robert Booth looks at this Sydney suburban location. - Thank God for the Far West. From 1931 until 1967, The Far West Children's Health Scheme Carriages were a familiar sight in outback New South Wales. Converted from former passenger carriages, the cars conveyed a nursing sister to various locations where she tended and gave advice to expectant or new mothers and so helped to reverse a frightening incidence of child mortality and illness in the outback. This article covers the history of this most worthwhile scheme and the carriages which served it so well. - Steam Depots in NSW: Mt Victoria. A locomotive shed was provided at Mount Victoria in 1910 and provided crews and servicing arrangements for the next 47 years. Ray Love presents the life and times of this small but important locomotive out-depot located at the top of the Blue Mountains.- Coals to Newcastle in Days Past. Ray Love's photo essay reliving the haulage of coal in Newcastle. - Timber Tramways of the 7th Section. In the early 1900s, a number of timber tramways were established on the North Coast of NSW, transporting the timber and logs to the North Coast Railway. Well known author Jim Longworth provides an insight into two timber tramways, the Bonville Timber Tramway and the Boambee Timber Tramway.- What's Your Number? Ian Dunn presents an overview of the locomotive numbering practices of the NSWGR, and a description of the numeral forms used on steam and diesel

locomotives from 1855 to 1982. \$39.95

[ASCR-BY27] Love, Ray. Byways of Steam 27 - on the Railways of New South Wales. Matraville, NSW Australia: Eveleigh Press, 2011. First Edition. Soft Cover. New / No Jacket. ISBN: 9781876568348. 172 pages colour and b/w photos - includes - Steam Locomotive Depots in NSW: Port Waratah. Ray Love covers another locomotive depot of the steam era.-The Richmond Line: An Engineman's Reminiscences. Graeme Kirkby remembers life as an engineman on this outer Sydney suburban line.-The Four Wheel Hopper in NSW. Ian Dunn researches the ubiquitous four wheel hopper. \$45.00

[ASCR-BY28] Love, Ray. Byways of Steam 28 - on the Railways of New South Wales. Matraville, NSW Australia: Eveleigh Press, 2012. First Edition. Soft Cover. New / No Jacket. ISBN: 9781876568351. 144 pages colour and b/w photos - includes - steam locomotive depots Narrabri West and Moree , Bob Booth, the Cessnock Express \$45.00

[ASCR-BY29] Love, Ray. Byways of Steam 29 - on the Railways of New South Wales. Matraville, NSW Australia: Eveleigh Press, 2013. First Edition. Soft Cover. New / No Jacket. ISBN: 9781876568445. 192 pages colour and b/w photos - with essays on: Western Line Train Travel in January 1961. In the summer of 1961 author Ian Wallace and friend Geoff Percival spent part of their school holidays travelling through western New South Wales experiencing and recording steam operation at and around Parkes, Dubbo, Orange and Bathurst locomotive depots as well as various forms of western line passenger train travel. Western line mail train travel in 1961 is compared with that in 1949, when steam was still in its heyday. The essay is well illustrated with steam action at these locations and along the way. - No.335 South. Typical of many goods train workings in NSW, No.335 South was a regular service between Sydney and Goulburn, conveying loading to Moss Vale and Goulburn. In the 1960s, during the last days of steam operation, this service received the attention of author Peter Attenborough who shares his recordings of the workings. - The Railways of Captain's Flat.The discovery of rich mineral deposits at Captain's Flat, a location east of what was to become Canberra, resulted in several mining enterprises from the latter years of the nineteenth century with railways and tramways being used above and below ground in most of the various mining processes. Author Leon Oberg, provides an extensive essay that also draws on fascinating personal anecdotes from the people who actually built and worked the standard gauge branch line that junctioned with the Monaro line at Bungendore. The essay also tells in words and pictures the railway's role in the filming of the movie, Ned Kelly, which starred Mick Jagger. - Steam Locomotive Depots in NSW: Binnaway. The feature essay in this volume is Ray Love's coverage of the steam locomotive depot that was located in the north-west of the state of New South Wales. Once again, in fine detail, Ray covers the history and operation of the depot with material from official files, his personal records, and many interviews with railwaymen. As usual there are many photographs and drawings that cover the steam era right from the beginning. This essay includes a number of departmental drawings of facilities such as the roundhouse, coal stages, etc. - There is also the Byways of Steam Index: Volumes 1 to 29 and Encore. A complete index to the 'Byways of Steam' series to date. \$45.00

[ASCR-BY30] Love, Ray. Byways of Steam 30 - on the Railways of New South Wales. Matraville, NSW Australia: Eveleigh Press, 2014. First Edition. Soft Cover. New / No Jacket. ISBN: 9781876568453. 176 pages colour and b/w photos - with essays on - Steam Locomotive Depots in NSW: Griffith. The feature essay in this volume is Ray Love's coverage of this steam locomotive depot, which was located in the south-west of the state of New South Wales. Once again, in fine detail, Ray covers the history and operation of the depot with material from official files, his personal records, and many interviews with railwaymen. As usual there are many photographs and drawings that cover the steam era right from the beginning. This essay includes a number of departmental drawings of facilities such as the engine shed, coal stages, etc. - From Paperboy to Train Operator: A Tribute to Barry Tulloch. Ian Wallace presents the life of Barry Tulloch, a member of the famous engineering manufacturing family. From his days as a train enthusiast when at school, and was the Pippita paperboy, to when he purchased and rebuilt NSW tank engine 3112, which became a favourite on the preservation steam train scene. Included are many photographs from the family album and friends showing Barry's family life as well as his many interests in anything steam, including live steam models. The restoration and running of 3112 are also covered by numerous photographs and detailed comments from both Barry and members of his support team. - K200V The

English Mail. Stephen Halgren explores the conditional train that carried the mail from England between Albury and Sydney on Sundays, when the Melbourne Express was not scheduled to run. The essay traces the history of this train from its inception in 1893 until its demise after World War One. - Roving Traffic Officer: Malcolm Dunstan McKenzie. John McKenzie shares photographs from the family album which covers some of the many locations his father, a relieving traffic officer, worked over a lengthy career on the NSW. - The British Australian Oil Company. Mark Langdon presents his research into the company that mined shale at Murrurundi in the 1908-15 period and the refinery at Hamilton. The essay includes the building of the ropeway to the mine and the railway to the main line at Temple Court along with the locomotive and rolling stock purchased for the transportation of the oil. The illustrations include some of the glass plate images that were unearthed during the research. - The British Australian Oil Co.'s Rail Tank Wagons. Complementing Mark Langdon's essay, Richard Mathews provides a history of the BAOC's 20 four-wheelers, including their later long and varied NSWGR service. We also have a quick look at some other 2,500 gallon wagons, among them the first four Shell rail tank wagons. - Tulloch's Phoenix Iron Works. A brief photo essay of some of the railway items produced by this Rhodes-based manufacturer. \$45.00

[ASCR-BY31] Not Stated. Byways of Steam 31. Matraville, NSW Australia: Eveleigh Press, 2017. First Edition. Soft Cover. New / No Jacket. ISBN: 9781876568467. 216 Pages with Black/White Photos and Drawings. The Industries and Railways of the Lithgow Valley. Mark Langdon, fresh from his coverage of the Wolgan Valley in Shale and Shays, has researched the rise of Lithgow as an industrial centre, including numerous mines and industries and the various rail links in the valley, west of the Blue Mountains. The expanded text is accompanied by many previously unpublished images of the period, including some wonderful panoramic photographs of the valley. These are accompanied by another superb Dean Oliver drawing showing the location of the industries and mines and the rail lines. Steam Locomotive Depots in NSW: Lithgow. The feature essay in this volume is Ray Love's coverage of this steam locomotive depot, which was built in 1924, replacing the depot at Eskbank. The expanded facilities at Lithgow covered the locomotives which worked over the mountains, including the 'Big Engines' and those that worked to Bathurst and Mudgee, on the branch line. Interspersed throughout the expansive text are stories from railway enginemmen, the result of many hours of recorded interviews by the author. Lithgow was an extremely important depot for the NSWGR; the task of transporting goods and minerals over the Blue Mountains being an onerous task and an important one for the economy of the state of NSW. \$50.00

[ARMP-0172] Pascoe, Ronald . Cattle Vans, Canaries and Level Crossings - Memories of 40 Years with South Australia's Railways. Elizabeth, South Australia: Railmac Publications Australia, 2008. First Edition. Soft Cover. New / No Jacket. ISBN: 9781864770600. 60 pages b/w photos - Ronald Pascoe and his memories of 40 years with South Australia Railways starting at Burra and working at Port Adelaide , Lock , Peterborough , Alawoona , Balhannah , Moonta , Kalangadoo , Snowtown and Port Lincoln. \$14.95

[ASCR-CWE] Attenborough, Peter. Central West Express - Australian Trains. Matraville, NSW Australia: Eveleigh Press, 2011. First Edition. Soft Cover. New / No Jacket. ISBN: 9781876568535. 64 pages profusely illustrated colour & b/w photos - For just over 40 years, the Central West Express served the cities of Bathurst and Orange, and either directly or by a connecting train, the cities of Dubbo, Parkes and Forbes. This volume of Australian Trains relates the history of the Central West Express and its importance to the central western regions of the state. \$22.00

[AMFB-12] Fiddian, Marc. Citizens, Cargo and Coal : A History of the Gippsland Railway . Victoria Australia: Raccoon Trail Books, 2011. First Edition. Soft Cover. New / No Jacket. ISBN: 9780980561890. 105 pages b/w photos - While most major Victorian cities had rail links from Melbourne it wasn't until 1873 that approval from the Government was made to enable a railway to Sale...but from Oakleigh rather than Melbourne. The railway was built in sections, starting from the Oakleigh end and the Sale end before joining in 1878. The final link from Oakleigh to South Yarra was made the next year. Citizens Cargo and Coal chronicles the history of this Gippsland railway. \$19.95

[ARMP-205] McNicol, Steve. City of Adelaide - A Clipper Ship. South Australia: Railmac Publications Australia, 2015. First Edition. Soft Cover. New / No Jacket. ISBN: 978186477107. 28 Pages with Colour Pictures. Includes information on the ship's specifications, construction materials, voyages between London and South Australia from 1864 to 1887, captains and passengers, the different uses of the ship and, finally, its preservation in recent years. \$7.50

[AMFB-5] Fiddian, Marc. Clang, Clang, Clang - A Study of Melbourne's Tramway. Pakenham, VIC, Australia: Pakenham Gazette, 1993. First Edition. Soft Cover. New / No Jacket. ISBN: 1875475052. 91 pages b/w photos - Melbourne is one of the few world cities to retain a network of tramways. Trams are as much a part of Melbourne as Collins St or the Princess Theatre. While they fascinate some tourists they are a necessity to public transport patrons. Marc Fiddian tells a fascinating story of the Melbourne tramways from the early horse drawn trams, to the cable trams and then to the electric tram system that is still with us today. His account is rich with interesting details including many archival black and white photos. \$22.90

[NH-001] Houghton, Norman. Closed 50 Years Ago : The Colac to Beech Forest Narrow Gauge Railway - Commemorative Booklet - 30 June 2012. Geelong, Victoria, Australia: Norman Houghton, 2012. First Edition. A4. Soft Cover. New / No Jacket. 52 pages b/w photos - The Colac to Crowes line was built to serve the local timber and farming community. It was built in two stages, and closed in three stages. The section from Colac to Beech Forest was opened on 1/3/1902. The extension to Crowes was opened on 20/6/1911. The section from Ferguson to Crowes was closed on 9/12/1954. From Ferguson to Weeaprounah was re-opened on 19/1/1955. The closed section was pulled up using trains in 1961. The rest of the railway was closed on 30/6/1962, a few days before the re-opening of the Puffing Billy Railway. When opened the line from Colac to Beech Forest was worked as one section under the Staff and Ticket system. With the extension to Crowes another staff section was added. By 1913 there were four staff stations Colac, Gellibrand, Beech Forest and Crowes, with Barongarook and Banool available as temporary staff stations. All of these stations except Crowes had signals. \$25.95

[TH-347] Gee, Neville. Closed Stations - Lost Locations : Victoria - Part 1 - a Photographic Profile 1956 - 1981 . Pinewood Victoria Australia: Train Hobby Publications Australia, 2010. First Edition. Soft Cover. New / No Jacket. ISBN: 9781921122347. 56 pages colour photos \$47.90

[ASCR-CA] Dunn, Ian A.. Clydes Among the Cane - Fiji's Sugar Railway on Viti Levu. Matrville, NSW Australia: Eveleigh Press, 2010. First Edition. Soft Cover. New / No Jacket. ISBN: 9781876568860. 60 pages profusely illustrated colour photos - Australia's sugar giant, CSR, had a far-flung outpost in the blue Pacific, where it built over 400km of cane tramway and ran several large mills. CSR's cane railway on Fiji survives today on the islands of Viti Levu and Vanua Levu, under new ownership. It provides a fascinating window onto the Australian cane tramway of the 1960s, set in a tropical paradise. Motive power is mainly diesel-hydraulic 0-6-0s from Clyde Engineering in Sydney and operating practices mirror those of Queensland four decades ago. This all-colour album showcases the Clyde diesels amongst the cane fields and forests of Fiji between 2005 and 2009. Rail transport in Fiji exists to move cut sugar cane to crushing mills. There used to be two horse-drawn street tramway systems, some other passenger systems, an underground mine system and some tramways on construction projects. Tramways have been used to transport sugar cane from the fields to the mill since 1876 when a 2.4-kilometre (1.5 mi) horse tramway was constructed on the Selia Levu estate on the island of Taveuni. The Holmhurst Mill on Tavenui had tramways from 1882 of 762 mm (2 ft 6 in) gauge. A tramway was also built on Mago Island. Most cane tramways were of 610 mm (2 ft) gauge, on the main islands of Viti Levu and Vanua Levu. Steam engines were used, later replaced with diesel engines. Most of the mills and tramways were built by the Colonial Sugar Refining Company (CSR), an Australian-owned company, and transferred to the Fiji Sugar Corporation in 1973, when CSR withdrew from Fiji. Many lines were on road reserve provided by the government, and combined road-rail bridges were common. Some passenger services were provided, such as the famous Free Train from 1915, with one or two trains a week from Lautoka to Kavanagasau and Rarawai on the Rarawai - Kavanagasau Light Railway. In 1988 there were 645 kilometres (401 mi) of permanent cane railway in Fiji, for the Lautoka and Rarawai, and Penang mills on Viti Levu, and the Labasa Mill on Vanua Levu. \$40.00

[ASCR-C1] Cooke, David & Seckhold, Keith & Beckhaus, John. Coaching Stock of the NSW Railways Volume 1. ill. Toohey, Dennis. Matraville, NSW Australia: Eveleigh Press, 1999. First Edition. Hard Cover. New / New. ISBN: 1876568003. 260 pages profusely illustrated b/w photos - This, the initial volume of what is envisaged to be the definitive work on the NSW passenger carriage, covers in detail the design, construction and operation of carriage stock on the NSW railways. The contents include comprehensive tabular information, with photographs and/or drawings of every carriage type, for all 4-wheel and 6-wheel passenger stock, including brakevans, hearses, horse boxes and carriage trucks, early bogie cars including Cleminson, Redfern and Ashbury types, express 'dogboxes' and their rebuilding including the Rand L type cars, the 42'6" cars, the 12 wheelers, including Dental Clinic Cars, miscellaneous Lucy-era cars including SBX, SFX and ACX, special cars including state cars SG, GG and PAM, the Commissioner's train, Medical Officer's car, prison vans and EHO luggage vans. \$102.00

[ASCR-C2] Cooke, David & Seckhold, Keith & Beckhaus, John & Estell, Don. Coaching Stock of the NSW Railways Volume 2. ill. Toohey, Dennis. Matraville, NSW Australia: Eveleigh Press, 1999. First Edition. Hard Cover. New / New. ISBN: 1876568011. 260 pages profusely illustrated b/w photos - The title covers, in detail, the design, construction and operation of carriage stock on the railways of NSW. The groups covered in Volume 2 include : American sleeping and suburban cars - clerestory, Mansard, low and high elliptical and BOB sets. Other Truss-sided cars - AB41 dining car, Davis sleepers, branchline cars, Mann sleepers, Governor-General's car and Pullman cars. Steel country cars - S and N non air-conditioned cars, H and S air-conditioned cars, stainless steel Brisbane Express, Southern Aurora, Gold Coast Motorail and proposed cars. Miscellaneous cars - Commissioner's Car No.9, ex-Budd & Tulloch railcars, loco hauled double deck stainless steel electric cars, small bogie brake vans, power vans, goods brake vans, education vans, exhibition/mobile showroom vans, motor car carriers and Motorail wagons. Indian Pacific cars. Carriage miscellanea - special trains, rolling stock builders, lettering, ventilation and heating, lighting, brakes, bogies, colour schemes, car sets, coding systems and numbering. Appendices : Victorian Railways standard gauge cars, East Greta Coal Mining Co/South Maitland Railways, roofs and lighting. Coverage is extensive; there is comprehensive tabular information on construction, conversion and condemnation dates for each individual car. Illustrations include photographs of every available type and drawings. This work has been over a decade in the making, and includes the latest research from original sources. It is the definitive work on the NSW passenger carriage, and is unlikely to be reprinted. This is a once-only chance to get the most complete work on NSW carriages ever offered. \$126.00

[ASCR-C3] Cooke, David & Estell, Don & Seckhold, Keith & Halgren, Stephen . Coaching Stock of the NSW Railways Volume 3. ill. Bennett, David . Matraville, NSW Australia: Eveleigh Press, 2012. First Edition. Hard Cover. New / New. ISBN: 9781876568252. 344 pages colour & b/w photos - covers the suburban and interstate fleet. Contents include: Details of the original timber cars and the conversion to electric haulage - Every type of electric car in-service on the NSW Railways and their successor entities - Over 60 colour images - Details of the new Waratah cars and provision for listing of introduction dates. \$112.00

[ARHN-018] Andrews, Brian Robert. Coal Railways and Mines - the Story of the Railways and Collieries of J. & A. Brown. Redfern, NSW: Iron Horse Press, 2004. First Edition. Hard Cover. New / New. ISBN: 0909650632. 369 pages profusely illustrated colour and b/w photos - The Richmond Vale Railway was a colliery railway line in the Hunter Region of New South Wales, Australia, servicing coal mines at Minmi, Stockrington, Pelaw Main and Richmond Main. It was over sixteen miles long and passed through three tunnels, and was the last privately-owned, non-tourist, railway in Australia to use steam locomotives The line was privately owned, by J. & A. Brown and Abermain Seaham Collieries Limited and then its successor company, Coal and Allied Industries. It was constructed in sections, the earliest section being from Hexham to Minmi, built by John Eales in 1856 to service his colliery at Minmi (later bought out by J. & A. Brown). At the Hexham Exchange Sidings trains either joined the New South Wales Government Railways main north coast line or instead continued across it to J. & A. Brown's coal-loader at Hexham Wharf, on the Hunter River. (The last ship to load coal there was the '60-miler' collier Stephen Brown on 1 November 1967 after which the wharf ceased its operations). \$88.00

[ARMP-098] McNicol, Steve & Pearce, Kenn . Coals to Hexham : The Continuing Story. Elizabeth, South Australia: Railmac Publications Australia, 1994. Revised. Soft Cover. New / No Jacket. ISBN: 0949817961. 44 pages b/w photos - Hexham is a suburb of the city of Newcastle, about 15 kilometres (9 mi) inland from Newcastle in New South Wales, Australia on the bank of the Hunter River. Settlement occurred at Hexham in the 1820s when the land was granted to Edward Sparke.[citation needed] Hexham was named after the market town of Hexham, England with both towns being near to a Newcastle and sharing a history with one another; many of the coal miners from Newcastle upon Tyne and elsewhere in Northumberland moved to New South Wales at the time of settlement. The history of Hexham is closely associated with that of the nearby suburbs of Tarro (originally Upper Hexham), Ash Island, Tomago and Minmi. Hexham has its own railway station on the Main north line, which passes through the area. It was the riverine terminus of the Richmond Vale Railway line, an early coal hauling railway from Minmi and Stockrington. The wharf was later closed and the line was converted to join the main line to access the coal handling facilities in Newcastle. Hexham was once a riverport of some importance in the lower Hunter and was known as Port Hunter. In the colonial days travellers from Newcastle to Maitland could travel to Hexham by boat and then disembark to travel by road to Maitland via Upper Hexham (Tarro), Four Mile Creek and Green Hills, the road being more direct than the river which had many bends after Raymond Terrace. Coal loading at Hexham began about 1850. One timber wharf was located on the south bank, immediately downstream of the first Hexham bridge. This was originally used by J & A Brown from the mid-1800s to load coal brought by train from Minimi across Hexham Swamp. The loader was later used by R W Miller. This loader has long ceased operating and has since been dismantled. The last ship was loaded in August 1988, the last in 138 years. Another timber wharf was located on the south bank about 600 metres upstream from the current bridges across the Hunter River. This was near the Wheatsheaf Hotel, once operated by John Hannell, whose tomb is nearby. When it was constructed, the first Hexham bridge was built with a centre lifting span so small ships could travel to this wharf, even in the 1960s. (Similarly, the Stockton Bridge further downstream was built with a high arch so ships could travel upstream to Hexham by the north channel of the Hunter River to load coal at Hexham.) This wharf was eventually used by the Bellbird-Hetton Colliery to load coal. (It has a depot to the west, across the Pacific Highway and Great North Railway, at the end of what is now Woodlands Road.) This loader was later taken over by Peko-Wallsend in the 1960s, which also built six 600 ton coal silos (painted green) on the river bank and conveyors across the railway and highway to expedite loading. These facilities were demolished in the 1980-90s. The ships serving Hexham were small and known as '60 milers', based on the distance they travelled to Sydney carrying coal for gas-making. In its later days, ships sometimes became stuck in the river travelling from Hexham. \$8.75

[TH-996] Barrack, Richard. Coals to Newcastle : NSW Hunter Valley Coal Traffic Part 1 - The Steam Era - A Photographic Profile By Peter Attenborough . ill. Attenborough, Peter. Pinewood Victoria Australia: Train Hobby Publications Australia, 2010. First Edition. Soft Cover. New / No Jacket. ISBN: 9781921122996. 56 pages profusely illustrated colour photos \$49.00

[TH-408] Barrack, Richard. Coals to Newcastle : NSW Hunter Valley Coal Traffic Part 2 - The Diesel Era - A Photographic Profile By Peter Attenborough . Pinewood Victoria Australia: Train Hobby Publications Australia, 2011. First Edition. Soft Cover. New / No Jacket. ISBN: 9781921122408. 56 pages profusely illustrated colour photos \$47.85

[TH-125] Attenborough, Peter. Coals to the Illawarra : 40 Years of Coal Haulage in the Illawarra Region - A Photographic Profile By Peter Attenborough . Pinewood, Victoria, Australia: Train Hobby Publications Australia, 2013. First Edition. Soft Cover. New / No Jacket. ISBN: 9781921122484. 56 pages profusely illustrated colour photos \$49.50

[AANS-007] LEE, Robert. Colonial Engineer - John Whitton 1819 - 1898 and the Buiding of Australia's Railways. Redfern, NSW: Australian Railway Historical Society (NSW), 2000. First Edition. Hard Cover. New / New. ISBN: 0868404683. 352 pages colour & b/w photos - The story of Whitton's life & work. Fully illustrated with many period photographs.- Raised in the milieu of the great English pioneer railway engineers, John Whitton conquered the Great Dividing Range in the 1860s, building transmontane lines by hand, before the use of dynamite

and in some of the most remote and inhospitable terrain. His origins were humble, and his story one of social and material advancement through talent, will, and mastery of production techniques. Alone among engineers in Australia, he acquired an international reputation for his genius and his extraordinary achievements. He was responsible for building 2,131 miles of railway, traversing terrain as challenging as any railway engineer ever encountered. His most arduous tasks were undertaken early in his career, when railway technology involved pioneering techniques. He built his railways on limited budgets and sometimes in the face of powerful opposition, which believed that the colony could not afford railways at all. \$49.95

[AUNI-02] Dunn, John. Comeng - A History of Commonwealth Engineering Volume 1 1921 - 1955. New South Wales Australia: Rosenberg Publishing, 2010. Reprint. Hard Cover. New / New. ISBN: 1877058424. 316 pages index appendix profusely illustrated colour and b/w photos - Commonwealth Engineering began as Smith & Waddington in 1921- a small firm building custom bodies for motorcars and small buses. The Depression forced a restart as Waddingtons Body Works leading shortly after to a move to Clyde in western Sydney. A larger factory enabled the company to begin building railway rolling stock but the advent of the war brought new changes. The Federal government took over control and the plant became a manufacturer of wartime products - aircraft hangars, pontoons, ocean going lighters -as well as large number of freight wagons. The company was so successful that the Federal government took up the controlling shares in 1946 and the name changed to Commonwealth Engineering. Post war brought huge contracts for double deck buses and passenger railway vehicles. In the early 1950's the company expanded into Queensland, Victoria and Western Australia . By 1955 an agreement was signed with the Budd Company of Philadelphia giving Comeng a license to build stainless steel passenger train in Australia . It was a turning point in the company's fortunes, leading to a production of a new generation of passenger vehicles which set the stage for Comeng to become the premier train manufacturer in the Southern Hemisphere. John Dunn joined Commonwealth Engineering at Granville in 1956 as an apprentice draftsman and did a certificate course in Mechanical Engineering at Sydney Technical College. He was with the company until the Granville facility closed in June 1989, although he continued to work as a design and production consultant for the new owners of the Victorian branch for a further 10 years. At Comeng Granville he held the position of senior concept engineer in rolling stock design for 12 years. At the close of the company its owners ordered the destruction of all the archives and records. He managed to salvage some material from Granville and a colleague did the same from the Rocklea plant in Brisbane. He has kept all this material in storage until he retired and could do something useful with it. Since the activities of Commonwealth Engineering represented a significant part of the industrial and manufacturing history of this country his intention is to attempt to document its 70-year story in that light. The author spent nearly three years in tracking down some 350 key ex-employees in all States of Australia so that he could interview them for their first-hand account of events as they recall them. So far he has done more than 220 interviews. Many of these interviews are with men in their 90s who started there long before he was born. The oldest of these began with the Camperdown company in 1928. Their stories and insights are remarkable. In addition to the company directors, managers, shop superintendents and lowly tradesmen, he also interviewed politicians, railway officials and ex-commissioners in so far as their roles related to Commonwealth Engineering. Each has a story to tell which helps form the fabric of the rich tapestry of this company's history. A remarkable outcome of these interviews is the discovery of vast resources of documents, drawings and photos which have been retained by these men and which they have been happy to pass on to the author. He has photos virtually from day one right through to the end - to date some 27,000 in all. This will be a monumental work in three Volumes, to be published over the next three years. \$59.95

[AUNI-09] Dunn, John. Comeng - A History of Commonwealth Engineering Volume 3 1966 - 1977. New South Wales Australia: Rosenberg Publishing, 2010. First Edition. Hard Cover. New / New. ISBN: 9781877058905. 352 pages b/w photos line drawings - Volume 3 of the "History of Commonwealth Engineering" picks up the story where volume 2 left off. The company continued to grow steadily in its rolling stock business, and expanded into new fields. Highlights included the design and construction of the Indian Pacific trains, coinciding with the first standard gauge passenger train services from Sydney to Perth. The design and construction of the interurban double-deck trains for the NSW Railways for service to Lithgow and Gosford were the first such double-deck, air conditioned electric multiple units in the world. In Western Australia the company designed and built the 150 kph Prospector railcars - Australia's fastest train in those days. The takeover of rival firm A E Goodwin allowed Comeng to enter the lucrative and very successful business of building Alco-powered diesel-electric locomotives, for the growing iron ore mines in Australia's northwest. A new plant at Mittagong specialised in the construction of freight rolling stock. The South African plant - Union Carriage & Wagon - grew at an unprecedented rate, turning out multiple types of

passenger trains, freight wagons, electric and diesel-electric locomotives, as well as the world-famous luxury express, the Blue Train. The Queensland plant produced large numbers of aluminum wagons to service the expanding coal mines in the state, also producing diesel-electric mainline locomotives and a steady stream of narrow gauge industrial and cane locomotives. In Victoria the company began the production of a new generation of tramcars for the Melbourne system. In South Australia a very successful company was established to design and supply specialised track maintenance machines for use by all the Australian railway systems. The company's long-established business of building buses and other road transport vehicles continued, as did the arm of Comeng that supplied curtain walling for the high rise buildings around Australia. A large industrial arm of the company became a substantial supplier of earth moving and mining machines, industrial ovens and fans, and other similar equipment. The company was now the largest rolling stock manufacturer in the Southern Hemisphere. \$65.95

[016372] Dunn, John. Comeng - A History of Commonwealth Engineering Volume 5 1985 - 1990 : (plus ABB, Adtranz and Bombardier to 2012). New South Wales Australia: Rosenberg Publishing, 2013. First Edition. Hard Cover. Good / Good. ISBN: 9781922013521. 304 pages 500 colour plates and 500 b&w illustrations - bumping tom corners of book - This volume takes up the account of Comeng's history from 1985 (where the previous volume left off) and carries the story through to 1990-and then on into the post-Comeng era at Dandenong of ASEA Brown Boveri (ABB), Adtranz and Bombardier. In 1985, and under the most difficult of circumstances, the Dandenong plant in Victoria won a contract for new light rail vehicles for Hong Kong-their first export order. Though this potentially opened the door for further export work for Comeng in South-East Asia, the ANI directors were unprepared to follow up such opportunities. By 1986 railway rolling stock contracts were drying up in Australia, and the Comeng management was looking for other opportunities overseas. Bids were made on a score of fronts, though without any success. This was largely because the Australian Government was unwilling to financially support Comeng in the same way that foreign governments backed their own manufactures. Comeng just could not compete under those circumstances. There was a ray of hope in 1986 when an inquiry came from North America for Comeng to tender on new commuter trains for the Long Island Rail Road in New York. The project was pursued with vigor, and Comeng became the preferred bidder against world-wide competition. The contract was virtually 'in the bag' when, at the eleventh hour, ANI pulled the plug and so the project collapsed. When ANI pulled out, this symbolically signalled the end of Comeng. Behind the scenes ANI was in trouble financially and Comeng became one of the casualties. All the plants (except that in Dandenong) were progressively wound down and closed. By this time the highly successful and profitable South African subsidiary, the Union Carriage & Wagon Co. (UCW), had also been sold by ANI. The Comeng Victorian plant was purchased by Asea Brown Boveri (ABB) in 1990, and the work of designing and building rolling stock has continued there to this day-though now under the name of Bombardier. This volume therefore includes the products that have been turned out from the Dandenong plant from the time when Comeng's name ceased to exist. It includes descriptions of the new XPT sleeping cars; the Xplorer and Endeavour railcars; SEPTA transit cars for Philadelphia, and electric locos for India. There are brief descriptions of the other projects during the ABB-Adtranz era. Finally, this volume concludes with a summary of the contracts won by Bombardier up to 2012. John Dunn, began working with Comeng (Granville) in 1956 as an apprentice draftsman. He studied mechanical engineering at Sydney Technical College and then theology at the Adelaide Bible Institute and Sydney's Moore Theological College. He attained the position of senior concept engineer in rolling stock design, working mainly in Comeng's Head Office at Granville. He was with the company until its closure in 1989, after which he continued to work for a further decade as an independent design, production and sales consultant for the new owners of the Comeng Victorian branch. John Dunn's own consultancy company, Transit Design, secured railway rolling stock design work with numerous other clients in Australia as well as in Europe, Hong Kong, Japan and the USA. After retiring in 2004 John Dunn has devoted much of his time to the research and writing of this history, and the pursuit of his responsibilities as a member of the ministry team at St Paul's Anglican Church, Chatswood, NSW. In April 2012 his health suddenly declined very rapidly and in June he was diagnosed with Motor Neurone Disease. By August he was no longer able to write or use his computer. His work on the Comeng history ceased and was completed by others under his supervision. John died on 30 December 2012. \$55.00

[AUNI-12] Dunn, John. Comeng - A History of Commonwealth Engineering Volume 5 1985 - 1990 : (plus ABB, Adtranz and Bombardier to 2012). New South Wales Australia: Rosenberg Publishing, 2013. First Edition. Hard Cover. New / New. ISBN: 9781922013521. 304 pages 500 colour plates and 500 b&w illustrations - This volume takes up the account of Comeng's history from 1985 and carries the story through to 1990-and then on into the post-Comeng era at Dandenong of ASEA Brown Boveri (ABB), Adtranz and Bombardier. In 1985, and under

the most difficult of circumstances, the Dandenong plant in Victoria won a contract for new light rail vehicles for Hong Kong-their first export order. Though this potentially opened the door for further export work for Comeng in South-East Asia, the ANI directors were unprepared to follow up such opportunities. By 1986 railway rolling stock contracts were drying up in Australia, and the Comeng management was looking for other opportunities overseas. Bids were made on a score of fronts, though without any success. This was largely because the Australian Government was unwilling to financially support Comeng in the same way that foreign governments backed their own manufactures. Comeng just could not compete under those circumstances. There was a ray of hope in 1986 when an inquiry came from North America for Comeng to tender on new commuter trains for the Long Island Rail Road in New York. The project was pursued with vigor, and Comeng became the preferred bidder against world-wide competition. The contract was virtually 'in the bag' when, at the eleventh hour, ANI pulled the plug and so the project collapsed. When ANI pulled out, this symbolically signalled the end of Comeng. Behind the scenes ANI was in trouble financially and Comeng became one of the casualties. All the plants (except that in Dandenong) were progressively wound down and closed. By this time the highly successful and profitable South African subsidiary, the Union Carriage & Wagon Co. (UCW), had also been sold by ANI. The Comeng Victorian plant was purchased by Asea Brown Boveri (ABB) in 1990, and the work of designing and building rolling stock has continued there to this day-though now under the name of Bombardier. This volume therefore includes the products that have been turned out from the Dandenong plant from the time when Comeng's name ceased to exist. It includes descriptions of the new XPT sleeping cars; the Xplorer and Endeavour railcars; SEPTA transit cars for Philadelphia, and electric locos for India. There are brief descriptions of the other projects during the ABB-Adtranz era. Finally, this volume concludes with a summary of the contracts won by Bombardier up to 2012. John Dunn, began working with Comeng (Granville) in 1956 as an apprentice draftsman. He studied mechanical engineering at Sydney Technical College and then theology at the Adelaide Bible Institute and Sydney's Moore Theological College. He attained the position of senior concept engineer in rolling stock design, working mainly in Comeng's Head Office at Granville. He was with the company until its closure in 1989, after which he continued to work for a further decade as an independent design, production and sales consultant for the new owners of the Comeng Victorian branch. John Dunn's own consultancy company, Transit Design, secured railway rolling stock design work with numerous other clients in Australia as well as in Europe, Hong Kong, Japan and the USA. After retiring in 2004 John Dunn has devoted much of his time to the research and writing of this history, and the pursuit of his responsibilities as a member of the ministry team at St Paul's Anglican Church, Chatswood, NSW. In April 2012 his health suddenly declined very rapidly and in June he was diagnosed with Motor Neurone Disease. By August he was no longer able to write or use his computer. His work on the Comeng history ceased and was completed by others under his supervision. John died on 30 December 2012. \$65.00

[THDB-125D] Sargent, John. Commonwealth Railways - A Photographic Profile Compiled By Andrew Hennell and David Hennell. Pinewood Victoria Australia: Train Hobby Publications Australia, 2015. Reprint. Plastic Case CD. New / No Jacket. Digital book on compact disc - contains the complete 56 page book with covers as a pdf file viewable in a pdf reader, best viewed in full screen mode - 56 pages colour photos \$35.00

[TH-536] Sargent, John & Pantlin, Graeme. Commonwealth Railways GM Class Clyde EMD Diesel Electric Locomotive. Studfield, Victoria, Australia: Train Hobby Publications Australia, 2001. First Edition. Soft Cover. New / No Jacket. ISBN: 1876249536. 48 pages profusely illustrated colour photos - The Commonwealth Railways began negotiations with Clyde Engineering in the late 1940's, who were a leading steam locomotive and rolling stock builder at the time. After several overseas trips by CR and Clyde executives, Clyde Engineering secured the Australian manufacturing license agreement with the Electro Motive Division of General Motors. A contract was then awarded to Clyde Engineering in September 1950 for the construction of eleven diesel electric locomotives of a similar design to the US F7 series. As Australia had a smaller loading gauge than the USA, the F7 design had to be stretched and lowered. To achieve this, the radiators were moved from the roof to the side of the loco and all of the ancillary equipment was relocated within the engine room. The extra length of this design made it possible to lower the axle load to 18 tons by using three axle bogies instead of the two axle bogies on the F7. However, three axle bogies with traction motors on all axles had not been developed at this time. The centre axle on each bogie was non-powered idler. This gave the locomotive a wheel arrangement of A1A-A1A. Powered by the proven GM/EMD 567B engine, the first of these machines was ready for testing on 24 August 1951 and all were delivered from September 1951 to July 1952. The delivery run of these locomotives involved hauling a freight train to Albury where their 4ft 8 1/2in gauge power bogies would be exchanged for transfer bogies so they could be hauled over the 5ft 3in gauge VR and SAR systems to Port Pirie. Here they were re-fitted with their power bogies before they entered

service on the Commonwealth Railways as the GM class. In what would become a CR tradition, GM1 was named "Robert Gordon Menzies" in honour of the Prime Minister at the time the class was introduced. \$45.50

[AMFB-6] Fiddian, Marc. Commuters Shoppers and Scholars - A History of the Melbourne Lilydale Railways. Pakenham, VIC, Australia: Pakenham Gazette, 1988. First Edition. Soft Cover. New / No Jacket. ISBN: 0959631674. 99 pages b/w photos - The Lilydale railway line is a suburban electric railway in Melbourne, Australia. It branches from the Frankston, Pakenham, Cranbourne, and Sandringham lines at Richmond station. The line from Richmond to Hawthorn was opened initially to a temporary terminus at Pic Nic, just short of the Yarra River, in September 1860, and to Hawthorn in April 1861. It was extended to Camberwell in April 1882, then to Lilydale on the first day of December of that year. Duplication from East Richmond to Hawthorn occurred about a week after the Lilydale extension opened, and a fortnight (two weeks) later, the same section was converted to Double Line Block Telegraph safeworking, and the section from Hawthorn to Camberwell had Staff and Ticket working implemented. In May 1885, Hawthorn to Camberwell was duplicated and converted to Double Line Block Telegraph. Duplication was extended to Box Hill in December 1888. Automatic signalling was introduced from December 1907 with the conversion of the section from East Richmond to Hawthorn to semi-automatic signalling, followed by Richmond to East Richmond being converted to automatic signalling in August 1919, East Richmond to Camberwell in two stages both in October 1922, and Camberwell to Canterbury the following month. Electrification took place between Flinders Street and Box Hill in December 1922, and extended to Ringwood the following month, then Croydon in November 1925 and finally to Lilydale in October 1925. Conversion to automatic signalling resumed in April 1927 with the conversion of Canterbury to Surrey Hills, followed by Surrey Hills to Box Hill in October 1929. The section from Croydon to Mooroolbark was duplicated in 1957, creating a long passing loop on this otherwise single-line section beyond Ringwood. The section from Mooroolbark to Lilydale remains a single track. Automatic signalling conversions resumed in July 1958 with the section from Box Hill to Blackburn, followed by Mitcham to Ringwood in September of that year, and Blackburn to Mitcham in November 1960. Hawthorn to Camberwell was triplicated in December 1963, and the triplication was extended to East Camberwell in November 1964. Richmond to Burnley was quadruplicated in 1966/67, and triplication was extended to Box Hill in December 1971, followed by Burnley to Hawthorn in August 1972. This left a short section of double track on the up side of Richmond, but this was quadruplicated with the construction of a flyover in 1973. Ringwood to Croydon was converted to automatic signalling in November 1973 and duplicated in June 1984. Mooroolbark to Lilydale was converted to automatic signalling in June 1985. \$14.95

[ASCR-CBM] Langdon, Mark. Conquering the Blue Mountains. Matraville, NSW Australia: Eveleigh Press, 2006. First Edition. Laminated Pictorial Boards. New / No Jacket. ISBN: 1876568305. 148 pages profusely illustrated colour & b/w photos - The Blue Mountains presented a seemingly impenetrable barrier to the early white settlers of New South Wales. With assistance from the indigenous inhabitants, who had been crossing the range for millennia, Blaxland, Wentworth and Lawson found a viable crossing in 1813 and Surveyor Cox rapidly exploited this to build a road crossing for Governor Macquarie in 1815. When the construction of a railway was mooted in the 1840s and 1850s, the barrier again seemed impenetrable, but surveyors under John Whitton revealed a suitable alignment, largely following Cox's road, but utilising innovative technology to ascend and descend the mountain escarpments, the zig-zag. Mark Langdon's Conquering the Blue Mountains, details the planning, construction and operation of the Blue Mountains railway from Penrith to Wallerawang. Using material from a wide variety of original sources, he recounts the difficulties of finding a suitable alignment, the design and construction of the zig-zags, and their ultimate replacement by double track deviations, themselves major feats of civil engineering. The story is enhanced with many period photos, many previously unpublished, with original and specially drawn track diagrams, biographical details of the principal personages and a full bibliography. This work is the definitive work on Whitton's masterpiece, and it belongs in every enthusiast historian's library. \$50.00

[AMFB-2] Fiddian, Marc. Continent of Iron Roads - A Brief History of Australian Railways. Pakenham, VIC, Australia: Southeastprint, 2000. First Edition. Hard Cover. New / New. ISBN: 1875475184. 151 pages b/w photos - The author traces the efforts of the pioneer railway builders to serve a growing population in a new land, why different gauges were used in different states, the engineers who devised the routes and the best means of getting from point A to point B, the importance of railways to trade, the politics and building of the transcontinental line to Western Australia, the various people involved in running the railways and the much sought standardisation of railway gauges. The vastness of the topic makes fascinating reading for both the railway devotee and those interested

in Australian history. The hard cover book is generously illustrated and contains an index. \$27.50

[THDB-127D] Barrack, Richard & Sargent, John. Country Branch Lines New South Wales - Part 3 - Cooma - Bombala - Canberra - Captain's Flat . Studfield, Victoria, Australia: Train Hobby Publications Australia, 2015. Reprint. Plastic Case CD. New / No Jacket. Digital book on compact disc - contains the complete 48 page book with covers as a pdf file viewable in a pdf reader, best viewed in full screen mode - 48 pages profusely illustrated colour photos - Country Branch Lines is a planned state based series looking at various areas and lines throughout the system. Country Branch Lines part three for New South Wales looks at the canberra region and the diverse number of lines which served the district. \$35.00

[THH-133] Barrack, Richard. Country Branch Lines New South Wales - Part 4 - Boorowa - Crookwell - Yass Town . Studfield, Victoria, Australia: Train Hobby Publications Australia, 2011. First Edition. Hard Cover. As New / No Jacket. ISBN: 9781921122378. 56 pages profusely illustrated colour photos - Country Branch Lines is a planned state based series looking at various areas and lines throughout the system \$50.00

[TH-460] Barrack, Richard. Country Branch Lines New South Wales - Part 4 - Boorowa - Crookwell - Yass Town . Studfield, Victoria, Australia: Train Hobby Publications Australia, 2011. First Edition. Soft Cover. New / No Jacket. ISBN: 9781921122378. 56 pages profusely illustrated colour photos - Country Branch Lines is a planned state based series looking at various areas and lines throughout the system \$49.95

[TH-126] Barrack, Richard. Country Branch Lines New South Wales - Part 5 - Blayney - Harden Cross Country Line Grenfell and Eugowra Branches Volume 2 - a Photographic Profile Compiled By Richard Barrack . Studfield, Victoria, Australia: Train Hobby Publications Australia, 2013. First Edition. Soft Cover. New / No Jacket. ISBN: 1921122415. 56 pages profusely illustrated colour photos - Country Branch Lines is a planned state based series looking at various areas and lines throughout the system \$49.50

[TH-422] Barrack, Richard. Country Branch Lines New South Wales - Part 5 - Blayney to Harden Cross - Country Line. Grenfell and Eugowra Branches Volume 1. Studfield, Victoria, Australia: Train Hobby Publications Australia, 2012. First Edition. Soft Cover. New / No Jacket. ISBN: 9781921122422. 56 pages profusely illustrated colour photos - Country Branch Lines is a planned state based series looking at various areas and lines throughout the system \$49.95

[TH492] Sargent, John & Hennell, Andrew & Hennell, David. Country Branch Lines South Australia - the Broad Gauge - A Photographic Profile . Pinewood Victoria Australia: Train Hobby Publications Australia, 2009. First Edition. Soft Cover. New / No Jacket. ISBN: 1921122188. 56 pages profusely illustrated colour photos - Country Branch Lines is a planned state based series looking at various areas and lines throughout the system. \$49.00

[THH-114] Sargent, John & Hennell, Andrew & Hennell, David. Country Branch Lines South Australia - the Broad Gauge - A Photographic Profile . Pinewood Victoria Australia: Train Hobby Publications Australia, 2009. First Edition. Hard Cover. As New / No Jacket. ISBN: 1921122188. 56 pages profusely illustrated colour photos - Country Branch Lines is a planned state based series looking at various areas and lines throughout the system. \$50.00

[TH-555] Gee, Neville. Country Branch Lines Victoria - Part 10 - Patchewollock - Yaapeet - Yanac - Bolangum : A Photographic Profile Composed By Neville Gee . Pinewood Victoria Australia: Train Hobby Publications Australia, 2015. First Edition. Soft Cover. New / No Jacket. ISBN: 9781921122552. 56 pages colour photos \$49.00

[THH-117] Sargent, John (Ed.). Country Branch Lines Victoria - Part 5 - Wahgunyah - Peechelba East - Oaklands - Katamatite - Cobram . Pinewood Victoria Australia: Train Hobby Publications Australia, 2009. First Edition. Hard Cover. As New / No Jacket. ISBN: 1921122226. 56 pages profusely illustrated colour photos - Country Branch Lines is a planned state based series looking at various areas and lines throughout the system. Part Five is a profile of the North East and Central Region. Wahgunyah - Peechelba East - Oaklands - Katamatite - Cobram \$55.00

[TH493] Sargent, John (Ed.). Country Branch Lines Victoria - Part 5 - Wahgunyah - Peechelba East - Oaklands - Katamatite - Cobram . Pinewood Victoria Australia: Train Hobby Publications Australia, 2009. First Edition. Soft Cover. New / No Jacket. ISBN: 1921122226. 56 pages profusely illustrated colour photos - Country Branch Lines is a planned state based series looking at various areas and lines throughout the system. Part Five is a profile of the North East and Central Region. Wahgunyah - Peechelba East - Oaklands - Katamatite - Cobram \$49.00

[THDB-126D] Gee, Neville. Country Branch Lines Victoria - Part 6 - Tocumwal - Picola - Girgarre - Colbinabbin - Heathcote - Lancefield. Pinewood Victoria Australia: Train Hobby Publications Australia, 2015. Reprint. Plastic Case CD. New / No Jacket. Digital book on compact disc - contains the complete 56 page book with covers as a pdf file viewable in a pdf reader, best viewed in full screen mode - 56 pages profusely illustrated colour photos - Country Branch Lines is a planned state based series looking at various areas and lines throughout the system. Part Six is a profile of the North East and Central region including Tocumwal - Picola - Girgarre - Colbinabbin - Heathcote - Lancefield \$35.00

[THDB-138D] Gee, Neville. Country Branch Lines Victoria - Part 7 - Central Region - Shelbourne - Maldon - Daylesford - Wedderburn . Pinewood Victoria Australia: Train Hobby Publications Australia, 2015. Reprint. Plastic Case CD. New / No Jacket. Digital book on compact disc - contains the complete 56 page book with covers as a pdf file viewable in a pdf reader, best viewed in full screen mode - 56 pages profusely illustrated colour photos - Country Branch Lines is a planned state based series looking at various areas and lines throughout the system. Part 7 is a profile of the Central Region including Shelbourne, Maldon, Daylesford and Wedderburn \$35.00

[TH-453] Gee, Neville. Country Branch Lines Victoria - Part 8 - Newlyn - Ballarat Racecourse - Waubra - Skipton : A Photographic Profile Composed By Nevile Gee . Pinewood Victoria Australia: Train Hobby Publications Australia, 2013. First Edition. Soft Cover. New / No Jacket. ISBN: 9781921122453. 56 pages profusely illustrated colour photos - Country Branch Lines is a planned state based series looking at various areas and lines throughout the system. Part 8 is a profile of the Newlyn - Ballarat Racecourse - Waubra - Skipton areas. \$49.00

[TH-538] Gee, Neville. Country Branch Lines Victoria - Part 9 - Toolamba - Echuca Cross - Country Line, Deniliquin (NSW) - Balranald (NSW) - Cohuna : A Photographic Profile Composed By Nevile Gee . Pinewood Victoria Australia: Train Hobby Publications Australia, 2015. First Edition. Soft Cover. New / No Jacket. ISBN: 9781921122538. 56 pages colour photos \$49.00

[THDB-110D] Sargent, John & Gee, Neville. Country Branch Lines Victoria - Part Four - Wodonga - Tallangatta - Cudgewa - A Photographic Profile 1950s - 1979. Studfield, Victoria, Australia: Train Hobby Publications Australia, 2015. Reprint. Plastic Case CD. New / No Jacket. Digital book on compact disc - contains the complete 56 page book with covers as a pdf file viewable in a pdf reader, best viewed in full screen mode - 56 pages profusely illustrated colour photos - Country Branch Lines is a planned state based series looking at various areas and lines throughout the system. Part Four is a profile of the Wodonga - Tallangatta - Cudgewa line. Includes a brief description and history of the Wodonga to Cudgewa railway. \$35.00

[THDB-105D] Sargent, John & Gee, Neville. Country Branch Lines Victoria - Part Three - Bowser - Everton - Beechworth - Bright. Studfield, Victoria, Australia: Train Hobby Publications Australia, 2015. Reprint. Plastic Case CD. New / No Jacket. Digital book on compact disc - contains the complete 56 page book with covers as a pdf file viewable in a pdf reader, best viewed in full screen mode -56 pages profusely illustrated colour photos - Country Branch Lines is a planned state based series looking at various areas and lines throughout the system. - Part Three covers the Bowser - Everton Beechworth - Bright line from Wangaratta. The line to Beechworth branched from the main North East line about four miles north of Wangaratta. It was named Beechworth Junction by the time the line was opened through to Beechworth in September 1876. A few small trains ventured up the valley until 1983, when the death knell came with the construction of the Hume Bypass of Wangaratta. \$35.00

[TH-CS5] Sargent, John. Country Railway Stations - New South Wales - Part Five - A Photographic Profile 1950 - 2000. Studfield, Victoria, Australia: Train Hobby Publications Australia, 2004. First Edition. Soft Cover. New / No Jacket. 48 pages profusely illustrated colour photos - isbn listed inside is 187624987 - Part five of Country Railway Stations New South Wales is the latest instalment in this fascinating series. \$42.50

[TH-29] Sargent, John. Country Railway Stations - New South Wales - Part Four. Studfield, Victoria, Australia: Train Hobby Publications Australia, 2004. First Edition. Soft Cover. New / No Jacket. ISBN: 1876249854. 48 pages profusely illustrated colour photos - Country Railway Stations New South Wales part four continues with scenes from the former glory days of the New South Wales Government Railways. \$42.50

[TH-080] Sargent, John. Country Railway Stations - New South Wales - Part Six. Studfield, Victoria, Australia: Train Hobby Publications Australia, 2006. First Edition. Soft Cover. New / No Jacket. ISBN: 1921122080. 48 pages profusely illustrated colour photos - Part six of Country Railway Stations New South Wales is the latest instalment in this fascinating series. \$45.40

[THDB-064D] Sargent, John. Country Railway Stations - New South Wales - Part Three. Studfield, Victoria, Australia: Train Hobby Publications Australia, 2015. Reprint. Plastic Case CD. New / No Jacket. Digital book on compact disc - contains the complete 48 page book with covers as a pdf file viewable in a pdf reader, best viewed in full screen mode - 48 pages profusely illustrated colour photos - Country Railway Stations New South Wales part three continues with scenes from the former glory days of the New South Wales Government Railways. \$35.00

[TH-498] Sargent, John. Country Railway Stations - New South Wales - Part Two. Studfield, Victoria, Australia: Train Hobby Publications Australia, 2001. First Edition. Soft Cover. New / No Jacket. ISBN: 1876249498. 48 pages profusely illustrated colour photos - Country Railway Stations New South Wales continues the theme of scenes from various locations around the state, but featuring the different infrastructure from New South Wales. \$50.00

[THDB-097D] Hennell, David & Hennell, Andrew & Gee, Neville & Sargent, John. Country Railway Stations - Queensland - Special Edition. Studfield, Victoria, Australia: Train Hobby Publications Australia, 2015. Reprint. Plastic Case CD. New / No Jacket. Digital book on compact disc - contains the complete 48 page book with covers as a pdf file viewable in a pdf reader, best viewed in full screen mode -48 pages profusely illustrated colour photos - Country Railway Stations Queensland is a planned series featuring scenes of various stations and yards from all over the system, from the small wayside halt to the major towns throughout the state. From its inception with the opening of the line from Ipswich to Bigge's Camp (Grandchester) in 1865, the Queensland Railways expanded from humble beginnings to a vast enterprise covering most of Queensland. From Wallangarra in the south to Cooktown in the north, from Tweed Heads in the east to Mount Isa in the west, QR developed a character all its own. During the last 40 years many changes have taken place; branch lines have Digital book on compact disc - contains the complete 48 page book with covers as a pdf file viewable in a pdf reader, best viewed in full screen mode - closed in large numbers, slow goods/mixed trains and rail motors have largely disappeared, extensive electrification and infrastructure upgrading works have taken place and freight is dominated by the massive mineral haulage task with some of the largest trains in Australia being operated. The photographs in this book represent Queensland railways as they were in that earlier more leisurely era. \$35.00

[THH-103] Hennell, David & Hennell, Andrew & Gee, Neville & Sargent, John. Country Railway Stations - South Australia - Part One - 1959 - 1983. Studfield, Victoria, Australia: Train Hobby Publications Australia, 2007. First Edition. Hard Cover. As New / No Jacket. ISBN: 1921122099. 48 pages profusely illustrated colour photos - Country Railway Stations South Australia contains scenes of a fast-fading era in the state, taken in the period 1979 - 1983 after the country network became part of the Commonwealth Railways. \$50.00

[TH-099] Hennell, David & Hennell, Andrew & Gee, Neville & Sargent, John. Country Railway Stations - South Australia - Part One - 1959 - 1983. Studfield, Victoria, Australia: Train Hobby Publications Australia, 2007. First Edition. Soft Cover. New / No Jacket. ISBN: 1921122099. 48 pages profusely illustrated colour photos - Country Railway Stations South Australia contains scenes of a fast-fading era in the state, taken in the period 1979 - 1983 after the country network became part of the Commonwealth Railways. \$45.50

[THH-078] Sargent, John. Country Railway Stations - Victoria - Part Four - A Photographic Profile 1950 - 2000. Studfield, Victoria, Australia: Train Hobby Publications Australia, 2004. First Edition. Hard Cover. As New / No Jacket. ISBN: 1876249846. 48 pages profusely illustrated colour photos - Country Railway Stations Victoria part four presents a further selection of interesting station scenes from the VR's past \$55.00

[TH-30] Sargent, John. Country Railway Stations - Victoria - Part Four - A Photographic Profile 1950 - 2000. Studfield, Victoria, Australia: Train Hobby Publications Australia, 2004. First Edition. Soft Cover. New / No Jacket. ISBN: 1876249846. 48 pages profusely illustrated colour photos - Country Railway Stations Victoria part four presents a further selection of interesting station scenes from the VR's past \$47.90

[THDB-078D] Sargent, John. Country Railway Stations - Victoria - Part Four - A Photographic Profile 1950 - 2000. Studfield, Victoria, Australia: Train Hobby Publications Australia, 2015. Reprint. Plastic Case CD. New / No Jacket. Digital book on compact disc - contains the complete 48 page book with covers as a pdf file viewable in a pdf reader, best viewed in full screen mode - 48 pages profusely illustrated colour photos - Country Railway Stations Victoria part four presents a further selection of interesting station scenes from the VR's past \$35.00

[THH-100] Sargent, John & Gee, Neville. Country Railway Stations - Victoria - Part Six - A Photographic Profile 1958 - 1994. Studfield, Victoria, Australia: Train Hobby Publications Australia, 2006. First Edition. Hard Cover. As New / No Jacket. ISBN: 1921122064. 48 pages profusely illustrated colour photos - Part 6 of Country Railway Stations Victoria is the latest instalment in this fascinating series. \$55.00

[THDB-063D] Sargent, John. Country Railway Stations - Victoria - Part Three - A Photographic Profile 1950 - 2000. Studfield, Victoria, Australia: Train Hobby Publications Australia, 2015. Reprint. Plastic Case CD. New / No Jacket. Digital book on compact disc - contains the complete 48 page book with covers as a pdf file viewable in a pdf reader, best viewed in full screen mode - 48 pages profusely illustrated colour photos - Country Railway stations Victoria part three presents a further selection of interesting station scenes from the VR's past. \$35.00

[THH-054] Sargent, John. Country Railway Stations - Victoria - Part Two - A Photographic Profile 1950 - 2000. Studfield, Victoria, Australia: Train Hobby Publications Australia, 2001. First Edition. Hard Cover. As New / No Jacket. ISBN: 1876249447. 48 pages profusely illustrated colour photos - Country Railway Stations Victoria is a planned series featuring scenes of various stations and yards from all over the system, from the small wayside halt to the major towns throughout the state \$55.00

[THH-134] Hennell, Andrew & Hennell, David. Country Railways of Queensland 1950s 1960s and 1970s Part One . Studfield, Victoria, Australia: Train Hobby Publications Australia, 2011. First Edition. Hard Cover. As New / No Jacket. 56 pages profusely illustrated colour photos - The 1950s, 60s and 70s were decades of massive changes when the former Queensland Railways (QR) shook off their "Quaint and Rattley" tag and matched "Chairman Mao's Great Leap Forward". Journey back with us to a simpler and gentler era to places like: - Southport, Coolangatta, Ernest Junction, Dugandan, Finch Hatton - Innisfail 2ft Gauge and the two isolated lines up north; with PB15s, Beyer Garratts and Red Rail Motors, and wooden passenger cars and Station Masters with pith helmets. \$50.00

[THH-134] Hennell, Andrew & Hennell, David. Country Railways of Queensland 1950s 1960s and 1970s Part One . Studfield, Victoria, Australia: Train Hobby Publications Australia, 2011. First Edition. Soft Cover. New / No Jacket. 56 pages profusely illustrated colour photos - The 1950s, 60s and 70s were decades of massive changes when the former Queensland Railways (QR) shook off their "Quaint and Rattley" tag and matched "Chairman Mao's Great Leap Forward". Journey back with us to a simpler and gentler era to places like: - Southport, Coolangatta, Ernest Junction, Dugandan, Finch Hatton - Innisfail 2ft Gauge and the two isolated lines up north; with PB15s, Beyer Garratts and Red Rail Motors, and wooden passenger cars and Station Masters with pith helmets. \$47.85

[ARHSQ-311] West, A. M.. Crimson Giants - the Articulated Steam Locomotives of Queensland Rail. Brisbane, Queensland, Australia: Australian Railway Historical Society (QLD), 1995. Reprint. Soft Cover. New / No Jacket. ISBN: 0909937311. 144 pages b/w photos - The outstanding feature of Queensland's narrow gauge railway system was the vast distances necessary to reach small, isolated settlements. To achieve these distances, the early railway builders constructed cheap, light lines and structures, limiting the power and speed of locomotives to the generally modest planned traffic requirements. From before the turn of the century, the challenge for the locomotive engineer was to find ways of obtaining a substantial increase in engine power and a resultant economy in train operation, but without incurring the enormous expense of reconstruction of the permanent way and its supporting structures. The articulated locomotive seemed to be the key to this dilemma. Other systems throughout the world had

achieved success with articulated power, especially the Garratt design. And yet, in Queensland, it was a goal that, for many reasons, eluded the traffic managers until almost the end of the steam era, by which time a new form of engine power was becoming dominant. This book is a comprehensive narrative of the experiments, successes and failures in the local application of articulated steam power. It is an indispensable authoritative reference to anyone interested in Queensland locomotive development. The publication of this work is all the more significant, coinciding, as it does, with the return to operating condition of Beyer Garratt 1009, the end product of the decades of challenge that are recorded in this book. \$27.50

[ASCR-DGT] Preston, R. G.. Day of the Goods Train. Matraville, NSW Australia: Eveleigh Press, 2004. Reprint. Hard Cover. New / New. ISBN: 1876568208. 256 pages profusely illustrated b/w photos - Explores the working of steam hauled goods trains on the New South Wales Railways - The steam era goods train in Australia is the theme with a selection of photographs showing the trains themselves plus the variety of locomotives and goods wagons used and the infrastructure such as goods stations, buildings and equipment. An informative text provides a detailed review of operations and many other topics. \$66.00

[BHB-07] Bray, Norm & Vincent, Peter J. & Gregory, Daryl M.. Departmental Vehicles of Victoria Part 1 - HD & HR - A Brief History. Sunbury Victoria Australia: Brief History Books, 2010. First Edition. Soft Cover. New / No Jacket. ISBN: 9780980680638. 291 pages profusely illustrated b/w photos - This volume contains the histories of the Victorian Departmental wagons classified HD, HR and HRX. It contains about 291 A4 pages of black and white photos. Every known vehicle is described by number, where and when built and/or modified where known. \$55.00

[TA-12] Wilson, Randall & Budd, Dale. Destination Waterfront City : A Guide to Melbourne's Trams . Sydney, NSW, Australia.: Transit Australia Publishing, 2014. First Edition. Soft Cover. New / No Jacket. ISBN: 9780909459253. 80 pages colourful portrait photographs, diagrams and authoritative information are provided for each class of tram in service - more than 120 illustrations in all. \$59.95

[TA-14] Wilson, Randall & Budd, Dale. Destination Waterfront City : A Guide to Melbourne's Trams . Sydney, NSW, Australia.: Transit Australia Publishing, 2014. First Edition. Laminated Pictorial Boards. New / No Jacket. ISBN: 9780909459277. 80 pages colourful portrait photographs, diagrams and authoritative information are provided for each class of tram in service - more than 120 illustrations in all. \$69.95

[ASCR-A541] Attenborough, Peter. Diesel Profiles : Alco DL541 - The New South Wales 45 and South Australian 600 Classes . Matraville, NSW Australia: Eveleigh Press, 1998. First Edition. Laminated Pictorial Boards. New / No Jacket. ISBN: 0958672482. 176 pages profusely illustrated colour and b/w photos line drawings - A detailed study of the New South Wales 45 and South Australian Railways 600 classes of diesel locomotives, the Alco DL541 model. Introduced in May 1962 and built under licence in Australia, the 45 class have now been withdrawn. A handful of 600 class locomotives remain in service. This publication presents a historical record of the engines, describes the technical features, operational details, modifications, liveries and, in the case of some 45 class, their purchase and use by private freight and tourist train operators. 2 maps. 164 b/w and 55 colour photos. \$49.50

[ASCR-DSN] Attenborough, Peter. Diesel Spectrum - New South Wales The Reverse Era. Matraville, NSW Australia: Eveleigh Press, 1999. First Edition. Soft Cover. New / No Jacket. ISBN: 187656802X. 32 pages profusely illustrated colour photos - The reverse livery was first introduced primarily in an attempt to make locomotives more visible to track maintenance staff. The book provides an insight into those locomotives which received the reverse livery. \$20.80

[ASCR-DSP] Attenborough, Peter. Diesel Spectrum - Private Operators Part One. Matraville, NSW Australia:

Eveleigh Press, 2004. First Edition. Soft Cover. New / No Jacket. ISBN: 1876568100. 32 pages profusely illustrated colour photos - This volume of Diesel Spectrum series looks at several of the new era of private railway operators. Since the mid-1990s, when open access of long-standing government railway networks was initiated, private railway companies have proliferated. These companies are now providing all manner of services from running their own trains, locomotive and wagon leasing, crew hire and shunting. Former government locomotives, surplus to their previous owner's requirements, have been acquired by these relative newcomers to the railway scene and older motive power is now enjoying a second lease on life. Within the pages of this volume, a number of private railway companies are reviewed, with a brief company profile being followed by a number of illustrations depicting the types of locomotives that are in the care of that operator. Matching the number of new operators is almost an equal number of eye-catching liveries and many of these are depicted within this volume. Private Operators (Part 1) covers Austrac, Cargill, CRT, Lachlan Valley Railway, QRX, Freight Australia, Interail, Southern Portland Cement and West Coast Railway. \$17.00

[ASCR-DSQ] Attenborough, Peter. Diesel Spectrum - Queensland The Blue and White Era. Matraville, NSW Australia: Eveleigh Press, 1999. First Edition. Soft Cover. New / No Jacket. ISBN: 1876568070. 32 pages profusely illustrated colour photos - A pictorial look at QR blue and white era, these colours were retained for nearly 40 years. \$20.80

[ASCR-DSV] Attenborough, Peter. Diesel Spectrum - Victoria The Blue and Gold Era. Matraville, NSW Australia: Eveleigh Press, 1998. First Edition. Soft Cover. New / No Jacket. ISBN: 0958672474. 32 pages profusely illustrated colour photos - Arguably the most attractive livery ever applied to a government-owned locomotive in Australia was the royal blue and gold of the Victorian Railways. Introduced in 1952, this colour scheme was to grace all VR locomotives including many of the older shunting units. This colour album features the days when this livery was to be seen all over the system. 59 colour photos. \$20.80

[NRM-05] Holdsworth, Malcolm. Distant Thunder : Railway Action in Outback Australia . Port Adelaide, South Australia, Australia: National Railway Museum / Cadeco , 2011. First Edition. Hard Cover. New / New. ISBN: 9780957732445. 64 pages colour photos \$42.00

[ARMP-111] Tonks, Ed. EL Class - An Early History. Elizabeth, South Australia: Railmac Publications Australia, 1996. First Edition. Soft Cover. New / No Jacket. ISBN: 064623000X. 32 pages b/w photos - The EL class is an Australian mainline diesel electric locomotive originally ordered by Australian National in 1990, and built by Goninan to a local design using imported GE engines and traction equipment. Appearing visually similar to the AN class design, these locomotives haul freight trains over Australia. After the formation of the National Rail Corporation and delivery of the NR class the ELs were put into storage in November 1997, until the remaining members were acquired by Chicago Freight Car Leasing Australia with the sale being completed in November 1998. EL59 was scrapped after the Mount Christie collision, but the remainder remain in lease service. \$7.65

[DC-01] Crosby, David. Electronics for Railway Modellers. Australia: David Cross, 2014. First Edition. Spiral Bound Wire. New / No Jacket. 156 pages b/w illustrations \$37.30

[ASCR-EIS] Preston, R. G.. Essays in Steam. Matraville, NSW Australia: Eveleigh Press, 1995. First Edition. Laminated Pictorial Boards. New / No Jacket. ISBN: 0646245910. 112 pages profusely illustrated b/w photos - covers Eugowra Branch, garratts, shunters, 34 Class and the Aramac Tramway. \$27.50

[ANRG-08] Webber, Brian. Exploring Queensland's Railways - West and South from Toowoomba . Woodford Queensland Australia: Australian Narrow Gauge Railway Museum Society, 2015. First Edition. Soft Cover. New / No Jacket. ISBN: 9780959600919. 160 pages colour and b/w photos - details the history, present and future of the

Railways in and around Toowoomba including the fascinating line ascending the Great Dividing Range - an early engineering marvel. It documents almost everything from locomotives, rolling stock and various alignment alterations. An essential guide for discovering the railways that stem from Toowoomba and a must have for any Queensland Railways enthusiast. \$39.60

[MH-01] Holdsworth, Malcolm. Fading Steam. Hyde Park SA Australia: Cadeco, 2010. First Edition. Hard Cover. New / New. ISBN: 9780957732438. 176 pages colour photos Up until the mid-1980s there were so many steam locomotives operating around the globe that one could imagine great photo opportunities presenting themselves and flickering out on a second by second basis. At the start of the second decade of the new millennium this potential has been all but extinguished. It is nice to be able to dig back and recapture the way it was. Regular service steam operation occasionally delivered the right loco on the right train to the right place with all other factors sun, wind, smoke, time of day, light angle, steam leaks on their best behaviour. Far more often one or more elements didnt co-operate and there was no opportunity to get on the two way radio and call for another runpast. This was a challenge, and so many of these photos are to be regarded as archival photos of days past rather than technically excellent photos. \$55.00

[ARHSQ-07] Mitchell, Ken . Farewell Old Chums - a Pictorial Tribute to the 1200 and 1250 Classes. Brisbane, Queensland, Australia: Australian Railway Historical Society (QLD), 1992. First Edition. Soft Cover. Good / No Jacket. 36 pages b/w photos - A pictorial tribute to Queensland Railways English Electric-built classes 1200 and 1250 diesel electric locomotives. On 3rd July 1953 a new era commenced in the Queensland Railways for on that day the first diesel electric locomotive of the 1200 class entered service. Having been built in England, the class soon became known as "Chums" or "Chummy Locos". This name was subsequently applied also to the 1250 class but as more locomotives were built by English Electric in Australia all "EE's" became more commonly referred to as "pours" or "pommies". As both classes have now been written off this is our salute to two of Queensland's more popular types of diesel locomotives. \$6.95

[BHB-04] Bray, Norm & Vincent, Peter J. & Gregory, Daryl M.. Fixed Wheel Freight Wagons of Victoria A - J - A Brief History . Sunbury Victoria Australia: Brief History Books, 2009. First Edition. Soft Cover. New / No Jacket. ISBN: 9780980680607. 292 pages b/w photos line drawings - This volume contains the first half of the Victorian fixed wheel goods wagons classified from A to J (K to Z are in volume 5).It contains 292 A4 pages of black and white photos and drawings. Every known vehicle is described by class, number range, number in class, where and when built and/or modified, length, width, height, wheelbase, tare and capacity where known. \$55.00

[BHB-05] Bray, Norm & Vincent, Peter J. & Gregory, Daryl M.. Fixed Wheel Freight Wagons of Victoria K - Z - A Brief History . Sunbury Victoria Australia: Brief History Books, 2009. First Edition. Soft Cover. New / No Jacket. ISBN: 9780980680614. 294 pages b/w photos line drawings - This volume contains the second half of the Victorian fixed wheel goods wagons classified from K to Z (A to J are in volume 4) It contains 294 A4 pages of black and white photos and drawings. Every known vehicle is described by class, number range, number in class, where and when built and/or modified, length, width, height, wheelbase, tare and capacity where known. \$55.00

[AMFB-08] Fiddian, Marc. Flinders Street Station - Melbourne's Taj Mahal. Hastings Victoria Australia: Galaxy Print and Design, 2003. First Edition. Soft Cover. New / No Jacket. ISBN: 0958170460. 47 pages b/w photos - If you look closely at a picture of India's venerable Taj Mahal and Melbourne's Flinders St railway station, there's a remarkable likeness. The design for the station carried generous prizes for the best three submissions and 17 were submitted in the late 1890s. The winning three are shown in this book. It was not until 1910 that the station, which replaced a rather unattractive one on the same site, was completed. The author looks at the life of the busy station and incidents that have occurred there such as a trolley laden with fruit running out of control in the subway and apples rolling in all directions as commuters took evasive action. \$9.95

[APBP-BEE2] Thompson, John E.. Focus on - Victoria's Narrow Gauge Beech Forest Line - Part Two.

Belgrave, Victoria, Australia: Puffing Billy Preservation Society, 2006. First Edition. Soft Cover. New / No Jacket. ISBN: 0957979266. 42 pages sepia toned photos - The former Victorian Railways, the state railway authority in Victoria, Australia built a number of experimental 2 ft 6 in (762 mm) narrow gauge railway lines around the beginning of the 20th century. A depression in the early 1890s brought a halt to the rapid expansion of railways in Victoria. Politicians promoted narrow gauge lines as a way to link remote communities, particularly in hilly country, without the expense of the 5 ft 3 in (1,600 mm) broad gauge railways. Railways officials opposed them, citing the inconvenience and expense of a break-of-gauge. A parliamentary committee eventually identified 14 possible locations for narrow gauge railways, and recommended that four experimental lines be built. They were: Lilydale - Warburton : Wangaratta - Whitfield : Upper Ferntree Gully - Gembrook : Colac - Beech Forest. The third line to open was in the Otway Ranges in southwest Victoria. The line from Colac to Beech Forest opened in March 1902, and it was extended to Crowes in June 1911. Nearly 44 miles (70.8 km) long, this was the longest of the narrow gauge lines. It was also the last to close, finally succumbing in June 1962, although the line had been truncated in 1954. Both the Colac and Crowes lines entered Beech Forest yard from the same end, creating a junction. Trains had to be turned to run down the Crowes branch and a balloon loop was provided at the other end of the yard. A tennis court occupied the land within the loop. Crowes, the terminus of the line, was the most southerly railway station on the Australian mainland. The primary traffic was sawn timber and firewood, with many sawmills located adjacent to the railway, or accessed by short tramways. Seasonally heavy potato traffic and a lime kiln added to revenue. Traffic grew to require up to 7 trains a day each way by the mid 1920s. The introduction of the Garratt locomotive allowed a new timetable with two trains each way between Colac and Beech Forest, and a third train each way to Gellibrand. The Crowes branch saw a single mixed train daily. The arrival of the Great Depression and competition from motor vehicles saw traffic decline to a point where only one train each way operated over the line three days a week. Increased wartime loadings saw traffic increase to two trains each way daily, however this improvement was only temporary. By the time the railway closed, the timetable listed only one train each way a week, and most of the traffic was pulpwood. The line opened using the Staff and Ticket method of safeworking. However Train Section Orders were adopted between 1927 and 1939, after which Staff and Ticket working was resumed \$35.95

[APBP-31] Thompson, John E.. Focus on - Victoria's Narrow Gauge Gembrook Line - Part One. Belgrave, Victoria, Australia: Puffing Billy Preservation Society, 2003. First Edition. Soft Cover. New / No Jacket. ISBN: 0957979231. 48 pages A4 size landscape format, soft cover, 50 photographs most published for the first time. Similar to Focus on ... Victoria's Narrow Gauge Walhalla Line and produced to the same high standard. Photographs taken from the mid-1930s to the mid-1940s, few if any, have previously been published. They include many taken at Upper Ferntree Gully and Gembrook, bridges No.1 and No.4, the water tanks between Selby and Menzies Creek, passenger trains crossing at Belgrave, and shunting at Clematis and Cockatoo. Locomotives include 3A, 6A, 8A, 9A, and 12A, in some cases hauling very short mixed trains. As with the other books in this series, the photographs are printed as duotones. They are sharp, well exposed, the composition is excellent, the detail is wonderful, and the captions are well written and informative. \$35.95

[GLB-003] Thompson, John E.. Focus on - Victoria's Narrow Gauge Gembrook Line - Part Three. Belgrave, Victoria, Australia: Puffing Billy Preservation Society, 2007. First Edition. Soft Cover. New / No Jacket. ISBN: 9780957979277. 42 pages sepia toned photos - The Gembrook railway line was opened on the 18th December 1900, it was a narrow gauge line originally from Upper Ferntree Gully. The narrow gauge railway, these days known as "Puffing Billy", brought tourists from Melbourne, and it also enabled timber and local produce, including fruit trees and potatoes, to be taken back to Melbourne. At its peak there were more than 20 timber mills operating in Gembrook and the surrounding area, with tramways operating between the mills and the railway station. The Ranges hotel which still operates today was built in 1901 to cater for the local population as well as day trippers from Melbourne. After the devastating fires in 1926 and 1939 which destroyed many of the timber mills, there was talk of closing the line. The line eventually closed on 30 April 1954 after a landslide blocked part of the line the previous year (the line was already in decline because motor traffic had replaced much of the railways patronage). Soon after this time (between 1958 and 1962) the broad gauge line to Upper Ferntree Gully was extended to Belgrave which is less than 18 km away from Gembrook. In 1962, the western end of the Gembrook railway line which extended from Belgrave to Menzies Creek was reopened as a heritage tourist railway. Later extensions to Emerald in 1965, and Lakeside (in Emerald Lake Park) in 1975, were opened and finally the last section to Gembrook in 1998, which saw

the complete service resume between Belgrave and Gembrook. A short section from Gembrook towards Cockatoo was gradually reopened in the early 1990s as restoration work progressed - 42 pages A4 size landscape format, soft cover, 50 photographs most published for the first time. - A follow-up to Focus on ... Victoria's Narrow Gauge Gembrook Line Part Two and produced to the same high standard. It starts with a continuation of photos of the Saturday morning train on 24 January 1948, hauled by 13A, including views at Gembrook, Cockatoo, crossing bridge No.8, taking water at the Water Tanks, crossing bridge No.5, crossing another train at Belgrave, en route to Upwey, and crossing bridge No.1. Then follow a series of pictures taken in March 1954 showing an assortment of rolling stock at Upper Ferntree Gully, the locos, loco shed, and loco facilities at Upper Ferntree Gully, and the goods transfer facilities. Then follows a series of pictures taken in January 1955 including Belgrave, Emerald, Fielder, Gembrook, Selby, Menzies Creek, Clematis, Nobeliussiding, Nobeliussiding, Lakeside, and Wright stations. As usual in this series the photographs are printed as duotones. They are sharp, well exposed, the composition is excellent, the detail is wonderful, and the captions are well written and informative. \$35.95

[APBP-32] Thompson, John E.. Focus on - Victoria's Narrow Gauge Gembrook Line - Part Two. Belgrave, Victoria, Australia: Puffing Billy Preservation Society, 2006. First Edition. Soft Cover. New / No Jacket. ISBN: 0957979258. 42 pages sepia toned photos - The Gembrook railway line was opened on the 18th December 1900, it was a narrow gauge line originally from Upper Ferntree Gully. The narrow gauge railway, these days known as "Puffing Billy", brought tourists from Melbourne, and it also enabled timber and local produce, including fruit trees and potatoes, to be taken back to Melbourne. At its peak there were more than 20 timber mills operating in Gembrook and the surrounding area, with tramways operating between the mills and the railway station. The Ranges hotel which still operates today was built in 1901 to cater for the local population as well as day trippers from Melbourne. After the devastating fires in 1926 and 1939 which destroyed many of the timber mills, there was talk of closing the line. The line eventually closed on 30 April 1954 after a landslide blocked part of the line the previous year (the line was already in decline because motor traffic had replaced much of the railways patronage). Soon after this time (between 1958 and 1962) the broad gauge line to Upper Ferntree Gully was extended to Belgrave which is less than 18 km away from Gembrook. In 1962, the western end of the Gembrook railway line which extended from Belgrave to Menzies Creek was reopened as a heritage tourist railway. Later extensions to Emerald in 1965, and Lakeside (in Emerald Lake Park) in 1975, were opened and finally the last section to Gembrook in 1998, which saw the complete service resume between Belgrave and Gembrook. A short section from Gembrook towards Cockatoo was gradually reopened in the early 1990s as restoration work progressed - 46 pages A4 size landscape format, soft cover, 46 photographs most published for the first time. A follow-up to Focus on ... Victoria's Narrow Gauge Gembrook Line Part One and produced to the same high standard. This one includes views around the loco depot at Upper Ferntree Gully in 1948, and rolling stock at Upper Ferntree Gully including two different NQR trucks adapted for livestock traffic. Then there is a series of photos of the Saturday morning train on 24 January 1948, hauled by 13A, including views from the train, at the water tanks, passengers riding on the footboards, shunting at Cockatoo, arrival at Gembrook station, watering the loco at Gembrook, timber tramway trucks at Gembrook, and crossing the afternoon train at Belgrave hauled by 3A. This is followed by views on another trip on Saturday 13 March 1948, showing many passengers clinging to the outside of the train, arrival at Emerald, and views around Gembrook station. The photographs are printed as duotones. They are sharp, well exposed, the composition is excellent, the detail is wonderful, and the captions are well written and informative. The pictures were taken at a time when few people owned cars, petrol was rationed, tyres were hard to get, and Puffing Billy was used as an escape from the city for the residents of Melbourne. \$35.95

[RM193] Woodland, Tony. Forty Years of Steam : Metropolitan & West . Elizabeth, South Australia: Railmac Publications Australia, 2011. First Edition. Soft Cover. New / No Jacket. ISBN: 9781864770858. 42 pages b/w photos with colour photos on card covers - covers steam in new south wales \$13.60

[ARMP-0170] Woodland, Tony. Forty Years of Steam : North South & Illawarra . Elizabeth, South Australia: Railmac Publications Australia, 2013. First Edition. Soft Cover. New / No Jacket. ISBN: 9781864770940. 24 pages colour and b/w photos \$9.95

[AANS-0016] Ames, Ken. From Grease to Gold Braid - My Service in the Traffic Branch of the New South Wales Government Railway 1952 - 1986. Redfern, NSW: Iron Horse Press, 2001. First Edition. Laminated Pictorial Boards. New / No Jacket. ISBN: 0909650535. 176 pages b/w photos - The author describes what it was like to work for the New South Wales Government Railways from 1952, when he started as an Acting Steam Engine Driver, through to 1986 when he retired as Station Master at Ingleburn. He takes us through the examinations and other attributes needed for promotion, and the social and working lives of the people in the towns in which the author worked. A fascinating look at a time of great change for Australian railways and their staff. 20 maps/track plans. 112 b/w photos \$24.50

[ARMP-0169] McNicol, Steve. Gawler 150 - Celebrating the 150th Anniversary of the Opening of the Adelaide to Gawler Railway. Elizabeth, South Australia: Railmac Publications Australia, 2007. First Edition. Soft Cover. New / No Jacket. ISBN: 9781864770570. 28 pages b/w photos colour photos - The line was constructed in 1857-58 to connect the Adelaide with copper resources at Kapunda and Burra, as well as to provide passenger and freight services to the new town of Gawler. The construction of the standard gauge line to the west now carries the majority of freight, but there is still a regular "stone train" running to the quarries north of Angaston. Originally running through rural land, the line is now surrounded by suburbs and has developed into a suburban commuter line. The line is three tracks between Adelaide and Salisbury (two broad gauge and one standard gauge), two tracks between Salisbury and Gawler (both broad gauge), and a single broad gauge track between Gawler and Gawler Central. The line to Angaston continues on from Gawler Central; this is the only broad gauge freight line remaining in operation in South Australia. \$9.10

[ASCR-GDEE] Fowler, John. Gerald Dee : The Life and Times of a Remarkable Railwayman . Matraville, NSW Australia: Eveleigh Press, 2015. First Edition. Soft Cover. New / No Jacket. ISBN: 9781876568825. 160 pages 38 colour photos and 86 b/w photos - Captivated by the steam locomotive from infancy, Gerald joined the Victorian Railways in 1951 as a lad labourer, beginning a life-long railway career which transitioned from the steam era into modernisation. Attaining middle management, Gerald was widely acclaimed for his unique management style of recognising the wellbeing of the men as a priority. Within the thirteen chapters and appendix, Gerald's rich railway life experience is presented as a steam locomotive fireman, North Melbourne Loco, progression to driver, enginemen's instructor, middle management in the office of Locomotive Running and Fuel Conservation. Written by John Fowler, who at one time fired with 'Ger', the book is presented in the style of first person narrative, interwoven with events of the time, allowing the reader to experience a vivid picture of Gerald's love of the railway, his footplate experiences and a career path toward management. The latter is no easy road for Gerald and offers surprises as he becomes caught up in the twists and turns of a railway continually attempting to reorganise into a modern management style. Of further interest to the modern day historian and modeller is the way in which Gerald became a major force in fostering the preservation of steam locomotives in Victoria, through his efforts in establishing the ARHS Vic. Division Railway Museum, conversion of Polly to Z526, and the saving of Heavy Harry and X36. In summary, this is an entertaining account of a railway career path that cannot be repeated today. \$60.00

[ASCR-GD] Preston, R. G.. Green Diesels - the 40 and 41 Classes. Matraville, NSW Australia: Eveleigh Press, 1997. First Edition. Laminated Pictorial Boards. New / No Jacket. ISBN: 095867244X. 184 pages profusely illustrated colour b/w photos - The New South Wales 40 class were one of the first mainline diesel electric locomotives to be built for New South Wales. Built by the Montreal Locomotive Works of Montreal, Quebec, Canada, they were based on the ALCO RSC-3 design. There were subtle deviations from the standard RSC-3 built by the American Locomotive Company. These included a cab that angled inwards below the cab windows to reduce the width of the locomotive at the eaves of the cab roof, and placement of the handrails on the car body rather than the standard walkway arrangement. The last unit in service was 4015, it being withdrawn on 12 December, 1971. Some locomotives of this class had parts recycled in to the new build 442 class locomotives. - The 41 class is a class of diesel locomotive ordered by the New South Wales Government Railways in Australia. An order was placed for ten 1,000 horsepower (750 kW) locomotives with Australian General Electric Pty. Ltd. in 1950. The contract was then sent to British Thomson-Houston in the UK. Locomotive 4101 was delivered later than 4102 (4102 was delivered 13 October 1953). The last member of the class, 4110 was delivered in February 1955. The Paxman 12-RPHL engine proved unsuccessful due to low cooling water capacity-similar problems existed on the British Rail (BR) locomotive

classes 15 and 16 . The excitation system was not allowing the two motors to share the same load-also the cooling system layout did not allow multiple locomotives to work due to the radiator heat passing from the leading 41 class loco to the trailing locos. Modifications were carried out in 1955 - 1956 to make the radiators extend forward, blank off the side off exit panels and duct the hot air out through the headlight, and mufflers were modified on 4102 and 4104 in 1958. This included relocating the mufflers to over the normal roofline-this was successful, but 4101, 4103, 4105-4110 was not modified. 4110 was the last loco to wear the green colour scheme on a diesel loco, before been repainted Tuscan Red in August 1970. The railways administration had run out of patience with the class by around the 1960s and some of the locos were put aside. 4102 was the last loco in service, been withdrawn in June 1975 after seizing a piston in the 'A' engine, and had travelled 492,650 km-the most used out of the class. Then 4102 was donated from the then New South Wales Public Transport Commission (PTC) to the New South Wales Rail Transport Museum on the 31st December 1976. The lead unit of the class, the 4001 has been preserved in the New South Wales Rail Transport Museum, Thirlmere, New South Wales. 4001 returned to Service in September 2010. It is the only operating RSC-3 in the world.Two locomotives, 4002 and 4006 were sold to Robe River Mining, and modified to a Bo-Bo configuration by removing the centre idler axle from each truck. Both have been preserved, with one being converted back to an A1A-A1A. \$48.50

[ARMP-048] Wright, Harry John. Harry Wright's Railway Album. Elizabeth, South Australia: Railmac Publications Australia, 1984. First Edition. Soft Cover. As New / No Jacket. ISBN: 0949817384. 24 pages b/w photos \$5.45

[FM-01] Moffat, Fergus. He'll Never Stop That Train in Time- The Evolution of the Triple Valve and Development of Railway Air Braking - an Australian Perspective. Australia: CreateSpace Independent Publishing Platform, 2015. First Edition. Soft Cover. New / No Jacket. ISBN: 9781482043488. 427 Pages with Drawings and both colour and Black/White Photos. A descriptive summary of the science of air braking in railway operations and its evolution around the world from its inception to the present day. \$99.00

[AR-001] Roberts, Andrew K.. Hooked on Trains - the Keith Roberts Story. Queensland Australia: Andrew K. Roberts, 1970. First Edition. Soft Cover. New / No Jacket. 120 pages profusely illustrated colour and b/w photos - A families journey through the 1960 s, 1970's & 1980 s \$27.00

[SP-0024] Jehan, David. Illawarra Light Railway Museum Society Limited - Museum Guide. New South Wales Australia: Illawarra Light Railway Museum Society Limited, 2000. First Edition. Soft Cover. Good / No Jacket. 48 pages profusely illustrated colour and b/w photos \$14.95

[ASCR-IP] Attenborough, Peter. Indian Pacific - Australian Trains. Matraville, NSW Australia: Eveleigh Press, 2009. First Edition. Soft Cover. New / No Jacket. ISBN: 1876568518. 64 pages profusely illustrated colour photos - The second title in the Australian Trains series, this is a 64-page booklet featuring many previously unpublished photographs. As the Indian Pacific approaches its 40th anniversary, Peter takes a look at the history not only of this famous train but also of the TransContinental expresses that preceded it. A description of the train is provided, including the locomotives that haul it along with the rolling stock that make up it's consist. Timetable details are included along with a description of the route plied by the train as it undertakes its three day, 4352 kilometre, journey across the continent of Australia \$20.00

[ARMP-063] McNicol, Steve. Industrial Locomotive Selections (No. 1). Elizabeth, South Australia: Railmac Publications Australia, 1986. First Edition. Soft Cover. As New / No Jacket. ISBN: 0949817538. 16 pages b/w photos \$5.45

[RSK-02] Kerr, Ruth S.. John Moffat of Irvinebank - a Biography of a Regional Entrepreneur. St Lucia

Queensland Australia: J. D. & R. S. Kerr, 2000. Reprint. Soft Cover. New / No Jacket. ISBN: 0959507272. 296 pages b/w photos - This is not a railway history as such, but a history of an Australian mining magnate who was very much involved with associated railways and tramways. John Moffatt was involved in the establishment of mines in North Queensland, notably at Chillagoe and Irvinebank. He was unusual in looking after the interests of his workers and was seen as a "monument to honesty". This is a very well researched biography of the man and his work. It covers a very interesting, rugged and remote part of Australia. It includes information on construction and early operation of the Chillagoe, Mount Molloy, Mount Mulligan, and Mount Garnet railways, and the Irvinebank and Stannary Hills tramways. It also includes information on the tramways in the Chillagoe area. Most of this has not been published before. \$30.00

[AANS-017] Burke, David. Juggernaut - A Story of Sydney in the Wild Days of the Steam Trams. Australia: Kangaroo Press, 1997. First Edition. Hard Cover. New / New. ISBN: 0864179022. 152 pages colour and b/w illustrations - Sydney once operated, reputedly, the world's largest steam tram network. Beginning with a temporary line to the International Exhibition of 1879, the system rapidly spread into the far corners of the city. Today's long-established suburbs such as Coogee, Bondi Beach, Dulwich Hill, Leichhardt and Rozelle took shape along the tracks of those quaint little hissing, whistling Yankee "steam motors" hauling ungainly double-deck cars. At the turn of the century steam trams were making 1200 daily journeys through the City and carrying some 70 million passengers each year. More than just a convenient means of transport, the 'Juggernauts' and 'Manglers' became an indispensable part of the city's social fabric: a bloody accident rate, the nefarious deeds of larrikin conductors, wolf-whistling drivers and the Bondi tram that 'shot through' were all daily incidents, the growing up of a great city. \$25.00

[ARMP-209] McNicol, Steve. Jumbos - STA 2000 Class Railcars. South Australia: Railmac Publications Australia, 2016. First Edition. Soft Cover. New / No Jacket. \$7.50

[ARMP-210] McNicol, Steve. Jumbos - Workhorses to the End. Elizabeth, South Australia: Railmac Publications, 2017. First Edition. Soft Cover. New / No Jacket. ISBN: 978864771145. 24 Pages with Colour Photos. \$8.50

[THDB-116D] Sargent, John & Barrack, Richard. Keith Turton - Images of Steam - VR Steam 1959 to 1973. Pinewood Victoria Australia: Train Hobby Publications Australia, 2015. Reprint. Plastic Case CD. New / No Jacket. Digital book on compact disc - contains the complete 48 page book with covers as a pdf file viewable in a pdf reader, best viewed in full screen mode - 48 pages profusely illustrated colour photos - Keith Turton is a noted author and railway photographer. He was reared in a small mining village in the heart of the Nottinghamshire coalfield of England, and after migrating to Australia as a child, his interest in railways blossomed as steam declined. His early photography was done with a second-hand camera, recording the remaining steam workings around Melbourne in 1959, and in the following year he extended his activities to the country, particularly to Maryborough, aided by the possession of a second-hand Holden which was a familiar sight at many track side locations where steam was certain to be working hard. \$35.00

[ASCR-KOLAD] Dunn, Ian A.. Kicked Out Like a Dog ! The Turbulent Career of Thomas Midleton NSW Locomotive Engineer 1888 - 1889. Matraville, NSW Australia: Eveleigh Press, 2012. First Edition. Soft Cover. New / No Jacket. ISBN: 9781876568429. 112 pages b/w photos - The 1880s were a time of great controversy in NSW, with much debate on perceived corruption within the Railways. To this hothouse atmosphere, the Locomotive Branch was a prominent contributor, with strong-minded individuals vying to make their mark. Thomas Midleton, employed from 1880 to 1889, was one of the most active and innovative, progressing from draughtsman to Locomotive Engineer in just eight years, then falling spectacularly from grace under the regime of EMG Eddy. Kicked Out Like a Dog! traces the course of Midleton's career and the power play within the Locomotive Branch of the NSWGR, illuminating a number of previously vexing questions. It is profusely illustrated with period photographs \$50.00

[ARMP-107] Woodland, Tony. Lachlan Valley Railway Society - a Pictorial History - Volume 1 1974 - 77.
Elizabeth, South Australia: Railmac Publications, 1994. First Edition. Soft Cover. As New / No Jacket. ISBN:
0949817988. 32 pages b/w photos \$7.65

[ARMP-108] Woodland, Tony. Lachlan Valley Railway Society - a Pictorial History - Volume 2 1978.
Elizabeth, South Australia: Railmac Publications Australia, 1994. First Edition. Soft Cover. New / No Jacket. ISBN:
0646200097. 40 pages b/w photos \$7.65

[ARMP-110] Woodland, Tony. Lachlan Valley Railway Society - a Pictorial History - Volume 3 1979 - 80.
Elizabeth, South Australia: Railmac Publications Australia, 1995. First Edition. Soft Cover. New / No Jacket. ISBN:
0646234196. 24 pages b/w photos \$7.65

[ARMP-121] Woodland, Tony. Lachlan Valley Railway Society - a Pictorial History - Volume 4 1981 - 85.
Elizabeth, South Australia: Railmac Publications Australia, 1997. First Edition. Soft Cover. New / No Jacket. ISBN:
095865008X. 40 pages b/w photos \$7.65

[ARMP-144] Woodland, Tony. Lachlan Valley Railway Society - a Pictorial History - Volume 5 1986 - 1990.
Elizabeth, South Australia: Railmac Publications Australia, 2000. First Edition. Soft Cover. As New / No Jacket.
ISBN: 1864770201. 40 pages b/w photos \$8.95

[ARMP-LVR] Woodland, Tony. Lachlan Valley Railway Society 1974 - 1990. Elizabeth, South Australia: Railmac Publications, 1994. First Edition. Laminated Pictorial Boards. Very Good / No Jacket. 142 pages b/w photos - compilation of 5 Volumes - from their site - Nothing beats the nostalgic and almost-forgotten sensation of travelling aboard an express passenger train, racing across the hills and valleys of the countryside, with the smell of burning coal and steam whiffing past the open windows, as the steam locomotive works its way along the everlasting track. Or the sensation of travelling away on a hidden country branchline aboard a classic 'Tin Hare' railmotor, the diesel engines rumbling away underneath your feet, with the windows open and the fresh country breeze circulating aboard. Lachlan Valley Railway is a non-profit, railway preservation society based in the NSW Central Western town of Cowra. We are a passionate and dedicated society devoted to the preservation and operation of various examples of New South Wales Government Railway trains, ranging from our operational steam and diesel locomotives, to our fleet of heritage passenger railway carriages, and our diesel 'Tin Hare' CPH railmotors. Lachlan Valley Railway operate a wide variety of tours on the mainline, ranging from local shuttles in many regional centres of NSW, to long and adventurous day or weekend steam train tours. Our trains are widely available for charter as well, and we can accommodate most requirements as well as provide trains to special local events at a great price. In addition, our trains are based at the historic Cowra Roundhouse Depot and Museum, the only existing railway roundhouse depot in NSW where steam locomotives are still lit up for a day's operation! The museum is open on most days of the week and, by arrangement, a guide is on hand to take visitors on a tour around the depot. \$36.00

[ARMP-139] Olsen, Phil. Lady Chelmsford - the Ocean Voyage. Elizabeth, South Australia: Railmac Publications Australia, 2002. First Edition. Soft Cover. As New / No Jacket. ISBN: 1864770155. 32 pages b/w photos - Lady Chelmsford was a wooden screw steamer built by Rock Davis in Blackwall, New South Wales. Launched on the 14th of April 1910 she had a gross weight of 98 tons, and was 110 feet long. She was fitted with her compound engine and boiler at the yards of Morrison and Sinclair in Balmain and then entered service for her owners the Balmain New Ferry Company. The boat was one of the last surviving Lady class ferries in substantially original condition. The Lady Scott is virtually unrecognisable as the Harbour Queen and the other member of the class, Lady Denman, survives as an out-of-water static display. First of five, she was a sister to Lady Denman, Lady Edeline (a wreck on the Parramatta River), Lady Scott and Lady Ferguson all of who followed her in 1914. She was

the most recognisable of the Ladies as she sported a much skinnier funnel than the others. In 1917, the Balmain company's fleet had been sold off to Sydney Ferries Limited along with their routes. She (like her sisters) was then removed from the Balmain run and placed on the Lane Cove River service where they became a much welcome sight due to their speed and capacity. She survived the opening of the Sydney Harbour Bridge and was modernised with a diesel engine in 1933 which was replaced in 1957. Lady Chelmsford was the first of her sisters to receive a diesel engine - this had the benefit of reducing her operational crew to three rather than the previous five and also meant she could go for nearly three weeks without needing to refuel - previously she had required coaling every few days. She received a Gardner marine engine, new funnel and a new paint scheme which was soon to become standard across SFL's much reduced fleet. The Gardner provided service until 1957 when she was withdrawn and re-engined with a Crossley diesel engine. This had the added benefit of giving her an extra knot of service speed. Lady Chelmsford continued working the harbour until 1971 when she was sold to Adelaide. Prior to her removal to her new home, her aft wheelhouse was taken off and shipped separately to Adelaide. Here it found a home in the private collection of Keith le Leu. In August of 1971 the ferry left Sydney harbour and proceeded on her own way to Adelaide. To begin with the trip was uneventful and the weather clear. An amusing anecdote relates that the lighthouse keeper at Green Point Light told them to turn around as they were going the wrong way for Sydney! Ultimately she arrived safely in Adelaide and settled in to her new career as a showboat. She was replaced in 1985 by a purpose built vessel and was offered up for sale again. She was purchased by Bill Leahy who had recently purchased another harbour veteran, Karingal. Unfortunately Karingal was lost in Bass Strait while attempting to make it to Melbourne. Fortunately this was not to be Chellie's fate and after being slipped and dry docked she made her uneventful way to what would become her last home. In 2002 she was cited in a Marine Safety Victoria collision report for making contact with the Rob Roy during docking. In Melbourne she operated as a cruising restaurant, being taken out of service and sold in 2005. At that time she was also out of survey and unable to operate in a mobile role. \$7.65

[FPP-01] Scott, William F.. Last Tram at 11 - Tramways of Ballarat Bendigo Geelong. Victoria Australia: Full Parallel Productions, 2008. First Edition. Hard Cover. New / New. ISBN: 9780646489353. 198 pages profusely illustrated colour and b/w photos - The story of Victoria's provincial tramway systems at Ballarat, Bendigo and Geelong has never been told before in such detail in one book. It is the largest and most extensively researched work ever produced on the subject. 'Last Tram at 11' rolls through the stories of the several companies that provided tramway services with battery, steam and electric trams in Bendigo; horse and electric trams in Ballarat and electric trams in Geelong. The individual story from each city is then brought together with the transfer of the three systems to the State Electricity Commission. It is the story of tramway transport in those cities and the politics, public demand and economics that pursued the services through the 1930s Depression, the war years and into the age of private motor car ownership. Part of the Ballarat and Bendigo systems run as heritage lines and these are well documented as the story of the provincial tramways continues. \$59.95

[TA-03] Cooper, Ian G.. Launceston Municipal Transport 1911 - 1955. Sydney, Australia: Transit Australia Publishing, 2006. First Edition. Soft Cover. New / No Jacket. ISBN: 0909459207. 170 pages profusely illustrated colour & b/w photos - Launceston was late amongst Australian provincial cities in developing an electric tramway system, and they missed out on the steam and horse varieties. But once they started, they developed their 3 ft 6 in gauge system with great enthusiasm, ending up with a system that was large for a city of its size. It seems to have been appreciated too, for its traffic figures were very high compared to other Australian tramway systems. At its peak in 1946 there were eight routes and 29 tramcars. Several of the routes were in very hilly areas and provided challenges both in construction and operation, with grades of 1 in 10. This is a thoroughly researched history of the system, and very well illustrated. It includes full details of the trolley bus system that replaced the tramways, as well as the petrol and diesel buses operated by Launceston Municipal Tramways \$54.95

[RP-01] Barnett, David . Life on Australian Locomotives . New South Wales Australia: Rosenberg Publishing, 2015. First Edition. Soft Cover. New / No Jacket. ISBN: 9781925078527. 208 pages colour and b/w photos - What was it like to drive a steam locomotive? This book tells the ups and downs, mishaps and triumphs of life on the footplate. The author worked as first a trainee then as an engineman fireman on the footplates of locomotives in Western Victoria in the 60s at a time when bumper wheat harvests saw trains carrying tons of grain through Ararat for shipping overseas. A variety of locomotives were in use. We hear how some performed magnificently, a few sluggish and recalcitrant, requiring every ounce of skill and perseverance of the engineman to keep the wheels turning. A limited number of passenger trains also saw steam haulage. The drama and adventure of running these

engines is described in graphic and gritty detail by one whose task was keeping the water boiling and the steam gauge needle on the mark. All this is set against a background of thudding air compressors, chime whistles and staccato exhausts, as well as the occasional whine of a diesel electric's dynamic brake, making this a truly exhilarating picture of Life on Australian Locomotives. The author: In his teens he rode on the footplates of locomotives performing yard duties, fast and pick up goods, and stopping and express trains. After qualifying as a fireman he relieved at a number of outstations. At these locations and at Ararat he experienced all the vicissitudes of railway life and learned to handle the idiosyncrasies' of a variety of locomotives. \$34.95

[SP-086] Anchen, Nick. Life on the Victorian Railways . Melbourne, Australia: Sierra Publishing, 2014. First Edition. Laminated Pictorial Boards. New / No Jacket. ISBN: 9780980764086. 170 pages colour and b/w photos - victorian railways map pasted in rear end papers - The Victorian Railways of old was far more than just a transport business - it was a great railway family, where employees were treated as valued members of the organisation. Life on the Victorian Railways explores a bygone era, through the fascinating recollections and humorous stories of a selection of railwaymen, who performed roles such as Lad Labourer, Junior Clerk, Engine Cleaner, Steam Fitter, Train Guard, Passenger Train Conductor, Ticket Examiner, Station Master, Train Controller and District Superintendent. From the grimy North Melbourne Locomotive Depot to the glamorous Southern Aurora express train, dedicated railwaymen and women carried out their often unseen duties, and contributed to the day-to-day operations of the grand old 'VR' - that proud institution now consigned to the pages of history. Hardbound with 170 full-colour pages, Life on the Victorian Railways is complimented by over 100 magnificent B&W and colour photographs - most never before published - and is an absolute must for anyone interested in VR history. \$49.95

[DAWS-1] Arkell, William & Richards, David & McInroy, Andrew & Anderson, Stewart . Liveries in the Landscape . Australia: DAWS Publications, 1999. First Edition. Laminated Pictorial Boards. New / No Jacket. ISBN: 0646371312. 124 pages profusely illustrated colour photos - in full colour and glossy, and the quality of the photos is great. Includes details of privatisation, standard gauge links, line closures, \$57.75

[SP-LE] Anchen, Nick. Locomotive Enginemen of Tasmania. Melbourne, Australia: Sierra Publishing, 2016. First Edition. Laminated Pictorial Boards. New / No Jacket. ISBN: 9780992538835. 184 Pages with Colour Photos. Locomotive Enginemen of Tasmania is a tribute to the men at the coal face of Tasmania's railways, whose fascinating stories paint a vivid picture of days long gone, from a time when the 'iron roads' were crucial to the fortunes of the state. Featuring stories from nine Tasmanian enginemen, who worked all manner of trains throughout the state from the 1940s to the 1980s. From Hobart suburbans to Fingal coal trains to the glamorous Tasman Limited, and from the Garratts of the Emu Bay Railway to the Mount Lyell Rack, these men saw it all. \$49.50

[ARMP-093] McNicol, Steve. Locomotives of the Silverton Tramway. Elizabeth, South Australia: Railmac Publications Australia, 1990. Reprint. Soft Cover. Fair / No Jacket. ISBN: 0949817856. 12 pages b/w photos - covers rubbed - The Silverton Tramway was an Australian 56-kilometre (35 mi) long narrow gauge railway running from Cockburn on the South Australian state border to Broken Hill in New South Wales. Operating between 1888 and 1970 it served the mines of Broken Hill, and formed the link between the standard gauge New South Wales Government Railways and the narrow gauge South Australian Railways. The line was owned and operated by the Silverton Tramway Company. The Silverton Tramway was conceived as a way to transport ore from the newly discovered ore deposits at Silverton, to the smelters at Port Pirie, with the line later extended to Broken Hill with the discovery of that field. The need for a private line was in part due to the NSW Government refusing to allow the South Australian Railways to complete their narrow gauge link across the border. The Silverton Tramway Act was passed by New South Wales in 1886, permitting the narrow gauge line to be built. The Act also permitted the New South Wales government to buy out the company and assets after 21 years, provided a payment of 21 times the average of the previous seven years, and that the Company could be obliged to alter the track gauge at any time at its own expense. The line was built in twelve months at a cost of 125,000 pounds. \$5.45

[ARHSQ-05] Brown, H. G.. Look Out for Suburban Train - Steam and Diesel in Brisbane - the Transition Years. ill. Walker, J. N.. Brisbane, Queensland, Australia: Australian Railway Historical Society (QLD), 1998. First Edition. Soft Cover. New / No Jacket. ISBN: 0909937346. 44 pages colour & b/w photos - The Brisbane suburban rail system in the 1950s and early 1960s was a far cry from the world class system of today. Electrification, although first proposed under a post-war rehabilitation plan drawn up in 1948 was still a long way off as the decade of the 1960s dawned. Indeed it was not until november 1979 that the first electric services commenced from Roma St to

Ferny Grove and Darra. This book captures some of the images of those times as Queensland Rail entered the transition years of the 1960s. \$13.65

[ARHSQ-04] Not Stated. Look Out for Train. Brisbane, Queensland, Australia: Australian Railway Historical Society (QLD), 1971. First Edition. Soft Cover. New / No Jacket. ISBN: 0909937028. 56 pages b/w photos - unpaginated - The book is a broad pictorial record of this facet of railway development in the State and has been the result of almost a year's research and preparation by the members of the Editorial and Publications Sub-Committee of the ARHS-QLD, who have undoubtedly derived a certain amount of satisfaction and achievement on its production. \$8.95

[WA-001] Higham, Geoffrey. Marble Bar to Mandurah : A History of Passenger Rail Services in Western Australia . Bassendean, Western Australia: Rail Heritage WA, 2007. Reprint. Soft Cover. New / No Jacket. ISBN: 9780959969092. 275 pages colour and b/w photos - tells the story of rail passenger services in Western Australia, from 1876 to the present. \$39.90

[AAVI-MWM] Brook, Arthur. Mechanical Weighing Machines : Victorian Railways Reference Series - No. 2 . Melbourne, Australia: Australian Railway Historical Society (VIC), 2015. Reprint. Soft Cover. New / No Jacket. ISBN: 9780987605405. 356pages with 230 photographs, 70 tables. Introduction to the history, technology and use of mechanical Weighing Machines on the Victorian Railways 1879 until the 1990s \$49.00

[ARMP-044] Tilley, Bruce. Melbourne Private Bus Fleets Volume 1. Elizabeth, South Australia: Railmac Publications Australia, 1994. First Edition. Soft Cover. New / No Jacket. ISBN: 0949817341. 52 pages b/w photos \$5.40

[TH-161] Sargent, John & Clark, David. Melbourne's Colourful Trams - Illuminated Advertising Trams in the Streetscape of Melbourne - A Photographic Profile from the 1970s. Pinewood Victoria Australia: Train Hobby Publications Australia, 2008. First Edition. Soft Cover. New / No Jacket. ISBN: 1921122161. 56 pages profusely illustrated colour photos - Illuminated advertising trams in the streetscapes of Melbourne \$49.00

[TH-263] Gee, Neville. Melbourne's Industrial and Suburban Sidings : A Photographic Profile Compiled By Neville Gee . Pinewood, Victoria, Australia: Train Hobby Publications Australia, 2012. First Edition. Soft Cover. New / No Jacket. ISBN: 9781921122439. 56 pages profusely illustrated colour photos \$49.50

[TH-2460] Gee, Neville. Melbourne's Suburban Railway Stations : A Photographic Profile Compiled By Neville Gee Volume 1 . Pinewood Victoria Australia: Train Hobby Publications Australia, 2013. First Edition. Soft Cover. New / No Jacket. ISBN: 9781921122460. 56 pages profusely illustrated colour photos \$48.00

[THDB-077D] Sargent, John. Memories - New South Wales Government Railways 1955 - 1965. ill. Grant, Geoff. Studfield, Victoria, Australia: Train Hobby Publications Australia, 2015. Reprint. Plastic Case CD. New / No Jacket. Digital book on compact disc - contains the complete 96 page book with covers as a pdf file viewable in a pdf reader, best viewed in full screen mode - 96 pages profusely illustrated colour photos - Scenes of the NSWGR as seen through the eyes of professional photographer Geoff Grant. Brilliant colour photos taken during the NSWGR in its transition period. \$35.00

[RHWA-04] Rogers, Philippa . Memories of the Midland Railway Co. Of Western Australia . Perth Western Australia, Australia: Rail Heritage W.A., 2014. First Edition. Soft Cover. New / No Jacket. ISBN: 9780959969009. 68 pages colour and b/w photos - This new book combines the story of the Midland Railway, built as a private railway to connect Perth and Geraldton, with wide-ranging recollections of former employees. There is a list of the locomotives, details of stations, and information about the operations and trains after the government bought the railway in 1964 up to today. A major feature is the great collection of photographs, many not previously published and a surprising number in full colour. \$19.90

[NH-006] Houghton, Norman. Millaa Rails : History of the Tolga to Millaa Millaa Railway 1910 to 1987. Geelong, Victoria, Australia: Norman Houghton, 2011. First Edition. A4. Soft Cover. New / No Jacket. ISBN: 9780959301359. 76 pages b/w photos - the Tolga to Millaa Millaa railway constructed between 1911 and 1921 as a

branch of the Cairns railway system. This railway is significant in Queensland's history in demonstrating a major phase of railway construction that occurred within the first two decades of the 20th century, and the early practice of the Railway Department of building branch railways into rural areas to stimulate settlement and primary industry. When completed the branch line opened up the southern Atherton Tablelands, facilitating the growth of the timber and dairy industries. The railway played a key role during World War II when the Atherton Tablelands played host to a large military presence. Military camps were established in the rainforest of the Millaa Millaa area for the purpose of training troops in jungle warfare and provide rest and recreation to those returning from the front line \$29.95

[TA-02] Keating, John D. Mind the Curve - A History of the Cable Trams. Sydney, Australia: Transit Australia Publishing, 2001. Reprint. Soft Cover. New / No Jacket. ISBN: 0909459193. 155 pages b/w photos - Operating from 1885 until 1940, Melbourne's cable tram system was the fourth biggest in the world, with about 75 km of double track, 17 inner-suburban routes, and 600 cable car and trailer sets. Cable trams depended for their motive power on a cable in a slot between the rails, kept moving by an engine house along the route. In the first car (the dummy), the driver (the gripman) worked the levers that gripped the cable to make the tram move. Passengers could ride in the dummy, but apart from the roof it was quite open. To warn passengers to hold on when the tram departed from a straight line, the gripman usually called 'mind the curve!' The second car was more like a conventional small tram, but was only a trailer, pulled along by the dummy. Melbourne's first cable tram ran on 11 November 1885 from Spencer Street along Flinders Street and Bridge Road Richmond, about 5 km to Hawthorn Bridge. The last ran on 26 October 1940 from the intersection of Spencer and Bourke streets to the terminus at Northcote. Although built over eight years by a Tramway Trust formed by 12 inner-city municipalities, Melbourne's main cable tram routes were until 1916 run by the Melbourne Tramway and Omnibus Co., a private enterprise operation managed by Francis Boardman Clapp and Henry Hoyt. The economic collapse of the early 1890s limited further development of the network which remained the crux of Melbourne's street transport system until the late 1920s. Independent electric tram systems were set up as feeder lines to the cable tram terminuses. After the whole system was taken over by the Victorian Government, electric trams began to appear in the city. They replaced cable trams in Swanston Street in 1926, Flinders Street in 1927, Collins Street in 1929 and, finally, Bourke Street in 1940. Traces of the cable tram system are barely visible in the city landscape. Rathdowne Street owes its median strip to the North Carlton-St Kilda line, closed in 1936, the engine house at Park Street now converted to apartments. The restored Cable Tram No. 1 is on display at Melbourne Museum. \$24.95

[ARMP-135] McNicol, Steve. MO Register - Morris Oxford Series MO 1948 - 1954 - 2000 Edition. Elizabeth, South Australia: Railmac Publications Australia, 2000. First Edition. Soft Cover. New / No Jacket. ISBN: 1864770104. 24 pages b/w photos - After the Second World War the Oxford MO replaced the 10. It was introduced in 1948 and was produced until 1954. The design was shared with Nuffield Organisation stable-mate Wolseley 4/50. Designed by Alec Issigonis, the Oxford, along with the Morris Minor, introduced unit construction techniques,[clarification needed] although it is not widely recognized as a true unibody car.[clarification needed] Torsion bar front suspension was another novelty, and 8-inch (200 mm) drum brakes hydraulically operated were fitted all around. Under the bonnet, the MO was a step back in technology from the pre-war Ten. It used a side-valve straight-4 rather than the older overhead-valve unit. The single SU-carburetted engine displaced 1.5 L (1476 cc/90 in³) and with its output of 40.5 bhp (30.2 kW) at 4200 rpm could propel the car to 72 mph (116 km/h). The four-speed gearbox had a column gearchange and steering was by rack and pinion. Interior fittings were reasonably comprehensive by the standards of the time, with a full width shelf under the dashboard and "useful pivoting ventilator panels" (hinged quarterlights) at the front edge of each of the front doors and a rear window blind included in the price. Instrumentation included an oil pressure gauge, an ammeter and an electric clock. Also available, albeit at extra cost, was a heater. The MO was sold as a 4-door saloon and 2-door Traveller estate with exposed wood. Both were four-seaters. It was replaced by the Series II Oxford in 1954. \$5.40

[ARMP-148] McNicol, Steve. MO Register - Morris Oxford Series MO 1948 - 1954 - 2003 edition. Elizabeth, South Australia: Railmac Publications, 2003. First Edition. Soft Cover. New / No Jacket. ISBN: 1864770279. 32 pages b/w photos - - After the Second World War the Oxford MO replaced the 10. It was introduced in 1948 and was produced until 1954. The design was shared with Nuffield Organisation stable-mate Wolseley 4/50. Designed by Alec Issigonis, the Oxford, along with the Morris Minor, introduced unit construction techniques,[clarification needed] although it is not widely recognized as a true unibody car.[clarification needed] Torsion bar front suspension

was another novelty, and 8-inch (200 mm) drum brakes hydraulically operated were fitted all around. Under the bonnet, the MO was a step back in technology from the pre-war Ten. It used a side-valve straight-4 rather than the older overhead-valve unit. The single SU-carburetted engine displaced 1.5 L (1476 cc/90 in3) and with its output of 40.5 bhp (30.2 kW) at 4200 rpm could propel the car to 72 mph (116 km/h). The four-speed gearbox had a column gearchange and steering was by rack and pinion. Interior fittings were reasonably comprehensive by the standards of the time, with a full width shelf under the dashboard and "useful pivoting ventilator panels" (hinged quarterlights) at the front edge of each of the front doors and a rear window blind included in the price. Instrumentation included an oil pressure gauge, an ammeter and an electric clock. Also available, albeit at extra cost, was a heater. The MO was sold as a 4-door saloon and 2-door Traveller estate with exposed wood. Both were four-seaters. It was replaced by the Series II Oxford in 1954. \$5.40

[TA-13] Ballment, Hugh. More Tram Images of a Journey Through Australia and New Zealand. Sydney, Australia: Transit Australia Publishing, 2014. First Edition. Soft Cover. New / No Jacket. ISBN: 9780909459260. 140 pages colour & b/w photos - If you liked the "Tram Images" book, you will love the new "More Tram Images", with the added bonus of a DVD that includes footage (largely filmed by the author) from the 1950s of trams in Sydney, Wellington, Perth and other cities. This book of 140 pages features all-new pictures, mainly in colour. \$59.95

[ARMP-198] McNicol, Steve. Morris 25 on the Rails - SAR Motor Inspection Cars. South Australia: Railmac Publications Australia, 2015. First Edition. Soft Cover. New / No Jacket. ISBN: 9781864771046. 28 Pages with Colour Pictures. A brief, illustrated history of motor inspection cars that have operated on South Australian Railways. \$7.50

[ARMP-079] McNicol, Steve. Morris Oxford Series M.O.. Elizabeth, South Australia: Railmac Publications Australia, 1991. First Edition. Soft Cover. New / No Jacket. ISBN: 0949817694. 64 pages b/w photos - - After the Second World War the Oxford MO replaced the 10. It was introduced in 1948 and was produced until 1954. The design was shared with Nuffield Organisation stable-mate Wolseley 4/50. Designed by Alec Issigonis, the Oxford, along with the Morris Minor, introduced unit construction techniques.[clarification needed] although it is not widely recognized as a true unibody car.[clarification needed] Torsion bar front suspension was another novelty, and 8-inch (200 mm) drum brakes hydraulically operated were fitted all around. Under the bonnet, the MO was a step back in technology from the pre-war Ten. It used a side-valve straight-4 rather than the older overhead-valve unit. The single SU-carburetted engine displaced 1.5 L (1476 cc/90 in3) and with its output of 40.5 bhp (30.2 kW) at 4200 rpm could propel the car to 72 mph (116 km/h). The four-speed gearbox had a column gearchange and steering was by rack and pinion. Interior fittings were reasonably comprehensive by the standards of the time, with a full width shelf under the dashboard and "useful pivoting ventilator panels" (hinged quarterlights) at the front edge of each of the front doors and a rear window blind included in the price. Instrumentation included an oil pressure gauge, an ammeter and an electric clock. Also available, albeit at extra cost, was a heater. The MO was sold as a 4-door saloon and 2-door Traveller estate with exposed wood. Both were four-seaters. It was replaced by the Series II Oxford in 1954. \$12.95

[DJA-04] McCarthy, Mike. Mountains of Ash : A History of the Sawmills and Tramways of Warburton and District. Melbourne, Australia: Light Railway Research Society of Australia, 2001. First Edition. Hard Cover. New / New. ISBN: 0909340412. 312 pages b/w and sepia photos - Warburton lies alongside the Yarra River 66 kilometers north-east of Melbourne. Nestled deep in a valley below towering timbered slopes, Warburton is a popular weekend destination for those attracted by its natural beauty and tranquility. However, the surrounding forests were once important for another reason. During the period prior to the First World War Warburton was the centre of Victoria's premier sawmilling district. This book takes a fascinating look at the mills, and the horses, steam locomotives, rail tractors and steel railed tramways that serviced and supported them. Contributions come from many of the men and women who were industry participants during Warburton's sawmilling heyday. \$59.95

[ARMP-068] Tilley, Bruce. N.S.W. Private Buses. Elizabeth, South Australia: Railmac Publications Australia, 1987. First Edition. Soft Cover. New / No Jacket. ISBN: 0949817600. 52 pages b/w photos \$7.20

[ARMP-059] Neve, Peter . N.S.W.G.R. Allotment Lists 1964 - 1973 - the Transition Years. Elizabeth, South Australia: Railmac Publications, 1986. First Edition. Soft Cover. As New / No Jacket. ISBN: 0949817511. 52 pages b/w photos \$7.65

[ARMP-151] McNicol, Steve. Narrow Gauge Journal No. 7. Elizabeth, South Australia: Railmac Publications Australia, 2004. First Edition. Soft Cover. New / No Jacket. ISBN: 1864770333. 32 pages profusely illustrated b/w photos \$9.85

[ARMP-152] Easton, Keith S.. Narrow Gauge Journal No. 8 - the Ghan and The Men That Worked the Line. Elizabeth, South Australia: Railmac Publications Australia, 2003. First Edition. Soft Cover. New / No Jacket. ISBN: 1864770341. 32 pages profusely illustrated b/w photos \$9.75

[ARMP-095] Pearce, Kenn. Narrow Gauge Memories (20 Years on) the Album. Elizabeth, South Australia: Railmac Publications Australia, 1992. Reprint. Soft Cover. As New / No Jacket. ISBN: 0949817880. 60 pages b/w photos \$10.95

[ARMP-096] Pearce, Kenn. Narrow Gauge Memories (20 Years on) the Locomotives. Elizabeth, South Australia: Railmac Publications Australia, 1993. Reprint. Soft Cover. New / No Jacket. ISBN: 0949817872. 60 pages b/w photos \$10.95

[ARMP-094] Pearce, Kenn. Narrow Gauge Memories (20 Years on) the Personalities. Elizabeth, South Australia: Railmac Publications Australia, 1990. Reprint. Soft Cover. As New / No Jacket. ISBN: 0949817864. 60 pages b/w photos colour photos \$10.95

[SP-9012] Pearce, Kenn & McNicol, Steve. Narrow Gauge Memories - the Collection. Elizabeth, South Australia: Railmac Publications Australia, 2002. First Edition. Laminated Pictorial Boards. New / No Jacket. ISBN: 1864770309. 236 pages profusely illustrated b/w photos - The 4 booklets included in this hard bound cover called "Narrow Gauge Memories. The Collection" are:- Narrow Gauge Memories - The Personalities, Narrow Gauge Memories - The Album, Narrow Gauge Memories - The Locomotives. and Narrow Gauge Memories - The Experience \$74.25

[ARMP-097] McNicol, Steve. Narrow Gauge Memories - The Experience. Elizabeth, South Australia: Railmac Publications, 1995. First Edition. Soft Cover. New / No Jacket. ISBN: 0949817996. 48 pages b/w photos - pages are numbered 181 to 228 \$10.95

[AANS-041] Holmesby, William P.. New Ideas for Australias Trains 1929 to 1973 -some Recollections of My Time in the South Australian and Commonwealth Railways Between 1929 and 1973. Redfern, NSW, Australia: Iron Horse Press, 2003. First Edition. Soft Cover. New / No Jacket. ISBN: 0909650594. 64 pages b/w photos line drawings \$12.00

[THH-129] Barrack, Richard. New South Wales Government Railways - A. E. Goodwin - Goodwin Alco 48 Class Branch Line Diesel Electric Locomotives : Volume 1 - Mark I & II Units. Studfield, Victoria, Australia: Train Hobby Publications Australia, 2010. First Edition. Hard Cover. As New / No Jacket. ISBN: 1921122331. 56 pages profusely illustrated colour photos - In the mid 1950s, the New South Wales railways were suffering cost pressures due to the ageing and inefficient steam locomotive fleet. This was particularly so in country areas where steam locomotives were poorly suited to the longer distances between servicing points on the multitude of branch lines. The successful introduction of diesel-electric locomotives into main line work during the 1950s, led to the view that the answer for branch lines might lie with this new form of motive power because of its greater operating range. \$50.00

[TH-331] Barrack, Richard. New South Wales Government Railways - A. E. Goodwin - Goodwin Alco 48 Class Branch Line Diesel Electric Locomotives : Volume 1 - Mark I & II Units. Studfield, Victoria, Australia: Train Hobby Publications Australia, 2010. First Edition. Soft Cover. New / No Jacket. ISBN: 1921122331. 56 pages profusely illustrated colour photos - In the mid 1950s, the New South Wales railways were suffering cost pressures due to the ageing and inefficient steam locomotive fleet. This was particularly so in country areas where steam locomotives were poorly suited to the longer distances between servicing points on the multitude of branch lines. The successful introduction of diesel-electric locomotives into main line work during the 1950s, led to the view that the answer for branch lines might lie with this new form of motive power because of its greater operating range.

\$47.85

[TH-521] Barrack, Richard. New South Wales Government Railways 53 Class 2-8-0 Standard Goods Locomotive. Pinewood Victoria Australia: Train Hobby Publications Australia, 2014. First Edition. Soft Cover. New / No Jacket. ISBN: 9781921122521. 56 pages profusely illustrated colour photos - The D53 class was a class of 2-8-0 steam locomotives built for the New South Wales Government Railways of Australia. This class of locomotive was designed by the New South Wales Government Railways as an improved version of the T class. All the coupled wheels had flanges and a certain amount of side movement was given to the middle pairs with a laterally operating knuckle joint being provided in the middle section of the coupling rods. Clyde Engineering delivered the first locomotive in April 1912 and by November 1917, a total of 190 were in service. Most were fitted with superheaters when built and some fitted at a later date. There was a problem with the locomotives being unbalanced, causing speed restrictions to be imposed to avoid rough riding and track damage. Following further investigations, 24 of the class received balanced coupled wheels and these were permitted to operate at higher speed on mail and fruit trains. When introduced, most of the class were fitted with a standard bogie tender, similar as those attached to the 50 class, although some saw service with Wampu tenders. In the later period of their lives, the majority were fitted with larger turret type tenders. To enable tender first running, many had automatic couplers fitted to the front. Following the removal of the knuckle joints from the coupling rods, flanges from the second coupled and driving wheels and the fitting of boilers standard for 50 class; 53 class and 55 class, they became most useful locomotives. The 24 not fitted with superheaters were scrapped in the 1930s. The first superheated example was withdrawn in January 1957 with the fleet down to 39 by July 1969 with the last withdrawn in January 1973. The Commonwealth Railways used the design of these locomotives for their 26 strong KA class for the Trans-Australian Railway. \$47.85

[TH-415] Barrack, Richard & Berry, John & Gee, Neville . New South Wales Government Railways C 38 Class Pacific 4-6-2 Pacific Express Passenger Locomotive - A Photographic Profile Compiled By Billy Lewis - Part 2 . Studfield, Victoria, Australia: Train Hobby Publications Australia, 2011. First Edition. Soft Cover. New / No Jacket. ISBN: 9781921122415. 56 pages profusely illustrated colour photos - The C38 class was a class of steam locomotive built and operated by the New South Wales Government Railways in Australia. Built from 1943, the 30 locomotives in the class were designed to haul express trains and replace the C36 class on these premium workings. They were the first NSW locomotives to use the popular Pacific 4-6-2 wheel arrangement The C38 class were first conceived in 1938. They suffered many delays during construction - mostly due to the Second World War. 3801 was the first engine completed and entered service in January 1943. The last in the class, 3830 entered service in November 1949. The first five locomotives were built in the Clyde Railway Workshops and wore distinctive streamlined boiler casing. The remaining 25 locomotives were built at the New South Wales Government Railway Workshops at Eveleigh, New South Wales (13 locomotives) and NSWGR Workshops at Cardiff in Newcastle (12 locomotives). By 1951 diesel locomotives started appearing on the rails of NSW. These gradually took the "glamour workings" away from the 38 class, who would be confined to all-stations passenger and even goods trains. They could still be found working The Newcastle Flyer up until December 1970 \$49.80

[TH-301] Barrack, Richard & Sargent, John. New South Wales Railways 30 Class 4-6-4 Tank Locomotive. Studfield, Victoria, Australia: Train Hobby Publications Australia, 2007. First Edition. Soft Cover. New / No Jacket. ISBN: 1921122129. 48 pages profusely illustrated colour photos - The C30 locos were built to cater for the Sydney suburban network, but were gradually displaced with the advent of electrification in the 1920's. Many were converted into 4-6-0 tender locomotives (the C30T Class), but some survived for use as shunters, and on short country branches. \$37.50

[TH-45] Barrack, Richard & Sargent, John. New South Wales Railways 30T Class 4-6-0 Tender Locomotive. Pinewood Victoria Australia: Train Hobby Publications Australia, 2008. First Edition. Soft Cover. New / No Jacket. 48 pages profusely illustrated colour photos - isbn listed inside is 1921122129 - The C30 locos were built to cater for the Sydney suburban network, but were gradually displaced with the advent of electrification in the 1920's. Many were converted into 4-6-0 tender locomotives (the C30T Class), but some survived for use as shunters, and on short country branches. The "T" classification suffix for the tender version is somewhat unfortunate, as it conflicts with usage elsewhere in the world. Road numbers were not changed on conversion \$37.50

[THH-109] Barrack, Richard & Sargent, John. New South Wales Railways 30T Class 4-6-0 Tender Locomotive. Pinewood Victoria Australia: Train Hobby Publications Australia, 2008. First Edition. Hard Cover. As

New / No Jacket. 48 pages profusely illustrated colour photos - isbn listed inside is 1921122129 - The C30 locos were built to cater for the Sydney suburban network, but were gradually displaced with the advent of electrification in the 1920's. Many were converted into 4-6-0 tender locomotives (the C30T Class), but some survived for use as shunters, and on short country branches. The "T" classification suffix for the tender version is somewhat unfortunate, as it conflicts with usage elsewhere in the world. Road numbers were not changed on conversion \$50.00

[TWTH-11] Sargent, John & Barrack, Richard. New South Wales Railways 35 Class 4-6-0 Express Passenger Locomotive - Locomotive Profile . Studfield, Victoria, Australia: Train Hobby Publications Australia, 2003. First Edition. Soft Cover. New / No Jacket. ISBN: 1876249765. 48 pages profusely illustrated colour photos - The C35 class (originally NN) was a class of steam locomotives operated by the New South Wales Government Railways in Australia. They were built with the 4-6-0 wheel arrangement at the NSWGR Eveleigh Workshops from 1914 to 1918. A total of 35 were made. All were fitted with superheaters and with exhaust steam injectors when built. Originally the class had a somewhat English-looking appearance. However, they suffered a long period of teething troubles and were rather poor performers, especially on long climbs. They took over hauling The Fish, from Sydney's Central to Mount Victoria in June, 1918 and the Caves Express on the same route in 1932. To mark this, 3506, 3526 and 3535 were painted in Caledonian Blue to match the new carriages made for the express. 3508 was experimentally fitted with an ACFI feedwater heater in May, 1935. It was apparently not a success as it was removed in 1939 and no other member was so fitted. From December, 1937, the class was rebuilt with heavier frames, rebalanced driving wheels and given new cabs with more shelter, replacing their "Great Western Railway" look. During the last years of service, they were confined to working trains north of Gosford. The last members of the class were withdrawn in July, 1968. \$15.00

[ATHB-07] Sargent, John. New South Wales Railways 38 Class Pacific 4-6-2 Express Passenger Locomotive - Locomotive Profile - A Complete Photographic Profile . Studfield, Victoria, Australia: Train Hobby Publications Australia, 1998. First Edition. Soft Cover. New / No Jacket. 48 pages profusely illustrated colour photos - The C38 class was a class of steam locomotive built and operated by the New South Wales Government Railways in Australia. Built from 1943, the 30 locomotives in the class were designed to haul express trains and replace the C36 class on these premium workings. They were the first NSW locomotives to use the popular Pacific 4-6-2 wheel arrangement The C38 class were first conceived in 1938. They suffered many delays during construction - mostly due to the Second World War. 3801 was the first engine completed and entered service in January 1943. The last in the class, 3830 entered service in November 1949. The first five locomotives were built in the Clyde Railway Workshops and wore distinctive streamlined boiler casing. The remaining 25 locomotives were built at the New South Wales Government Railway Workshops at Eveleigh, New South Wales (13 locomotives) and NSWGR Workshops at Cardiff in Newcastle (12 locomotives). By 1951 diesel locomotives started appearing on the rails of NSW. These gradually took the "glamour workings" away from the 38 class, who would be confined to all-stations passenger and even goods trains. They could still be found working The Newcastle Flyer up until December 1970 \$45.50

[ATHB-27] Sargent, John & Dunn, Ian. New South Wales Railways 40 Class Canadian Alco Diesel Electric Locomotive. Studfield, Victoria, Australia: Train Hobby Publications Australia, 1999. First Edition. Soft Cover. New / No Jacket. ISBN: 1876249234. 48 pages profusely illustrated colour photos - The New South Wales 40 class were one of the first mainline diesel electric locomotives to be built for New South Wales. Built by the Montreal Locomotive Works of Montreal, Quebec, Canada, they were based on the ALCO RSC-3 design There were subtle deviations from the standard RSC-3 built by the American Locomotive Company. These included a cab that angled inwards below the cab windows to reduce the width of the locomotive at the eaves of the cab roof, and placement of the handrails on the car body rather than the standard walkway arrangement. The last unit in service was 4015, it being withdrawn on 12 December, 1971 The lead unit of the class, the 4001 has been preserved in the New South Wales Rail Transport Museum, Thirlmere, New South Wales. Two locomotives, 4002 and 4006 were sold to Robe River Mining, and modified to a Bo-Bo configuration by removing the centre idler axle from each truck. Both have been preserved, with one being converted back to an A1A-A1A. Some locomotives of this class had parts recycled in to the new build 442 class locomotives. \$32.95

[TWTH-13] Sargent, John. New South Wales Railways 43 Class Goninan Co-Co Diesel Electric Locomotive. Studfield, Victoria, Australia: Train Hobby Publications Australia, 1998. First Edition. Soft Cover. New / No Jacket.

48 pages profusely illustrated colour photos - Six General Electric-Alco diesel-electric locomotives were ordered from Australian Electrical Industries Pty. Ltd. in June 1954 for service on the New South Wales Government Railways. These locomotives are unusual in Australian locomotive practice in having Alco power units in GE-designed bodies, a legacy of the former Alco-GE partnership which was dissolved in 1953. Although their design originated in the United States, only two similar cab units were ever built in that country, being for the Erie Railroad. The first locomotive, 4301, was delivered in September, 1956 at Newcastle. The class was assembled by A Goninan & Company at Broadmeadow, as sub-contractor to AEI. All six had been delivered by June, 1957. The power plant was an Alco Series 244 four-cycle 12-cylinder diesel engine, delivering 1,750 h.p. and the electrical equipment was from General Electric. Dynamic braking was fitted. Multiple unit control enabled the members of this class to run with each other and all subsequent diesel-electric locomotives. Full driving control was only provided in the front cab, but a hostler's compartment was provided at the rear to enable the locomotive to run light engine in reverse. \$15.00

[THH-018] Sargent, John. New South Wales Railways 43 Class Goninan Co-Co Diesel Electric Locomotive. Studfield, Victoria, Australia: Train Hobby Publications Australia, 1998. First Edition. Hard Cover. As New / No Jacket. 48 pages profusely illustrated colour photos - Six General Electric-Alco diesel-electric locomotives were ordered from Australian Electrical Industries Pty. Ltd. in June 1954 for service on the New South Wales Government Railways. These locomotives are unusual in Australian locomotive practice in having Alco power units in GE-designed bodies, a legacy of the former Alco-GE partnership which was dissolved in 1953. Although their design originated in the United States, only two similar cab units were ever built in that country, being for the Erie Railroad. The first locomotive, 4301, was delivered in September, 1956 at Newcastle. The class was assembled by A Goninan & Company at Broadmeadow, as sub-contractor to AEI. All six had been delivered by June, 1957. The power plant was an Alco Series 244 four-cycle 12-cylinder diesel engine, delivering 1,750 h.p. and the electrical equipment was from General Electric. Dynamic braking was fitted. Multiple unit control enabled the members of this class to run with each other and all subsequent diesel-electric locomotives. Full driving control was only provided in the front cab, but a hostler's compartment was provided at the rear to enable the locomotive to run light engine in reverse. \$45.00

[THH-011] Sargent, John. New South Wales Railways 44 Class Alco World Series Diesel Electric Locomotive. Studfield, Victoria, Australia: Train Hobby Publications Australia, 1998. First Edition. Hard Cover. As New / No Jacket. 48 pages profusely illustrated colour photos - The New South Wales 44 class locomotives were one of the first locomotives built by A. E. Goodwin in the Alco tradition. One-hundred of these DL500B units were built. Introduced in 1957, these locomotives have served every part of NSW, from services in the North and South, to the Indian Pacific. These units are very similar to the South Australian Railways 930 class. They have Alco 251 engines, which develop 1,450 kW (1,940 hp). This class had driving cabs at both ends. The front had a rounded nose (however not as round as the Clyde/GM "Bulldog nose" type) and a flat nose at the end on the locomotive. Most of the class were withdrawn in 1994, but many have been retained for further use by many other freight companies, and some have been preserved \$45.00

[TH-203] Sargent, John. New South Wales Railways 44 Class Alco World Series Diesel Electric Locomotive. Studfield, Victoria, Australia: Train Hobby Publications Australia, 1998. First Edition. Soft Cover. New / No Jacket. 48 pages profusely illustrated colour photos - The New South Wales 44 class locomotives were one of the first locomotives built by A. E. Goodwin in the Alco tradition. One-hundred of these DL500B units were built. Introduced in 1957, these locomotives have served every part of NSW, from services in the North and South, to the Indian Pacific. These units are very similar to the South Australian Railways 930 class. They have Alco 251 engines, which develop 1,450 kW (1,940 hp). This class had driving cabs at both ends. The front had a rounded nose (however not as round as the Clyde/GM "Bulldog nose" type) and a flat nose at the end on the locomotive. Most of the class were withdrawn in 1994, but many have been retained for further use by many other freight companies, and some have been preserved \$32.95

[THDB-068D] Sargent, John & Pantlin, Graeme. New South Wales Railways 45 Class Alco World Series Diesel Electric Locomotive. Studfield, Victoria, Australia: Train Hobby Publications Australia, 2015. Reprint. Plastic Case CD. New / No Jacket. Digital book on compact disc - contains the complete 48 page book with covers as a pdf file viewable in a pdf reader, best viewed in full screen mode - 48 pages profusely illustrated colour photos - The New South Wales 45 class are a class of diesel-electric locomotives built for and operated by the New South

Wales Government Railways from 1962. The number grouping was previously occupied by a single electric locomotive numbered 4501, which was renumbered 7100 to free up the grouping. The 45 class were built by the Alco's Australian licensee A.E Goodwin, and are based on the Alco DL-541 model. The South Australian Railways also has similar units, and are classified as the 600 class. The locomotives are fitted with an Alco 12-251C engine, developing 1455kW, the same as the 44 class. Six of these locomotives have been upgraded in the cabs, and reclassified as the 35 class. Some also had a unique 'red terror' type of livery to distinguish the units. These hood units were introduced into service in 1962, and initially serviced the Main Southern line, but moved to the North and Northwest of the state later on, as with the other Alco units. The State Rail Heritage locomotive of this class is 4520, which is at the New South Wales Rail Transport Museum at Thirlmere, NSW. 4521 is preserved by Dorriggo Steam Railway and Museum. Patrick Portlink now owns 103(former 4537). This locomotive has had the short end hood cut down and the toilet removed and has been renumbered 103. \$35.00

[TH-50] Sargent, John & Dunn, Ian. New South Wales Railways 50 Class 2-8-0 Standard Goods Locomotive. Studfield, Victoria, Australia: Train Hobby Publications Australia, 1999. First Edition. Soft Cover. New / No Jacket. ISBN: 1876249218. 48 pages profusely illustrated colour photos - The D50 class (formerly the T524 class before 1924 re-classification) is a class of 2-8-0 steam locomotive built for and operated by the New South Wales Government Railways of Australia. In 1896, Beyer, Peacock and Company delivered the first five of the now Australian Consolidation type heavy duty goods locomotive, these being the forerunners of the numerically largest class on the system, finally totalling 280 representatives. In the operation of goods trains they followed up the successful record of their passenger counterparts, the P(6)-class, being most effective on the steep gradients and sharp curves of the main lines over mountainous sections. Their second and third coupled wheel tyres were flangeless to reduce curve friction. The five builders who contributed to the numbers were :- Beyer, Peacock and Company : 151 - Dübs and Company : 5 Neilson and Company : 10 - North British Locomotive Company : 84 - Clyde Engineering Company Limited : 30 During the First World War, an additional 10 locomotives of this class were under construction at the North British Locomotive Company, but these were not delivered to Australia, being taken over by the British War Office for the Royal Engineers Railway Operating Division. After the war, they were offered back to the N.S.W.G.R. at higher than new prices and in a badly worn condition. They were declined and were subsequently acquired by a Belgian railway and, following rebuilding, assigned to work coal trains along the Meuse Valley. The Commonwealth Railways also chose this design to be their first goods locomotive class, the K-class, for the Trans-Australian Railway Many of the D50-class received a turret type tender in later years which provided better visibility when operating in reverse. During their many years of service, almost to the end of the steam era, there were few lines over which they were not permitted to work. It was often the practice at holiday times to press them into service hauling the extra excursion trains operating to Gosford and Wollongong where their restricted speed had little effect on the schedules. These locomotives, together with the later D53-class and the D55-class, became known as the Standard Goods engines. In the later years, the saturated, i.e. non-superheated, members of the class were normally restricted to working coal trains, commonly made up of 4-wheel hopper wagons not fitted with continuous air-brakes, in the Hunter Valley and shunting duties in the larger marshalling yards throughout the system. \$32.95

[TH-00-5] Sargent, John. New South Wales Railways 57 Class 4-8-2 Heavy Goods Locomotive. Studfield, Victoria, Australia: Train Hobby Publications Australia, 2005. First Edition. Soft Cover. New / No Jacket. ISBN: 1921122005. 48 pages profusely illustrated colour photos - The New South Wales D57 class locomotive was a class of 4-8-2 steam locomotive operated by the New South Wales Government Railways in Australia. A total of 25 Mountain-type 3-cylinder steam locomotives were ordered by the N.S.W.G.R in 1929. They were built at the Clyde Engineering Works, Granville. They were among the heaviest of locomotives in Australia, at 250 tons, and this restricted them to only certain parts in New South Wales. However, they were very reliable and had the nickname "Lazy Lizzies" because they made heavy workings seem effortless. They were mostly held at Lithgow roundhouse and were used on heavy coal workings over the Blue Mountains, sometimes weighing 2000 tons. In 1960 the class began to be withdrawn and the last locomotive, 5711, was written off in 1963. The three cylinder design fitted to the class gave it a distinctive off-beat exhaust sound when climbing upgrade. This design was also fitted to the D58 class. However, a couple of features, such as the Gresley conjugating valve gear fitted to these locomotives has been the source of debate as to its efficiency. The only example left is 5711, which is currently being restored by the Valley Heights branch of the New South Wales Rail Transport Museum at their site in Valley Heights Roundhouse for static display. \$45.40

[THH-094] Sargent, John. New South Wales Railways 57 Class 4-8-2 Heavy Goods Locomotive. Studfield, Victoria, Australia: Train Hobby Publications Australia, 2005. First Edition. Hard Cover. As New / No Jacket. ISBN: 1921122005. 48 pages profusely illustrated colour photos - The New South Wales D57 class locomotive was a class of 4-8-2 steam locomotive operated by the New South Wales Government Railways in Australia. A total of 25 Mountain-type 3-cylinder steam locomotives were ordered by the N.S.W.G.R in 1929. They were built at the Clyde Engineering Works, Granville. They were among the heaviest of locomotives in Australia, at 250 tons, and this restricted them to only certain parts in New South Wales. However, they were very reliable and had the nickname "Lazy Lizzies" because they made heavy workings seem effortless. They were mostly held at Lithgow roundhouse and were used on heavy coal workings over the Blue Mountains, sometimes weighing 2000 tons. In 1960 the class began to be withdrawn and the last locomotive, 5711, was written off in 1963. The three cylinder design fitted to the class gave it a distinctive off-beat exhaust sound when climbing upgrade. This design was also fitted to the D58 class. However, a couple of features, such as the Gresley conjugating valve gear fitted to these locomotives has been the source of debate as to its efficiency. The only example left is 5711, which is currently being restored by the Valley Heights branch of the New South Wales Rail Transport Museum at their site in Valley Heights Roundhouse for static display. \$50.00

[TH-059] Sargent, John & Lewis, Billy. New South Wales Railways 59 Class Baldwin 2-8-2 Mikado Locomotive - Locomotive Profile . Pinewood Victoria Australia: Train Hobby Publications Australia, 2009. First Edition. Soft Cover. New / No Jacket. ISBN: 1921122242. 56 pages profusely illustrated colour photos - The 59 Class are a steam locomotive ordered by the New South Wales Government Railways of Australia. The class were ordered after the Second World War from the Baldwin-Lima-Hamilton Corporation to relieve motive power shortages. The design is a variation on the USRA Light Mikado, a design which first appeared in 1918. Twenty locomotives were delivered during 1952 - 1953. The main visible differences are the locations of the steam and sand domes on the boiler and the location of the headlight. The most immediately apparent difference is the rather stubby short tender that was specially built to allow the 59-class to be turned on standard 60-foot turntables. It was the specification of these tenders which considerably delayed the delivery from initial order. Unfortunately due to the weight of the locomotive it was eventually discovered in service that most 60-foot (18 m) turntables could not turn the 59 class due to balancing issues. The class was the first oil burners to be introduced by the NSWGR and were the first locomotives to be built by Baldwin since 1905. They were firstly used on the Short North, from the Enfield Marshalling yards to Broadmeadow. They were soon placed in service on both the Western and Southern lines and, although their light axle load made them available to a large proportion of the state, their sphere of operation was limited by the location of oil fuelling facilities. Accordingly, they saw most of their service as oil burners on the Main North and North Coast lines, as well as the Sydney metropolitan area. A decision was made in 1961 to convert the majority of the class to coal burning. A total of 17 locomotives were treated using an ashpan based on the C38 class arrangements, together with modifications to the smokebox, fitting of brick arches, grates, firehole doors, etc.. Two 59-class remained as oil-burners (the other member of the class had been previously scrapped) and they ended their service as shunters at Grafton, then transferred to Broadmeadow in December, 1970 as stationary boilers. 5916 was subsequently, in August, 1974, sent to the Eveleigh Carriage Works for a similar duty. The coal burning locomotives were mainly operated from the Enfield depot, working to Goulburn. They were also based at Broadmeadow, working from Gosford to Muswellbrook. From early 1969, double-headed 59-class were often used at weekends on goods trains to Taree. On the Main west line, from February, 1967, a 59-class could be found on banking duties on the grades east and west of Bathurst. Major withdrawals did not occur until 1970 and the last member of the class in service was 5910 which was withdrawn on 11 December, 1972. \$45.50

[THH-119] Sargent, John & Lewis, Billy. New South Wales Railways 59 Class Baldwin 2-8-2 Mikado Locomotive - Locomotive Profile . Pinewood Victoria Australia: Train Hobby Publications Australia, 2009. First Edition. Hard Cover. As New / No Jacket. ISBN: 1921122242. 56 pages profusely illustrated colour photos - The 59 Class are a steam locomotive ordered by the New South Wales Government Railways of Australia. The class were ordered after the Second World War from the Baldwin-Lima-Hamilton Corporation to relieve motive power shortages. The design is a variation on the USRA Light Mikado, a design which first appeared in 1918. Twenty locomotives were delivered during 1952 - 1953. The main visible differences are the locations of the steam and sand domes on the boiler and the location of the headlight. The most immediately apparent difference is the rather stubby short tender that was specially built to allow the 59-class to be turned on standard 60-foot turntables. It was the specification of these tenders which considerably delayed the delivery from initial order. Unfortunately due to the weight of the locomotive it was eventually discovered in service that most 60-foot (18 m) turntables could not turn

the 59 class due to balancing issues. The class was the first oil burners to be introduced by the NSWGR and were the first locomotives to be built by Baldwin since 1905. They were firstly used on the Short North, from the Enfield Marshalling yards to Broadmeadow. They were soon placed in service on both the Western and Southern lines and, although their light axle load made them available to a large proportion of the state, their sphere of operation was limited by the location of oil fuelling facilities. Accordingly, they saw most of their service as oil burners on the Main North and North Coast lines, as well as the Sydney metropolitan area. A decision was made in 1961 to convert the majority of the class to coal burning. A total of 17 locomotives were treated using an ashpan based on the C38 class arrangements, together with modifications to the smokebox, fitting of brick arches, grates, firehole doors, etc.. Two 59-class remained as oil-burners (the other member of the class had been previously scrapped) and they ended their service as shunters at Grafton, then transferred to Broadmeadow in December, 1970 as stationary boilers. 5916 was subsequently, in August, 1974, sent to the Eveleigh Carriage Works for a similar duty. The coal burning locomotives were mainly operated from the Enfield depot, working to Goulburn. They were also based at Broadmeadow, working from Gosford to Muswellbrook. From early 1969, double-headed 59-class were often used at weekends on goods trains to Taree. On the Main west line, from February, 1967, a 59-class could be found on banking duties on the grades east and west of Bathurst. Major withdrawals did not occur until 1970 and the last member of the class in service was 5910 which was withdrawn on 11 December, 1972. \$50.00

[TH-492A] Barrack, Richard & Sargent, John. New South Wales Railways 80 Class Alco 1605 kW Diesel Electric Locomotive - Locomotive Profile . Pinewood Victoria Australia: Train Hobby Publications Australia, 2009. First Edition. Soft Cover. New / No Jacket. 56 pages profusely illustrated colour photos - The 50 members of the 2000hp 80 class were built by Commonwealth Engineering at Granville, a western suburb of Sydney, between 1978 and 1983. They were a continuation of the body style pioneered by the 422 class of 1968 and the 442 class of 1972. Their main claims to fame were that they were the last Alco engined locomotives to be built for the NSW system and the first to feature cab air conditioning. In the early eighties they were almost the sole class of motive power used on the far Western line to Broken Hill, but they have also worked on the North Coast Line, the Southern Line and with the less parochial policies of more recent management regimes, in South Australia. Until the delivery of the NR class they were also prominent on National Rail trains. When the second batch of 20 entered service in 1982/83 they were painted in the new "Reverse" tuscan scheme. \$49.00

MSGR-NEWCASTLE Peter Attenborough, Newcastle Express, Australian Trains New / No Jacket. ISBN: 187656850X. 64 pages profusely illustrated colour photos - The first title in a series of photo essays which feature the history of some of Australia's iconic trains in an easy-to-read A5 format. Featuring colour and black and white photos, the series will tell the story of a bygone era of train travel in this country. The first book in the series is NEWCASTLE EXPRESS by Peter Attenborough which is a 64-page booklet featuring many previously unpublished photographs. Peter gives a brief history of the line and tells of the first express services to the second largest city in New South Wales. Timetable information is also provided. Peter examines the individual eras of the Newcastle Express - steam, diesel and electric, and details of the locomotive classes used on the train are included. Rostering of the 38 class in the 1960s and the types of rollingstock used are also covered. A range of pictures taken along the line enhance this publication. \$20.00

[AANS-022] Adam, Eric. No Fear of Change - or Learning to Live with Change. Redfern, NSW, Australia: Iron Horse Press, 2001. First Edition. Soft Cover. New / No Jacket. ISBN: 0909650489. 144 pages b/w photos - The author's story of life and work in many different railway arenas. Includes his days with the SAR, as CME on the Central Australia Railway to employment with Comeng. \$33.00

[ARMP-164] Holden, Ralph. No. 259 - the Curious Story of a Forgotten Locomotive. Elizabeth, South Australia: Railmac Publications Australia, 2006. First Edition. Soft Cover. New / No Jacket. ISBN: 9781864770538. 40 pages b/w photos - Ralph Holden has developed a theory that the history of SAR's experimental locomotive no. 259 was intertwined with Henry Deane and the evolution of the Commonwealth Railways' Trans Australian Railway. Ralph's theory has now been published by Railmac Publications under the title 'No. 259: The Curious Story of a Forgotten Locomotive'. While it is not possible to either confirm or refute Ralph's hypothesis on the basis of currently available information, he does present an interesting and tantalising case. If nothing else, this book should generate interest in a little-known but very significant episode in the history of the South Australian Railways.

Perhaps it might even result in the discovery of hitherto unknown information which might answer the questions raised. As no. 259 spent its entire working life (albeit a very short one) at Port Lincoln, anyone interested in the unique aspects of the Port Lincoln Division will find this tale fascinating. \$8.95

[ARMP-126] Tonks, Ed. NR Class - an Early History (NR1 - NR15). Elizabeth, South Australia: Railmac Publications Australia, 1998. First Edition. Soft Cover. New / No Jacket. ISBN: 1864770007. 32 pages b/w photos
The NR class are an Australian mainline diesel electric locomotives introduced by National Rail in 1996. They were the only locomotives ordered by National Rail, thus being named the "NR" Class. Australian designed and built by Goninan, the 120 units use imported GE Transportation Systems engines and traction equipment. \$8.75

[ARMP-129] Tonks, Ed. NR Class - An Early History (NR16 - NR30). Elizabeth, South Australia: Railmac Publications Australia, 1999. First Edition. Soft Cover. New / No Jacket. ISBN: 1864770058. 32 pages b/w photos
The NR class are an Australian mainline diesel electric locomotives introduced by National Rail in 1996. They were the only locomotives ordered by National Rail, thus being named the "NR" Class. Australian designed and built by Goninan, the 120 units use imported GE Transportation Systems engines and traction equipment. \$8.75

[ARMP-134] Tonks, Ed. NR Class - an Early History (NR31 - NR45). Elizabeth, South Australia: Railmac Publications Australia, 1999. First Edition. Soft Cover. New / No Jacket. ISBN: 1864770090. 32 pages b/w photos
The NR class are an Australian mainline diesel electric locomotives introduced by National Rail in 1996. They were the only locomotives ordered by National Rail, thus being named the "NR" Class. Australian designed and built by Goninan, the 120 units use imported GE Transportation Systems engines and traction equipment. \$8.75

[ARMP-136] Tonks, Ed. NR Class - an Early History (NR46 - NR60). Elizabeth, South Australia: Railmac Publications Australia, 2000. First Edition. Soft Cover. New / No Jacket. ISBN: 1864770112. 32 pages b/w photos
The NR class are an Australian mainline diesel electric locomotives introduced by National Rail in 1996. They were the only locomotives ordered by National Rail, thus being named the "NR" Class. Australian designed and built by Goninan, the 120 units use imported GE Transportation Systems engines and traction equipment. \$8.75

[ARMP-149] Tonks, Ed. NR Class - an Early History (NR61 - NR90). Elizabeth, South Australia: Railmac Publications Australia, 2002. First Edition. Soft Cover. New / No Jacket. ISBN: 1864770252. 32 pages b/w photos
The NR class are an Australian mainline diesel electric locomotives introduced by National Rail in 1996. They were the only locomotives ordered by National Rail, thus being named the "NR" Class. Australian designed and built by Goninan, the 120 units use imported GE Transportation Systems engines and traction equipment. \$8.75

[ARMP-150] Tonks, Ed. NR Class - an Early History (NR91 - NR121). Elizabeth, South Australia: Railmac Publications Australia, 2004. First Edition. Soft Cover. New / No Jacket. ISBN: 1864770325. 32 pages b/w photos
The NR class are an Australian mainline diesel electric locomotives introduced by National Rail in 1996. They were the only locomotives ordered by National Rail, thus being named the "NR" Class. Australian designed and built by Goninan, the 120 units use imported GE Transportation Systems engines and traction equipment. \$7.95

[NSWS-046-5] Badman, Ken. NSW Steam in the 50s. Elizabeth, South Australia: Railmac Publications Australia, 2004. First Edition. Soft Cover. New / No Jacket. ISBN: 1864770465. 16 pages b/w photos \$4.95

[ARMP-155] Smith, Keith A.. Nullarbor Interlude : A Recollection of a Railway Journey Across Australia with Lord Louis Mountbatten : Tales from A Railway Odyssey . Elizabeth, South Australia: Railmac Publications Australia, 2004. First Edition. Soft Cover. New / No Jacket. ISBN: 1864770406. 36 pages b/w photos \$14.95

[ASCR-EP] Dunn, Ian. O. B. Bolton's Engine Portraits . Matrville, NSW Australia: Eveleigh Press, 2009. First Edition. Laminated Pictorial Boards. New / No Jacket. ISBN: 1876568380. unpaginated 96 pages profusely illustrated b/w photos - Oliver Burnaby Bolton was born in 1890 at Waverley, Sydney, and married Ella Wallace at Chatswood in 1919. They had a daughter, Eileen. He was interested in the prototype railway from his youth, and was one of the earliest amateur photographers of the trains of New South Wales. Given the limitations of the medium at the time, he was able sometimes to achieve outstanding results, and while his subjects may have been humdrum at the time, they are now of great interest. He had favoured locations, perhaps dictated by convenience of access, but it is also clear that he travelled far afield occasionally, reaching the Tweed Railway in 1913 and Queensland beyond that; and to Tasmania at another time. As was common with enthusiasts of his age, he both gave and received photos and so built up a collection in the days before enthusiast publications were available. He gained renown amongst engineering modellers as a pioneer in Australia in supplying the hobbyist, entering the plan and casting supply business in 1922. His optometrist's premises were an Aladdin's cave to the budding model railway enthusiast. While Bolton was not known as a model engineer in his own right, he is considered to have produced the drawings he marketed himself. Burnaby Bolton died in 1974 and his model parts and drawings business was sold. He was generous in providing his friends with photographic prints, and many of the views published in this volume come courtesy of Bruce MacDonald, another long-time seeker into the history of the iron horse. \$59.95

[ARMP-0166] Woodland, Tony. Out West - Lithgow to Bathurst - A Photographic Study of the Main West Railway Line 1971 - 1993. Elizabeth, South Australia: Railmac Publications Australia, 2011. First Edition. Soft Cover. New / No Jacket. ISBN: 9781864770827. 46 pages colour & b/w photos - A photographic study of the main west railway line 1971-1993. Compiled from photos taken by Tony Woodland. \$14.95

[TM-02] Smith, Neville S.. Over the Viaduct to Henley Beach - Also Hilton Richmond Line. Adelaide, South Australia, Australia: Australian Electric Transport Museum, 1997. First Edition. Soft Cover. New / No Jacket. 20 pages b/w photos - History of the Henley Beach and Richmond tram lines. \$5.00

[NRTM-02] Morahan, M.. P Class. Burwood, NSW, Australia: New South Wales Rail Transport Museum, 2000. First Edition. Hard Cover. New / New. ISBN: 0909862559. 224 pages profusely illustrated colour & b/w photos - This RTM publication presents a new approach to the history of the P Class including details of their early service, various modifications undertaken and their final days in service. The publication contains the stories of two retired enginemen who spent much of their working life involved with these engines. A tabulation setting out dates in service, withdrawal and scrapping of each locomotive included together with a fold out plan detailing the locomotive in both saturated and superheated forms. The text is supported by over 200 b/w and 60 colour photographs, the majority of which have never been published before, featuring many from the 1900 to 1920 period \$200.00

[ARMP-157] McNicol, Steve. Paddleship Parade. Elizabeth, South Australia: Railmac Publications Australia, 2006. First Edition. Soft Cover. New / No Jacket. ISBN: 978186477052X. 24 pages profusely illustrated colour photos \$9.95

[TM-01] Smith, Neville S.. Parade to Kensington. Adelaide, South Australia, Australia: Australian Electric Transport Museum, 1997. First Edition. Soft Cover. New / No Jacket. 16 pages b/w photos - History of Adelaide's first electric tram line along The Parade, Norwood to Kensington and then Kensington Gardens. \$6.00

[ARMP-0199] McNicol, Steve. Peterborough : A Railway Town . Elizabeth, South Australia: Railmac Publications Australia, 2013. First Edition. Soft Cover. New / No Jacket. ISBN: 9781864770926. 36 pages colour and b/w photos - Peterborough is a town in the mid north of South Australia, in wheat country, just off the Barrier Highway. At the 2006 census, Peterborough had a population of 1,689. It was originally named Petersburg after the

landowner, Peter Doecke, who sold land to create the town. It was one of 69 places in South Australia renamed in 1917 due to anti-German sentiments during World War I. Peterborough sits on the intersection of the East-West railway linking Port Pirie and Broken Hill, and the North-South railway linking Adelaide eventually to Alice Springs via Quorn, both narrow gauge (1,067 mm (3 ft 6 in)) lines. The line from Port Pirie and Jamestown arrived in 1881, followed shortly after by the line from Terowie in the south. The line to Broken Hill was completed in 1887.[5] Peterborough was the home town for Bob the Railway Dog who is remembered by a bronze statue located in the Main Street. In 1970, the East-West line was converted to standard gauge (1,435 mm (4 ft 8 1/2 in)), and the line south of Peterborough to Terowie to broad gauge (1,600 mm (5 ft 3 in)). Thus Peterborough became one of three, triple-gauge railway junctions in Australia. The others being Gladstone and Port Pirie, all on the same railway corridor. The broad-gauge connection to Adelaide, via Burra, was severed in the late 1980s. The narrow-gauge line north to Quorn last carried freight in 1980, and was removed, between Eurelia and Bruce in the mid-1980s. Grain trains ran as far as Orroroo into the mid 1980s. In its later years it was used by tourist trains from Steamtown as far as Eurelia. Steamtown ceased operations in 2002, however the roundhouse is still used to display its coaches and locomotives. The District Council, with funding from the three tiers of government and recovery of the Eurelia line, have subsequently established the Steamtown Heritage Rail Centre, with SA's first Sound & Light Show. The town is still served by the twice-weekly Indian Pacific train run by Great Southern Railways, which heads to Adelaide on Sundays and Thursdays, and to Sydney on Tuesdays and Fridays. \$14.95

[TWTH-07] Dee & Sargent. Photographer Profile - Doug McLean - Railwayman - Railway Photographer . Wantirna, Victoria, Australia: Train Hobby Publications Australia, 1999. First Edition. Soft Cover. As New / No Jacket. ISBN: 1876249242. 48 pages profusely illustrated colour photos - Photographer Profile Doug McLean feature exceptional photos of mostly VR steam and diesel operations, generally from the late 1950's through to the mid 1960's. \$15.00

[THH-032] Dee & Sargent. Photographer Profile - Doug McLean - Railwayman - Railway Photographer . Wantirna, Victoria, Australia: Train Hobby Publications Australia, 1999. First Edition. Hard Cover. As New / No Jacket. ISBN: 1876249242. 48 pages profusely illustrated colour photos - Photographer Profile Doug McLean feature exceptional photos of mostly VR steam and diesel operations, generally from the late 1950's through to the mid 1960's. \$35.00

[THH-040] Sargent, John. Photographer Profile - Jean and Geoff Campbell - in Pursuit of Excellence. Studfield, Victoria, Australia: Train Hobby Publications Australia, 2000. First Edition. Hard Cover. As New / No Jacket. ISBN: 1876249331. 48 pages profusely illustrated colour photos - Photographer Profile Jean and Geoff Campbell is a collection of excellent images from the 1980's, covering modern day railway workings from New South Wales, Victoria and Queensland. \$35.00

[TWTH-10] Sargent, John. Photographer Profile - Jean and Geoff Campbell - In Pursuit of Excellence. Studfield, Victoria, Australia: Train Hobby Publications Australia, 2000. First Edition. Soft Cover. As New / No Jacket. ISBN: 1876249331. 48 pages profusely illustrated colour photos - Photographer Profile Jean and Geoff Campbell is a collection of excellent images from the 1980's, covering modern day railway workings from New South Wales, Victoria and Queensland. \$15.00

[TWTH-09] Sargent, John. Photographer Profile - Jim Seletto - 'A Man of Steam' . Wantirna, Victoria, Australia: Train Hobby Publications Australia, 1999. First Edition. Soft Cover. As New / No Jacket. ISBN: 1876249315. 48 pages profusely illustrated colour photos - Photographer Profile Jim Seletto is an album of significant images, taken over the years, by a career railway man - a driver whose name was synonymous with the Victorian Railways. \$15.00

[THH-035] Sargent, John. Photographer Profile - Jim Seletto - 'A Man of Steam' . Wantirna, Victoria,

Australia: Train Hobby Publications Australia, 1999. First Edition. Hard Cover. As New / No Jacket. ISBN: 1876249315. 48 pages profusely illustrated colour photos - Photographer Profile Jim Seletto is an album of significant images, taken over the years, by a career railway man - a driver whose name was synonymous with the Victorian Railways. \$35.00

[TWTH-08] Sargent, John & Crow, Lindsay. Photographer Profile - Lindsay Crow - 'The Photographer's Choice'. Wantirna, Victoria, Australia: Train Hobby Publications Australia, 2000. First Edition. Soft Cover. As New / No Jacket. ISBN: 1876249323. approx 52 pages b/w photos - Photographer Profile Lindsay Crow is a collection of stunning black and white photos of steam workings in Victoria in the later years. \$15.00

[TWTH-17] Sargent, John. Photographer Profile - Michael Schrader - Recording Railway History - Victoria. Studfield, Victoria, Australia: Train Hobby Publications Australia, 2001. First Edition. Soft Cover. As New / No Jacket. ISBN: 1876249544. 48 pages profusely illustrated colour photos - Photographer Profile Michael Schrader feature exceptional photos of mostly VR steam and diesel operations, generally from the late 1950's through to the mid 1960's. \$15.00

[TWTH-18] Sargent, John. Photographer Profile - Peter J. O. Ralph - A Passion for Railways . Studfield, Victoria, Australia: Train Hobby Publications Australia, 2001. First Edition. Soft Cover. As New / No Jacket. ISBN: 1876249552. 48 pages profusely illustrated colour photos - Photographer Profile Michael Schrader feature exceptional photos of mostly VR steam and diesel operations, generally from the late 1950's through to the mid 1960's. \$15.00

[TWTH-15] Sargent, John. Power Under the Stars - a Photographic Profile of Night Rail Operations in South East Australia. Studfield, Victoria, Australia: Train Hobby Publications Australia, 2000. First Edition. Soft Cover. As New / No Jacket. ISBN: 1876249358. 48 pages profusely illustrated colour photos - Power Under The Stars is a collection of night scenes from Victoria, New South Wales and South Australia. \$15.00

[TA-10] Brady, Ian A.. Prahran and Malvern Tramways Trust : Melbourne's Foremost Municipal Tramway . Sydney, NSW, Australia.: Transit Australia Publishing, 2011. First Edition. Soft Cover. New / No Jacket. ISBN: 9780909459239. 96 pages, colour & b/w photographs, maps, images, detailed linework, footnotes, appendicies. For the Tram or rail car enthusiast, this is a beautifully put together history of one of Melbourne's most prominent and well used Municipal Tramlines. Stocked with wonderful photographs from the period early years, it is a magnificent ' tram trip' down memory lane. \$59.95

[ARMP-PNSW] McNicol, Steve. Preserved N.S.W.G.R. Steam . Elizabeth, South Australia: Railmac Publications Australia, 1985. First Edition. Soft Cover. As New / No Jacket. ISBN: 0949817449. 28 pages b/w photos \$5.45

[ARMP-0173] Evans, John. Proceed to Hawker - the Quorn to Hawker Section of the Great Northern Railway 1957 to 1970. Elizabeth, South Australia: Railmac Publications Australia, 2008. First Edition. Soft Cover. New / No Jacket. ISBN: 9781864770619. 152 pages b/w photos colour photos - The opening of arguably Australia's first south to north transcontinental railway line in January 2004 finally fulfilled a century-old dream to link Adelaide and Port August with Darwin. It was a long time in coming and involved shifts from the original route through the Flinders Ranges and skirting the Great Artesian Basin. Today's standard gauge line branching off the Trans-Australian line at Tarcoola heads due north through Central Australia to Tennant Cree, Katherine and Darwin. This book chronicles the story of the final years of operation of the Quorn-Hawker section of what was originally known as the Great Northern Railway, which visionaries of the day believed would eventually reach Darwin. There were a number of operating and other characteristics that made train working on the Quorn-Hawker line unique in the late 1950's and the decade of the 1960's. This book represents a detailed record of the train working on the

fascinating section of the track over the last 14 years of its 90 year life. \$27.75

[ARMP-176] Evans, John. Proceed to Quorn - An Operational History of the Last Years of the Terowie Peterborough Quorn Railway Line - in Particular the Years 1957 to 1987. Elizabeth, South Australia: Railmac Publications Australia, 2009. First Edition. Soft Cover. New / No Jacket. ISBN: 978186477066X. 176 pages b/w photos colour photos - This book chronicles the story of the Terowie - Quorne line (especially the 80 1/4 miles Peterborough - Quorn section) with a particular focus on the last 30 years of the lines life from 1957 until the track was broken forever at Hammond. Fortunately many photographic , diagrammatic and official railway records remain to enable a detailed picture to be painted of a typical SA railways branch line at the very end of its economic working life, that gives a fascinating insight into an era of railway now gone forever. \$39.95

[ARMP-0181] Evans, John. Proceed to Wilmington : A History of the Gladstone to Wilmington Railway Line in Particular the Years 1959 to 1988. Elizabeth, South Australia: Railmac Publications Australia, 2010. First Edition. Soft Cover. New / No Jacket. ISBN: 9781864770711. 172 pages b/w photos drawings maps - chronicles the history and operation of the Gladstone to Wilmington branch line - especially the period from late 1959 to the lines series of last rail movements in 1988: to wilmington in July, to Booleroo Centre in October, and to Wirrabbara in November. \$35.95

[SP-02] Anchen, Nick. Puffing Billy - Spirit of the Dandenongs - Revised Edition . Australia: Sierra Publishing, 2008. Second Edition. Soft Cover. New / No Jacket. ISBN: 9780980468632. 72 pages profusely illustrated colour and b/w photos - The Puffing Billy Railway is a genuine living museum, part of an original Victorian Railways branch line. The quaint little train became an institution of the Dandenong Ranges, and the salvation and continuing operation of Australia's best loved steam train is a story worth telling. \$29.95

[ATHB-17] Sargent, John & Crow, Lindsay. Queensland Canefields Steam Era 1955 - 1980. Studfield, Victoria, Australia: Train Hobby Publications Australia, 1999. First Edition. Soft Cover. New / No Jacket. ISBN: 1876249196. 48 pages profusely illustrated colour photos - Queensland Canefields Steam Era is a special profile covering this unique railway and it's extensive sugar cane networks. Approximately 34 mills of the Australian Sugar Industry, dotted the coast from northern N.S.W. to far north Queensland, operated some 200 steam locomotives on over 200km of tramways, mostly 2' (60.9cm) gauge, the remainder being 3'6" (106.7cm) gauge. In the mid 1950s diesels began making inroads amongst the steam fleet, gradually ousting them, until their final appearance in the late 70s at Qunaba Mill near Bundaberg. One Perry 0-6-2T lasted at the Marian Mill as a yard shunter until late 1982. As with the current diesel locos, these steam locos worked daily shifts during the cane harvest, sometimes up to 36km from the mill and not always through Canefields but often through natural bushland as they travelled from one canefield to the next. During the non-harvest months the locos were serviced, repaired and stored. the fascinating and colourful little steam locos have gone but the tramways have expanded and their operations modernised; even the earlier 'rod' diesels are now being superseded by bigger, more powerful bogie locomotives. Many of the old steam locos still exist in varying states of repair. Some ended up in coastal parks and literally rusted away. Fortunately many have been saved and preserved by individuals, groups and societies throughout Australia, a number are in working order. \$45.50

[THH-024] Sargent, John & Crow, Lindsay. Queensland Canefields Steam Era 1955 - 1980. Studfield, Victoria, Australia: Train Hobby Publications Australia, 1999. First Edition. Hard Cover. As New / No Jacket. ISBN: 1876249196. 48 pages profusely illustrated colour photos - Queensland Canefields Steam Era is a special profile covering this unique railway and it's extensive sugar cane networks. Approximately 34 mills of the Australian Sugar Industry, dotted the coast from northern N.S.W. to far north Queensland, operated some 200 steam locomotives on over 200km of tramways, mostly 2' (60.9cm) gauge, the remainder being 3'6" (106.7cm) gauge. In the mid 1950s diesels began making inroads amongst the steam fleet, gradually ousting them, until their final appearance in the late 70s at Qunaba Mill near Bundaberg. One Perry 0-6-2T lasted at the Marian Mill as a yard shunter until late 1982. As with the current diesel locos, these steam locos worked daily shifts during the cane harvest, sometimes up to 36km from the mill and not always through Canefields but often through natural bushland as they travelled from one canefield to the next. During the non-harvest months the locos were serviced, repaired and stored. the fascinating and colourful little steam locos have gone but the tramways have expanded and their

operations modernised; even the earlier 'rod' diesels are now being superseded by bigger, more powerful bogie locomotives. Many of the old steam locos still exist in varying states of repair. Some ended up in coastal parks and literally rusted away. Fortunately many have been saved and preserved by individuals, groups and societies throughout Australia, a number are in working order. \$50.00

[ARMP-081] Tilley, Bruce. Queensland Private Buses. Elizabeth, South Australia: Railmac Publications Australia, 1989. First Edition. Soft Cover. New / No Jacket. ISBN: 0949817716. 52 pages b/w photos \$7.65

[AWG-01] Gough, Bob & Webber, Brian. Queensland Sugar Cane Railways Album. Queensland Australia: The Authors, 1999. First Edition. Soft Cover. New / No Jacket. 48 pages colour and b/w photos \$21.95

[ADJP-RRA] Jehan, David. Rack Railways of Australia. New South Wales Australia: David Jehan, 2003. Reprint. Soft Cover. New / No Jacket. ISBN: 0975045202. 112 pages b/w photos - A 2003 update of a book first published in 1997 which includes a lot of additional information, in particular a coverage of the reopening of the Queenstown - Regatta Point, Tasmania, Abt railway. Features rack railway technology and its applications; QRack line Kabra-Mount Morgan, the Dubs & Co.-North British Loco Co. Abt locomotive in Australia, the Skitube, Industrial rackrailways and rack details. \$29.95

[NH-010] Houghton, Norman. Rail Centre Colac : Rail Stations in the Colac Otway Shire 1877 to 2014. Geelong, Victoria, Australia: Norman Houghton, 2014. First Edition. A4. Soft Cover. New / No Jacket. 262 pages b/w photos - This book contains an illustrated history of all stations and sidings which have existed in the Colac Otway Shire of Victoria, from Cressy in the north to Crowes in the south, Pirron Yallock in the west, and Dean Marsh in the east. It includes the Alvie line and the Forrest line. The book is profusely illustrated with photographs and diagrams. \$63.50

[ARHSQ-12] Hanlon, Percy & Webber, Brian. Rail Motors, Railcars, EMUs and Tilt Trains of Queensland . Brisbane, Queensland, Australia: Australian Railway Historical Society (QLD), 2011. First Edition. A4. Soft Cover. New / No Jacket. ISBN: 9780909937447. 144 pages colour and b/w photos - with companion CD-Rom - For nearly 100 years, Queensland's Government railways have provided many of their passenger services with Rail Motors or their successors, Railcars and Tilt trains. In the early years these vehicles enabled the economy of relatively cheap construction cost, low running cost and minimal crew costs. Many of the services provided would not have been possible if a conventional locomotive hauled train had to be run. They provided suburban passenger services in Brisbane, in Toowoomba for a time and in Townsville and Cairns for many years. Many Queenslanders travelled to school on Rail Motors and many do so today on electric trains \$34.95

[TH-210] Sargent, John & Pantlin, Graeme. Rail Scene Australia Dynon to Delec - Standard Gauge Melbourne to Sydney 1962 - 1982 - Volume 15. ill. Tollow, Ross I.. Studfield, Victoria, Australia: Train Hobby Publications Australia, 2002. First Edition. Soft Cover. New / No Jacket. ISBN: 1876249609. 96 pages profusely illustrated colour photos - A further volume in this popular all-colour photographic series covers the Dynon to Delec section of the standard gauge Melbourne to Sydney railway. The period illustrated is from 1962 to 1982 in this all diesel album, with many of the splendid images reproduced full page. \$66.00

[THH-015] Sargent, John. Rail Scene New South Wales - Volume 11 - NSWGR Diesel Electrics - the Tuscan Generation. ill. Tollow, Ross I.. Studfield, Victoria, Australia: Train Hobby Publications Australia, 1999. First Edition. Hard Cover. As New / No Jacket. 96 pages profusely illustrated colour photos - From the outstanding work of railway photographer Ross Tollow, a colour album of red-brown and yellow Tuscan paint schemes and variations as applied to Australia's NSWGR diesels. Recorded in the 1960/70s are class 40, 41, 42, 43, 44, 45, 48 and 49. 99 colour photos \$65.00

[THH-015L] Sargent, John. Rail Scene New South Wales - Volume 11 - NSWGR Diesel Electrics - the Tuscan Generation. Studfield, Victoria, Australia: Train Hobby Publications Australia, 1999. First Edition. Full-Leather. As New / No Jacket. 96 pages profusely illustrated colour photos - From the outstanding work of railway photographer Ross Tollow, a colour album of red-brown and yellow Tuscan paint schemes and variations as applied to Australia's NSWGR diesels. Recorded in the 1960/70s are class 40, 41, 42, 43, 44, 45, 48 and 49. 99 colour photos \$85.00

[ATHB-22] Sargent, John. Rail Scene New South Wales - Volume 12 - NSWGR in Service Steam - Nineteens to Sixties. ill. Tollow, Ross I. Studfield, Victoria, Australia: Train Hobby Publications Australia, 1997. First Edition. Soft Cover. New / No Jacket. ISBN: 1876249102. 112 pages profusely illustrated b/w photos - Steam locomotive photography at its best from the camera of Ross Tollow in the 1950s. The smaller types such as the 19s, 30s and 30Ts share space with the larger Garratt class 60s. 113 b/w photos. \$38.50

[TH-RSVSE] Sargent, John (Ed.). Rail Scene Victoria - Special Edition - the Very Best of Lindsay Crow - the Whole Picture. Studfield, Victoria, Australia: Train Hobby Publications Australia, 1997. First Edition. Hard Cover. New / New. ISBN: 1876249048. 108 pages profusely illustrated b/w photos - A large square format book enables full page photographic reproduction to do justice to the superb work of this photographer. Australia's Victoria Railways are shown in scenes from the 1950s and 1960s with steam power throughout. Steam shown in full cry, or resting in dappled sunshine, inside steam sheds or awaiting duty. 107 black/white photos \$75.00

[ATHB-23] Sargent, John. Rail Scene Victoria - Volume 10 - Victorian Railways Diesels and Electrics - The Blue & Gold Generation - 1950 - 1979. Studfield, Victoria, Australia: Train Hobby Publications Australia, 1998. First Edition. Soft Cover. New / No Jacket. ISBN: 1876249153. 96 pages profusely illustrated colour photos - The Blue and Gold livery carried by diesel locomotives is commemorated in this all-colour album. Based on the Erie Railroad colours in the USA, it lasted until the early 1980s when replaced by the Tangerine and Silver of the new 'Vic Rail'. This classic paint scheme is shown on the diesel types employed, in some superb scenes. 107 col photos. \$49.50

[TH-113] Attenborough, Peter & Love, Ray . Rail Scene Volume 13 - The Candy Livery of the State Rail Authority of New South Wales . Pinewood Victoria Australia: Train Hobby Publications Australia, 2010. First Edition. Soft Cover. New / No Jacket. ISBN: 1921122285. 96 pages colour photos - The design of the Candy livery was deliberately calculated so that the stripes could be applied at the same height above the rail, regardless of which class of locomotive or item of rolling stock it was applied to. \$66.00

[RMPN163] Woodland Tony. Rail Tales of New South Wales - 30 Years or More of Trains. Elizabeth, South Australia: Railmac Publications Australia, 2005. First Edition. Soft Cover. New / No Jacket. ISBN: 9781864770511. 32 pages b/w photos colour photos \$8.95

[ARMP-0178] McNicol, Steve & Woodland, Tony. Rails Around Broken Hill . Elizabeth, South Australia: Railmac Publications Australia, 2014. First Edition. Soft Cover. New / No Jacket. ISBN: 9781864770732. 36 pages colour and b/w photos - The Broken Hill railway line is now part of the transcontinental railway from Sydney to Perth. New South Wales's first line opened from Sydney to Parramatta Junction (near Granville Station) in 1855 and was extended as the Main Western line in stages to Orange in 1877. The Broken Hill line branched off the Main Western line at Orange and was opened to Molong in 1885. It was extended to Parkes and Forbes in 1893. This line was extended from Parkes to Bogan Gate and Condobolin in 1898 and Roto and Trida in 1919. An isolated section of standard gauge line was also opened from Menindee to Broken Hill in 1919, which met the 1,067-millimetre (42.0 in) gauge Silverton Tramway at a break-of-gauge. At Cockburn, South Australia, the Silverton Tramway connected with the South Australian Railways system to Port Pirie and via a break of gauge at Terowie to Adelaide. The final missing link between Trida and Menindee was completed in 1927. The Broken Hill Express, running from Sydney to Broken Hill, was introduced from November 1927. Included in its composition was Dining Car AB90, making it the first regularly scheduled Dining Car in that state.[1] In 1969, the Broken Hill - Port Pirie line was standardised, completing the Sydney–Perth standard gauge link. \$12.95

[ARMP-211] McNicol, Steve. Rails Around Peterborough. Elizabeth, South Australia: Railmac Publications, 2017. First Edition. Soft Cover. New / No Jacket. ISBN: 9781864771176. 24 Pages with Black/White Photos. \$8.50

[RHWA-01] Gunzburg, Adrian & Austin, Jeff. Rails Through the Bush - Timber and Firewood Tramways and Railway Contractors of Western Australia. Perth Western Australia, Australia: Rail Heritage W.A., 2008. Reprint. Hard Cover. New / New. ISBN: 9780980392227. very large landscape book 304 pages profusely illustrated colour and b/w photos - 304 pages, 231 x 295mm landscape format, hard cover with dust jacket, many photographs (now including 28 in colour), maps and scale drawings of many locomotives at 1:64 scale. This is the definitive work on the steam locomotives of the Western Australian logging and firewood railways, and Western Australian railway

contractors. It includes a brief historical introduction to each company. Western Australian logging tramways were very different to those in the east. They were much bigger operations, and had a more railway-like character. They had a wonderful collection of locomotives, mostly from American and British suppliers, and most were bought new. Unlike in the east, few were geared, and few were "home-made". This is a completely revised edition of the book first published by the LRRSA in 1997 which sold out within eighteen months. The reproduction of the black and white photos is now greatly improved by the use of the duo-tone process, and many are reproduced much larger. \$99.00

[SP-0039] Bryant, Russell. Railscan - Monitoring the Railways - Rail Series No. 3. New South Wales Australia: Russell Bryant, 1996. Reprint. Soft Cover. Good / No Jacket. 106 pages blue covers very rubbed \$14.25

[NRTM-R02] Merchant, Rick. Railway Album Number 2. Burwood, NSW, Australia: New South Wales Rail Transport Museum, 1995. First Edition. Soft Cover. New / No Jacket. ISBN: 0909862389. 40 pages b/w photos \$10.80

[NRTM-R03] Merchant, Rick. Railway Album Number 3. Burwood, NSW, Australia: New South Wales Rail Transport Museum, 1996. First Edition. Soft Cover. New / No Jacket. ISBN: 0909862389. 40 pages b/w photos \$10.80

[NRTM-R04] Merchant, Rick. Railway Album Number 4. Burwood, NSW, Australia: New South Wales Rail Transport Museum, 1997. First Edition. Soft Cover. New / No Jacket. ISBN: 0909862419. 40 pages b/w photos \$10.80

[NRTM-R05] Merchant, Rick. Railway Album Number 5. Burwood, NSW, Australia: New South Wales Rail Transport Museum, 1998. First Edition. Soft Cover. New / No Jacket. ISBN: 090986246X. 40 pages b/w photos \$10.80

[NRTM-R06] O'Brien, Dennis. Railway Album Number 6. Burwood, NSW, Australia: New South Wales Rail Transport Museum, 1999. First Edition. Soft Cover. New / No Jacket. ISBN: 0909862486. 40 pages b/w photos \$10.80

[NRTM-R07] O'Brien, Dennis. Railway Album Number 7. Burwood, NSW, Australia: New South Wales Rail Transport Museum, 1999. First Edition. Soft Cover. New / No Jacket. ISBN: 0909862478. 40 pages b/w photos \$10.80

[NRTM-R08] O'Brien, Dennis. Railway Album Number 8. Burwood, NSW, Australia: New South Wales Rail Transport Museum, 1999. First Edition. Soft Cover. New / No Jacket. ISBN: 0909862516. 40 pages b/w photos \$10.80

[NRTM-R09] O'Brien, Dennis. Railway Album Number 9. Burwood, NSW, Australia: New South Wales Rail Transport Museum, 2000. First Edition. Soft Cover. New / No Jacket. ISBN: 0909862532. 40 pages b/w photos \$10.80

[SRW-01] Whitaker, Scott . Railway Hotels of Australia : Volume One - Victoria . Victoria, Australia: SRW Publishing, 2015. First Edition. Laminated Pictorial Boards. New / No Jacket. ISBN: 9780994423412. 280 pages colour and b/w photos - This new book by Scott Whitaker, railway enthusiast and part-time historian, is sure to make fascinating reading as it details the history of every Railway Hotel that trades, or once traded in Victoria. Additionally, it explores the importance and history of Victorian Railways, the history and development of the town, and the social, economic and political themes that have helped to shape Victorian society over the last 150 years. Consisting of 280 pages in length, the book contains hundreds of historic and contemporary images, as well as a range of advertisements and anecdotes that add interest and establish the mood of the era. It is proudly printed in Australia on high-quality art paper, and will cater to many readers, from railway and hotel hobbyists, publicans, as well as people who are interested in local or social history, and architecture. \$69.95

[SRW-02] Whitaker, Scott. Railway Hotels of Australia: Volume Two - NSW. Victoria, Australia: SRW

Publishing, 2016. First Edition. Laminated Pictorial Boards. New / No Jacket. ISBN: 9780994423429. 296 Pages with Black/White & Colour Photos. This new book by Scott Whitaker, railway enthusiast and part-time historian, details the history of every Railway Hotel that trades, or once traded in New South Wales. The book contains a wealth of information on the history of railways in New South Wales, and explores the social, economic and political themes that helped to shape the state. Consisting of 296 pages in length, the book contains hundreds of historic and contemporary images on high quality art paper, and includes a range of advertisements and anecdotes that add interest and establish the mood of the era. Many readers will find it enjoyable, from railway and hotel hobbyists, publicans, as well as people who are interested in local or social history, and architecture \$74.90

[AAVI-RM] Not Stated. Railway Museum - George Brown Park. Melbourne, Australia: Australian Railway Historical Society (VIC), 1998. First Edition. Soft Cover. New / No Jacket. 30 pages booklet landscape - b/w photos of preserved locomotives at north williamstown - date approximate \$6.95

[RW-01] Wheatley, Robert & Wheatley, Bruce. Railway Portraits . Australia: WriteLight Pty Ltd, 2009. Reprint. Hard Cover. New / New. ISBN: 0975245066. 112 pages b/w photos - With a foreward by radio and television presenter Clive Robertson, the authors have captured the life and the passion that surrounds the steam locomotive in Australia. Railway Portraits was first published in 2006 by local Wentworth Falls writer and photographer, Robert Wheatley and his brother Bruce. It has been a huge success and has reprinted three times. This book captures the steam locomotive era of the 60s and 70s with evocative black and white photographs - all taken when the brothers were in their teenage years. What makes these books different from other railway books are the depictions of the people that worked on the railways. These books record the final days of the steam era and a way of life that is now part of our transport history. \$57.75

[RW-04] Wheatley, Robert & Wheatley, Bruce. Railway Portraits - Volume 4. Australia: WriteLight Pty Ltd, 2016. First Edition. Hard Cover. New / New. ISBN: 9780994325549. 112 Pages with Black & White Photos. The latest volume of this very successful series. Robert & Bruce Wheatley have dug deeper into their archives of black & white photos of the steam era in NSW in the 1960s to bring you this great collection. \$57.75

[RW-03] Wheatley, Robert & Wheatley, Bruce. Railway Portraits - Volume Three. Australia: WriteLight Pty Ltd, 2013. Reprint. Hard Cover. New / New. ISBN: 9780987434074. 112 pages b/w photos - the authors have captured the life and the passion that surrounds the steam locomotive in Australia. - Robert and Bruce Wheatley produced their first book of railway photographs titled The Last Days of Steam in 1971. After an extended period, Railway Portraits was published in 2006 and following its success, Railway Portraits Volume Two was published in 2010. Requests for further publications have resulted in their latest book, Railway Portraits Volume Three. This book continues their photographic essay on the final years of steam on the New South Wales Railways. Background events behind many of the photographs have been detailed as well as personal reminiscences. Robert and Bruce commenced roaming the NSW railway network in 1963, aged 16 and 13. For the first five years, travel was exclusively by train which gave them an insight into the railway world at an impressionable age. \$57.95

[RW-02] Wheatley, Robert & Wheatley, Bruce. Railway Portraits - Volume Two . Australia: WriteLight Pty Ltd, 2010. Reprint. Hard Cover. New / New. ISBN: 9780980687835. 112 pages b/w photos - the authors have captured the life and the passion that surrounds the steam locomotive in Australia. - The second volume of the popular Railway Portraits includes evocative photographs of the people and locomotives in NSW in the 1960's, and captures the moods, beauty and essence of the steam locomotive. \$57.95

[ARMP-072] McNicol, Steve. Railway Reborn : The Pichi Richi Story. Elizabeth, South Australia: Railmac Publications Australia, 1988. First Edition. Soft Cover. Good / No Jacket. ISBN: 0949817619. 32 pages b/w photos - a pictorial history of the restoration of the Pichi Richi railway line in country South Australia. \$5.45

[THDB-092D] Sargent, John & Pantlin, Graeme. Railway Stations - Greater Metropolitan Adelaide - Part One. Studfield, Victoria, Australia: Train Hobby Publications Australia, 2015. Reprint. Plastic Case CD. New / No Jacket. Digital book on compact disc - contains the complete 48 page book with covers as a pdf file viewable in a pdf reader, best viewed in full screen mode - 48 pages profusely illustrated colour photos - Railway Stations Greater Metropolitan Adelaide is a photographic profile \$35.00

[THDB-107D] Hennell, David & Hennell, Andrew & Gee, Neville & Sargent, John. Railway Stations - Greater Metropolitan Brisbane - Special Edition. Studfield, Victoria, Australia: Train Hobby Publications Australia, 2015. Reprint. Plastic Case CD. New / No Jacket. Digital book on compact disc - contains the complete 56 page book with covers as a pdf file viewable in a pdf reader, best viewed in full screen mode - 56 pages profusely illustrated colour photos - Railway Stations Greater Metropolitan Brisbane is a photographic profile in the 1950s to 1992 period and captures the feel of the old Queensland Railways prior to electrification. By the 1950s Queensland Railways' suburban services in Brisbane were seen as something of an anachronism. Services were provided by steam hauled passenger trains and an exciting variety of red rail motors. The Evans sets of crossbench passenger cars without internal door handles were a real delight \$35.00

[TH-211] Sargent, John & Berry, John. Railway Stations - Greater Metropolitan Melbourne - Part One - A Photographic Profile 1950 - 1990. Studfield, Victoria, Australia: Train Hobby Publications Australia, 2003. First Edition. Soft Cover. New / No Jacket. ISBN: 1876249757. 48 pages profusely illustrated colour photos - Railway Stations Greater Metropolitan Melbourne looks at the stations and yards that were everyday scenes for Melbourne's commuters in years gone by. \$45.50

[DON-01] Kirk, Lilian & Stebbins, R. G.. Railway to Donald 1882 - 2004. Donald, Victoria Australia: Donald History and Natural History Group, 2004. First Edition. Soft Cover. New / No Jacket. ISBN: 1876978252. 68 pages b/w photos maps - The railway was the lifeline of rural towns, and the men who worked with it helped the economy during difficult times. Donald's first train carried water to relieve a desperate situation, then the line carried everything from honeymoon couples to coffins.... But now only freight trains stop at the town. \$26.40

[ARHSQ-06] Webber, Brian. Railway Tunnels in Queensland. Brisbane, Queensland, Australia: Australian Railway Historical Society (QLD), 1997. First Edition. Soft Cover. New / No Jacket. ISBN: 0909937338. 64 pages b/w photos \$13.95

[THDB-121D] Sargent, John & Heerey, Peter & Barrack, Richard. Railways & Tramways on the West Coast of Tasmania - Emu Bay, North Mount Farrell Tramway, Rosebery Works, Mt. Lyell Railway, Mt. Lyell Works, Lake Margaret Tramway . Pinewood Victoria Australia: Train Hobby Publications Australia, 2015. Reprint. Plastic Case CD. New / No Jacket. Digital book on compact disc - contains the complete 56 page book with covers as a pdf file viewable in a pdf reader, best viewed in full screen mode - 56 pages profusely illustrated colour photos - \$35.00

[SP-9017] Healy, Mary. Railways and Pastures - the Australian O'Keefes. Richmond Victoria Australia: Spectrum Publications, 1990. Reprint. Soft Cover. Good / No Jacket. ISBN: 0867861681. 253 pages b/w photos - Edward and Ellen O'Keefe arrived in Victoria, during 1854, from Ireland via Scotland, sparking a successful business dynasty that expanded through generations. Like thousands of others, Andrew and his sister, Mary and parents Edward and Ellen, migrated from their homeland, Ireland, in 1854 in the wake of the great potato famine. Andrew worked on a number of constructions projects before he successfully tendered for his first, the Heathcote to Sandhurst railway line. \$19.80

[SP-0038] Heness, Colin. Railways New South Wales - Volume 1. Queensland Australia: Colin Heness, 1996. First Edition. Soft Cover. Good / No Jacket. ISBN: 0646292196. 40 pages b/w photos \$10.90

[AAMQ-04] Bowring, Geoff. Railways of Queensland - an Album of - Volume Four. Zillmere Queensland Australia: Australian Model Railway Association Inc., 1999. Revised. Soft Cover. New / No Jacket. ISBN: 0958741123. 47 pages profusely illustrated colour & b/w photos - Welcome to the fourth edition of our pictorial tribute to the Railways of Queensland. The team have assembled another fine selection of illustrations, covering a wide range of rollingstock and infrastructure. We have increased the space devoted to photos of the 'general railway scene' (more than one subject), in preference to portrait shots of one subject that are commonly seen in other books. Cane tramways are also receiving more space. We are envisaging continuing these trends in future books. Bridges are an underlying theme throughout the book, with many photos showing examples of the diversity of bridgework used on Queensland's railways. \$18.15

[AAMQ-06] Spencer, Barry. Railways of Queensland - an Album of - Volume Six. Zillmere Queensland Australia: Australian Model Railway Association Inc., 2003. First Edition. Soft Cover. New / No Jacket. ISBN: 095874114X. 47 pages profusely illustrated colour & b/w photos - This is the sixth instalment in a series of books published by AMRA recording the history and operation of the railways of Queensland visually, in some time past, for future generations. \$18.65

[SP-RTW] Anchen, Nick. Railways of Tasmania's Wild West . Melbourne, Australia: Sierra Publishing, 2014. First Edition. Laminated Pictorial Boards. New / No Jacket. ISBN: 9780980764079. 160 pages colour and b/w photos - Tasmania's wild West Coast contained some of the most fascinating railways and tramways ever constructed in Australia. Built to tap the fabulous mineral wealth of mines such as Mount Bischoff and Mount Lyell, the remarkable engineering feats of these iron roads in the wilderness became the stuff of legend. Through the intriguing memories of locomotive enginemen, track gangers, 'railway children' and adventurous travellers, Railways of Tasmania's Wild West tells the story of life in one of Australia's most enchanting regions. Hardbound with 160 full-colour pages, this unique publication is complimented by over 200 magnificent B&W and colour photographs - most never before published - and is an absolute must for anyone interested in Australian history. \$59.95

[TH-477] Hennell, Andrew & Hennell, David. Railways of the Eyre Peninsula : A Photographic Profile . Pinewood Victoria Australia: Train Hobby Publications Australia, 2013. First Edition. Soft Cover. New / No Jacket. ISBN: 9781921122477. 56 pages profusely illustrated colour photos - The Eyre Peninsula Railway is a 1,067 mm (3 ft 6 in) railway on the Eyre Peninsula of South Australia. The system is isolated from the rest of the South Australian railway network. The network consists of about 600km of route and carries mainly wheat and gypsum. The railway is separated from the main system, and there has never been any justification for a connection to the main system. With the prospective development of iron ore traffic, a new port at Sheep Hill north of Tumby Bay has been mooted. This would require a 27km branchline from Ungarra and upgrading of the remaining track. \$49.50

[SP-ROK] Anchen, Nick. Railways of the Ovens & King . Melbourne, Australia: Sierra Publishing, 2015. First Edition. Laminated Pictorial Boards. New / No Jacket. ISBN: 9780992538804. 148 pages colour photos - Nestled in the shadows of the Victorian Alps, the majestic Ovens and King River valleys first attracted prospectors during the 1850s gold rush. When the railway age arrived in the north east, iron roads were pushed through to the townships of Beechworth, Yackandandah, Bright and Whitfield. This book is the story of these fascinating railways, built to serve isolated settlements in the days of the horse and cart. Hardbound with 148 full-colour pages, this unique publication is complimented by over 150 photographs. A fascinating insight into the history of the Victorian Railways and the north east. \$59.95

[ARMP-089] Alexander, W. Brian. Railways of the Richmond. Elizabeth, South Australia: Railmac Publications, 1989. First Edition. Soft Cover. New / No Jacket. ISBN: 0949817813. 32 pages b/w photos - 2 pages of text - A pictorial look at steam and diesel locomotives in the Richmond river area on the QLD and NSW border. \$7.65

[ASCR-DOS] Gallagher, Bob. Ray Love's Days of Steam . Matraville, NSW Australia: Eveleigh Press, 2010. First Edition. Laminated Pictorial Boards. New / No Jacket. ISBN: 978187656878X. 112 pages colour photos Well known for his work with the Eveleigh Press published Byways of Steam series and the NSW Rail Transport Museum's Roundhouse magazine, Ray Love has been photographing the railway scene in NSW since 1959. In the following fifty years, Ray has not only continued his photographing expeditions but also enhanced his knowledge of the NSW railway system with research from official sources. Interviewing railwaymen from all parts of the state has added to that knowledge. This full colour, 112 page work, will share with readers some of the information Ray has collected. The book is made up of various sections covering specific railway topics, each photo accompanied by extensive captioning. In this first volume, topics include : * Mail Trains * W44 Concentrate Train * 59 Class * Bridges * Pilots and Bankers * Stations and Yards * Branch Lines * Locomotive Depots and Workshops \$60.00

[10-0190] McNicol, Steve. Rebirth of a Railway : Pichi Richi Railway : Mini Profile Series Number Two . Elizabeth, South Australia: Railmac Publications Australia, 2015. First Edition. Soft Cover. New / No Jacket. ISBN: 9781864771008. 28 pages colour and b/w photos \$7.50

[ARHSQ-03] Webber, Brian. Recalling Queensland Railways in the 60s - the Last Decade of Steam. Brisbane, Queensland, Australia: Australian Railway Historical Society (QLD), 2001. First Edition. Soft Cover. New / No

Jacket. ISBN: 0909937362. 64 pages b/w photos - For Queensland Railways (QR) the 1960s was the decade in which diesel locomotives displaced steam locomotives. It was also the decade when many branch lines were closed and QR started to focus on what it believed it should be doing. It was the start of the QR we have come to know today as a hauler of bulk commodities. It is the aim of this book to enable readers to re-visit an interesting past period in QR history. The story is told using QR information, statistics and reports which convey the official organisation history but we also want to convey the grass roots history of QR and its people which we do through the experiences of enthusiasts who enjoyed that time. We do not mention individual railway employees by name. However the fact those men (and QR traffic and loco employees were almost all men) are not named does not diminish the respect held for them or gratitude for what they did for enthusiasts, often at some personal risk to their job security. As with all history, this book reflects the personal bias of the Editor. For this book to be comprehensive it would have to be about ten times larger. However the book does give a valid overview of the 1960s decade as recorded at that time. It mainly contains stories of the places the writers went, so some lines (eg Great Northern Railway) don't get their appropriate coverage and some traffics (eg livestock) were more important to QR than might appear from these pages. Readers will find this book to be more than an Album. For some it will rekindle memories of their younger days while for others it will assist them appreciate a time they do not remember. All should find the book an enjoyable addition to their library. \$9.95

[10-0201] McNicol, Steve. Richmond Vale - A Railway Pictorial : Mini Profile Series Number Eleven.

Elizabeth, South Australia: Railmac Publications Australia, 2015. First Edition. Soft Cover. New / No Jacket. ISBN: 9781864771053. 24 pages colour and b/w photos \$7.50

[ARMP-100] McNicol, Steve. Richmond Vale Railway Album No. 1. Elizabeth, South Australia: Railmac Publications Australia, 1991. First Edition. Soft Cover. New / No Jacket. ISBN: 0949817910. 40 pages b/w photos - The Richmond Vale Railway was a colliery railway line in the Hunter Region of New South Wales, Australia, servicing coal mines at Minmi, Stockrington, Pelaw Main and Richmond Main. It was over sixteen miles long and passed through three tunnels, and was the last commercially operated railway in Australia to use steam locomotives. The Richmond Vale Railway was a colliery railway line in the Hunter Region of New South Wales, Australia, servicing coal mines at Minmi, Stockrington, Pelaw Main and Richmond Main. It was over sixteen miles long and passed through three tunnels, and was the last commercially operated railway in Australia to use steam locomotives. \$10.95

[ARMP-191] Pearce, Kenn. Riding the Wire Fence to the Alice - Memories of the Old Ghan Railway .

Elizabeth, South Australia: Railmac Publications Australia, 2011. First Edition. Soft Cover. New / No Jacket. ISBN: 9781864770797. 80 pages b/w photos - Construction of what was then known as the Port Augusta to Government Gums Railway began in 1878 when Premier of South Australia Sir William Jervois broke ground at Port Augusta. The line reached Hawker in June 1880, Beltana in July 1881, Marree in January 1884 and Oodnadatta on 7 January 1891. It wasn't until 1926 that development to Alice Springs began, and that section was completed in 1929. Prior to completion, the final leg of the train journey was still completed by camel. In fact, the train's current name honours Afghan camel drivers who arrived in Australia in the late 19th century to help find a way to reach the country's unexplored interior. While there were plans from the beginning to extend the line through to Darwin, by the time the Alice Springs connection was complete, the Ghan was running at a financial loss, and plans for connection to Darwin were put on indefinite hold. The original Ghan line followed the same track as the overland telegraph, which is believed to be the route taken by John McDouall Stuart during his 1862 crossing of Australia. The original Ghan was notorious for washouts and other delays on the line, and the flatcar immediately behind the tender carried spare sleepers and railway tools, so that if a washout was encountered the passengers and crew could work as a railway gang to repair the line and permit the train to continue. This appalling service was tolerated because steam trains needed water, and Stuart's route to Alice Springs was the only one that had available water. During World War 2 the service was greatly expanded, putting pressure on the limited water supplies. As a result, de-mineralisation towers were built along the track so that bore water could be used, and some survive to this day. When steam was replaced by diesel, there was no need for water, and the line was re-routed to the waterless (but more reliable) route from Tarcoola to Alice Springs. \$19.95

[PPP-21] Burke, David. Roaring Through the 20s - a Nostalgic Journey Across Victoria's Great Railways.

Belgrave, Victoria, Australia: Puffing Billy Preservation Society, 2006. First Edition. Soft Cover. New / No Jacket. ISBN: 0646461257. 256 pages colour and b/w illustrations - selections from the victorian railways in-house

magazine from 1927 - 1930 \$39.95

[HA-01] Anderson, Stewart. Rolling Thunder: An Engineman's Journey. Mount Waverley, Victoria: Helen Anderson, 2016. First Edition. Hard Cover. New / New. ISBN: 9780646955735. 304 Pages with Colour Photos \$115.00

[RSK-01] Reckentin, Pauline. Romance of the Rail - History in Art and Word. ill. Skinner, Janet. Queensland Australia: J. D. & R. S. Kerr, 2001. First Edition. Laminated Pictorial Boards. New / No Jacket. ISBN: 0959507280. 88 pages colour paintings - Romance of the Rail is living history, people telling their own stories, inspired and illustrated by the art of Janet Skinner. Rather than simply mourn the loss of familiar railway stations, Janet turned her artistic skills to preserving their memories. Granted permission by Queensland Rail, she went from station to station, capturing their essence in her paintings and attracting those who spent their lives in and around those stations. They told her their stories. Patiently Pauline Reckentin listened to the tapes and turned their words into a book that shares with the reader memories of life on the railway. Janet extended her work from Queensland to New South Wales, and captured the spirit of preservation and restoration of railways and locomotives in both states. Well-known rail historian John Kerr has edited the text into a rare combination of art and anecdote. \$25.00

[ARHSQ-52] Cash, Greg. Rosewood Railway Museum - the Remaking of a Railway. Brisbane, Queensland, Australia: Australian Railway Historical Society (QLD), 1992. First Edition. Soft Cover. Fair / No Jacket. 32 pages b/w photos - covers rubbed - This booklet is the first edition of the Rosewood Railway story and the tremendous work of many members over the last eight years. This book provides information about the line and its rollingstock as well as a brief history of the branch. \$3.30

[TA-17] MacAustlan, Duncan. Ryle'wy: How the Horse Buses Transformed Sydney. Belgrave, Victoria, Australia: Transit Australia Publishing, 2016. First Edition. Soft Cover. New / No Jacket. ISBN: 9780909459314. 128 Pages with Black & White Pages. A newly released history of horse-drawn transport in Sydney from 1840 to 1920. This well researched history contains 120 pictures and illustrations as well as numerous innovative tables. \$59.95

[ARMP-114] McNicol, Steve. S.A.R. Locomotives 1975. Elizabeth, South Australia: Railmac Publications Australia, 1996. First Edition. Soft Cover. As New / No Jacket. ISBN: 0958650004. 16 pages b/w photos \$5.45

[ARMP-102] McNicol, Steve. S.A.R. Narrow Gauge Journal No. 1. Elizabeth, South Australia: Railmac Publications Australia, 1994. First Edition. Soft Cover. New / No Jacket. ISBN: 0949817937. 48 pages b/w photos \$9.85

[ARMP-105] McNicol, Steve. S.A.R. Narrow Gauge Journal No. 2. Elizabeth, South Australia: Railmac Publications Australia, 1994. First Edition. Soft Cover. New / No Jacket. ISBN: 0949817937. 48 pages b/w photos \$9.85

[ARMP-112] McNicol, Steve. S.A.R. Narrow Gauge Journal No. 3. Elizabeth, South Australia: Railmac Publications Australia, 1996. First Edition. Soft Cover. New / No Jacket. ISBN: 0958650039. 48 pages b/w photos \$9.85

[ARMP-122] McNicol, Steve. S.A.R. Narrow Gauge Journal No. 4. Elizabeth, South Australia: Railmac Publications Australia, 1997. First Edition. Soft Cover. New / No Jacket. 48 pages b/w photos - isbn inside is 0958650039 \$9.85

[ARMP-127] McNicol, Steve. S.A.R. Narrow Gauge Journal No. 5. Elizabeth, South Australia: Railmac Publications Australia, 1999. First Edition. Soft Cover. New / No Jacket. ISBN: 0958722072. 32 pages b/w photos \$9.85

[ARMP-147] McNicol, Steve. S.A.R. Narrow Gauge Journal No. 6. Elizabeth, South Australia: Railmac Publications Australia, 2001. First Edition. Soft Cover. New / No Jacket. ISBN: 0864770236. 32 pages b/w photos

\$9.85

[ARMP-074] McNicol, Steve. S.A.R. T Class (1903 - 1939). Elizabeth, South Australia: Railmac Publications Australia, 1988. First Edition. Soft Cover. New / No Jacket. ISBN: 0949817643. 32 pages b/w photos - The T class were a common steam locomotive type built by the South Australian Railways in their Islington Workshops, initially conceived to work on the Broken Hill railway between Terowrie and Peterborough and Port Pirie and Cockburn (near Broken Hill) Between 1922 and 1923 five 'T class' narrow gauge locomotives were converted at the Islington Workshops to 'TX class' broad gauge locomotives for use at the Tailem Bend depot. From this depot they were used on the lightly laid Murraylands branch lines where they remained working goods and mixed trains for many years. In 1949 the five units were reconverted back to narrow gauge and they regained their former narrow gauge road numbers. To assist with the war effort many 'T class' worked on the Central Australia Railway as far as Alice Springs. At least four units, 46, 50, 218, and 256, were temporarily transferred to Commonwealth Railways fleet and reclassified 'NMA class', numbered 50, 52, 53, and 54 respectively. They were ultimately returned to the South Australian Railways where they regained their original road numbers. \$5.45

[ANGR-07] Stocks, Ian & Mewes, David & Browning, John. Salute to the Hudswells : The Story of the Colonial Sugar Refining Compny's Hudswell Clarke Locomotives in Queensland and Fiji. Brisbane, Queensland, Australia: Australian Narrow Gauge Railway Museum Society, 2014. First Edition. Soft Cover. New / No Jacket. ISBN: 978959600957. 140 pages colour and b/w photos - Salute to the Hudswells tells the story of the 41 Hudswell Clarke locomotives used on the 2ft gauge sugar cane railways of the Colonial Sugar Refining Co Ltd in Queensland and Fiji between 1911 and 1976. 34 were of the classic 0-6-0 tender type of which examples are preserved in working order in Australia, England and the USA. Also included are the prototype 0-6-0T type, the 4 4 0 passenger locomotive of Fiji's 'Free Train', the Fijian 0-4-0ST wharf shunter (also preserved), and some pioneering 0-6-0 internal combustion machines. The book gives an outline history of the Colonial Sugar Refining Company and its sugar mills in Australia and Fiji which largely relied on narrow gauge railways for the transport of cane from the field to the mill and in some cases raw sugar from the mill to the port. A focus is the last ten years of operation of the Hudswells at the Victoria and Macknade mills in north Queensland where author Ian Stocks worked in rail and transport operations, with 2 million tonnes of cane hauled in a six month period each crushing season. Ian finally arranged for the preservation of the remaining locomotives when steam came to an end after the 1976 crushing season. Lastly, details are given of the Hudswells that survive in preservation. \$34.00

[NRM-03] Maurovic, Richard. Samphire & Stone : A History of the Dry Creek to Stockdale Railway . Port Adelaide, South Australia, Australia: National Railway Museum, 2011. Reprint. Soft Cover. New / No Jacket. ISBN: 9781864770810. 184 pages colour and b/w photos - Samphire & Stone by artist and historian Richard Maurovic comprehensively captures the fascinating history of the Dry Creek to Stockade (Northfield) railway. Opened in June 1857, this short important branch line was originally built by the SAR to carry stone from the Yatala Prison quarries and was the first section of a planned but never built railway through Tea Tree Gully to Mannum, on the Murray River. In the early 1900s, the Gepps Cross abattoirs complex was built around the line and the principal freight commodities became livestock and meat. Samphire & Stone includes detailed text covering the history and development of livestock and refrigerated transport by the SAR. Samphire & Stone has been well researched, and is richly illustrated with more than 230 diagrams, extensive track plans, and color and black and white photos; many which are previously unpublished from archival and private collections. Providing a human element to this history are numerous amusing accounts from interviews with former SAR and AN employees who worked on the line and residents who lived near it. Samphire & Stone has an extensive index and will appeal greatly to railway modellers and those interested in suburban railway operations and local history. \$52.50

[APBP-SAVING] Bourke, David (Editor). Saving Puffing Billy : The First Decade 1955 - 1965. Belgrave, Victoria, Australia: Puffing Billy Preservation Society, 2015. First Edition. Hard Cover. New / No Jacket. ISBN: 9780646930787. 217 pages colour and b/w photos - The Puffing Billy Railway we know today is one of Australia's top tourist attractions, with visitor numbers that are the envy of similar preserved railways around the world. Originally built, owned and operated by the Victorian Railways as part of the State's railway system, the 18.2 mile [29.3 km] Upper Ferntree Gully to Gembrook line was always a scenic attraction to the people of Melbourne, who travelled on excursion trains for day trips and weekend holidays in the hills from the time of its original opening in 1900. The present-day success of Puffing Billy has evolved from the humble beginnings of its rescue by the Puffing Billy Preservation Society in mid-1955. The narrow gauge railway had outlived its usefulness as a general rail

service to the hilly district through which it ran and it had been officially closed in 1954. Saving Puffing Billy is a fascinating story of public sentiment for the railway giving rise to the formation of the Puffing Billy Preservation Society in 1955 and the saga of rescuing the line from imminent scrapping; the restoration phase; the reopenings to Menzies Creek in 1962 and to Emerald in 1965 - all within the Society's 'First Decade 1955 - 1965'. This book of 200+ pages is based on extensive research and writing by PBPS member Bill Russell, enhanced by 'human interest' interviews with a representative number of long-standing Society members. Well illustrated with 300+ photos and other graphic items, most of them in colour, the book is being produced as a high quality, hard cover work that will be a 'must' for anyone who has an interest in Puffing Billy, historic railways and their preservation generally. \$59.95

[10-01189] Pearce, Kenn. Saving Steam : The Early Years of SAR Broad Gauge Steam Preservation : Mini Profile Series Number One . Elizabeth, South Australia: Railmac Publications Australia, 2015. First Edition. Soft Cover. New / No Jacket. ISBN: 9781864770995. 24 pages colour and b/w photos \$7.50

[SHS-01] Jennings, John G. & Whitehead, Robert K.. Seymour : A Railway Town . Seymour, Victoria, Australia: Seymour and District Historical Society Inc., 2005. Revised. Soft Cover. New / No Jacket. ISBN: 0975165801. 76 pages b/w photos - The railway arrived in Seymour in 1872 and the town quickly developed into what is often described as Victoria's first "railway town". A railway station, locomotive sheds, workshops and administrative offices were built and in time population of the town increased as large numbers of employees such as drivers, firemen, shunters, guards, track and loco repairmen, and administrative staff came to live in Seymour. This booklet was written as a tribute to all of Seymour's railwaymen and women and their families and to recognise the huge impact that the railways have had on the development and history of Seymour. \$7.95

[ASCR-SS] Longdon, Mark. Shale & Shays: The Fight for Shale Oil from the Wolgan Valley. Matraville, NSW Australia: Eveleigh Press, 2017. First Edition. Hard Cover. New / New. ISBN: 97818765687740. 300 Pages with Black & White Photos and Drawings. Mark Langdon, an upper Blue Mountains resident and trained historian, presents a fresh look at the exhilarating shale-oil mining days of 1906 – 1932 in the Wolgan Valley in New South Wales. Researched from existing company and government documentation and newspaper reports of the day, the book begins with the story of the Commonwealth Oil Corporation's (C.O.C.) inception, financed and run from the London offices, continues through the building of the works at Newnes and the railway to Newnes Junction, and rounds out with the final days in the 1930s, when the fate of Newnes resided in the hands of the Commonwealth Government and National Oil Pty Ltd. The work includes the decline of the C.O.C. and John Fell's becoming the owner. The problems faced are covered in detail, as is the lives of the miners and residents living in the valley. Special attention has been given to the railway – locomotives and rolling stock – including exhaustive research detailing the building and use of the railway that carried the precious shale and oil to the main N.S.W.G.R. Western Line at Newnes Junction and then on to Torbane in the west and to the Sydney export seaboard. Each vehicle type built specifically for and purchased by the C.O.C. is covered, with a history and photos and a scale drawing of each vehicle type included. The work is rounded out with superb maps and a Phil Belbin painting. \$78.00

[ARMP-YOR] Parsons, Ronald. Ships of Yorke Peninsula. Elizabeth, South Australia: Railmac Publications Australia, 1984. First Edition. Soft Cover. Good / No Jacket. ISBN: 0949817406. 24 pages b/w photos - covers lightly rubbed - The development of passenger/cargo shipping services to Yorke Peninsula ports in both Spencer and St. Vincent Gulfs \$7.65

[ARMP-124] Milne, Rod. Shire Horses & Jumbos - The 45 and 442 Classes Locomotives. Elizabeth, South Australia: Railmac Publications Australia, 1998. First Edition. Soft Cover. New / No Jacket. ISBN: 0958722048. 48 pages b/w photos - The New South Wales 45 class was a class of diesel-electric locomotives built for and operated by the New South Wales Government Railways from 1962. The number grouping was previously occupied by a single electric locomotive numbered 4501, which was renumbered 7100 to free up the grouping. The 45 class were built by the Alco's Australian licensee A.E Goodwin, and are based on the Alco DL-541 model. The South Australian Railways also has similar units, and are classified as the 600 class. The locomotives are fitted with an Alco 12-251C engine, developing 1455 kW, the same as the 44 class. Six of these locomotives have been upgraded in the cabs, and reclassified as the 35 class. Some also had a unique 'red terror' type of livery to distinguish the units. These hood units were introduced into service in 1962, and initially serviced the Main Southern line, but moved to the North and Northwest of the state later on, as with the other Alco units. The 442 class locomotives (nicknamed

"Jumbos") were ordered and operated by the New South Wales Government Railways. They were the second generation of Alco units to be built, and were used on both main freight and passenger service in New South Wales, and throughout Australia since entering private ownership. The 442s have an Alco 12-251C engine, developing 1,491 kilowatts (2,000 hp). They operated on standard gauge, have Co-Co axles, have a mass of 115 t and have a maximum speed of 120 km/h. They are identical to the South Australian Railways 700 class. The 442 class were built from 1971 to replace the 40 class locomotives dating 1951, as they could not be economically rebuilt to modern standards. Twenty locomotives were initially ordered from A. E Goodwin, the contract stipulating that the 40 class be accepted as a trade in, with some parts from the older units were used for the new locomotives. The contract was later extended by 20 units to 40 to allow the entire NSW main line network to be dieselised. The first locomotives was completed in October 1970 but was rejected by the NSWGR due to rough riding concerns in testing, with five months passing before it was finally accepted after modifications to the bogie design. Soon after A. E Goodwin collapsed financially, and production of the class came to a standstill. Rival company Commonwealth Engineering of Granville obtained the Australian Alco franchise, and completed the locomotives from 44235 upwards. The last unit was delivered in October 1973. They were originally delivered in NSWGR Tuscan Red, some later being repainted into the 1980s 'Candy' livery, and 1990s FreightCorp blue. In 1994 the New South Wales government railways (FreightCorp) began receiving the first of their 58 double ended 3300 HP 82 class and 30 single ended 4000 HP 90 class. This spelt the end of the class, with 19 of the class auctioned to the private operators in December 1994. 44220, 44217, 44203 and 44202 were bought by Silverton Rail, who repainted them into their yellow and blue corporate livery as well as renumbering them 442s1 through 442s4. They also acquired 44235 and 44237 in 1998 for parts. 44229 and 44233 were sold to Austrac based in Junee, New South Wales. The last FreightCorp (government) owned units were retired in 1998 - 44211 and 44212.[1] 44211 was chosen for preservation, and is currently at New South Wales Rail Transport Museum, operating tours. \$9.85

[STW-01] Holdsworth, Malcolm. Shooting the West: The Last Years of Steam in the West of New South Wales. Hyde Park SA Australia: Cadeco, 2017. First Edition. Hard Cover. New / New. ISBN: 9780994559005. 156 Pages of Colour Photos. Following the publication of our acclaimed volumes Northern Exposures and Lenses South, there was one more division. The West! While the south survived with steam until 1969 and the north eventually lost its steam in 1973, the West main line was effectively finished by July 1967. As producers of the first two books, we had to look far and wide to get the coverage we wanted for the Western Division. Fortunately, due to the quality of our work, the community responded and we have produced what we expect will be a landmark publication celebrating steam West of Sydney. At 156 pages it is the same size as Northern Exposures, and incorporates the lessons we learned and the feedback we received from the first two volumes. In other words, we believe you will be proud to have it as part of your collection. The West was different. The lines meandered over hills and around sharp curves. For the most part 30T's, and 32's were used on the many branch lines, and standard goods abounded, slowly hauling heavy freight up and down the steep grades. The heavy Mail trains and Express passengers rarely travelled above 60 mph, except for the section just before Orange. They tended to stop a lot more than on the other divisions, with much of the track single line, and antiquated signalling. It did mean 36's hauled many of these until the end, and quite often double headers were required to mount Tumulla and Raglan banks. The new book in the series includes detailed locomotive allotments for the various depots, some great stories of riding and chasing trains in the division, plenty of historical data, and, of course, superb colour photos to back it all up. As with the other volumes, no expense has been spared to ensure the photos are reproduced to the highest standard. \$80.00

[ARNP-0200] McNicol, Steve. Silverton Tramway Locomotives - Railmac 30th Anniversary Reprint . Elizabeth, South Australia: Railmac Publications Australia, 2011. Reprint. Soft Cover. Very Good / No Jacket. ISBN: 0959415300. 24 pages b/w photos - The Silverton Tramway was an Australian 56-kilometre (35 mi) long narrow gauge railway running from Cockburn on the South Australian state border to Broken Hill in New South Wales. Operating between 1888 and 1970 it served the mines of Broken Hill, and formed the link between the standard gauge New South Wales Government Railways and the narrow gauge South Australian Railways. The line was owned and operated by the Silverton Tramway Company. The Silverton Tramway was conceived as a way to transport ore from the newly discovered ore deposits at Silverton, to the smelters at Port Pirie, with the line later extended to Broken Hill with the discovery of that field. The need for a private line was in part due to the NSW Government refusing to allow the South Australian Railways to complete their narrow gauge link across the border. The Silverton Tramway Act was passed by New South Wales in 1886, permitting the narrow gauge line to be built. The Act also permitted the New South Wales government to buy out the company and assets after 21 years, provided a payment of 21 times the average of the previous seven years, and that the Company could be obliged to alter the

track gauge at any time at its own expense. The line was built in twelve months at a cost of 125,000 pounds. \$6.95

[ARMP-161] McNicol, Steve. South Australian Rail Heritage Journal No. 1. Elizabeth, South Australia: Railmac Publications Australia, 2012. First Edition. Soft Cover. New / No Jacket. ISBN: 9781864770506. 32 pages b/w photos \$10.80

[ARMP-0202] McNicol, Steve. South Australian Rail Heritage Journal No. 2. Elizabeth, South Australia: Railmac Publications Australia, 2013. First Edition. Soft Cover. New / No Jacket. ISBN: 9781864770902. 32 pages b/w photos \$17.95

[ARMP-0180] McNicol, Steve & Evans, Roger. South Australian Rail Year 2009. Elizabeth, South Australia: Railmac Publications Australia, 2010. First Edition. Soft Cover. New / No Jacket. ISBN: 9781864770708. 80 pages profusely illustrated colour photos \$27.25

[ATHB-036] Sargent, John & Crow, Lindsay & McLean, Don. South Australian Railways Narrow Gauge 400 Class 4-8-2 + 2-8-4. Studfield, Victoria, Australia: Train Hobby Publications Australia, 2004. First Edition. Soft Cover. New / No Jacket. 48 pages profusely illustrated colour photos - The South Australian Railways 400 class is a class of 4-8-2+2-8-4 steam locomotives built in the early 1950s. 400 class locomotives served mainly on the South Australian Railways' narrow gauge Broken Hill line from 1953 to 1963, when they were replaced by diesel locomotives. The 400 class was temporarily returned to service in 1969 while the diesel locomotives were converted to standard gauge. Two are preserved today, 409 at National railway museum at port Adelaide and 402 at Zig Zag Railway, lithgow. isbn listed inside is 187624987 \$32.95

[THH-082] Sargent, John & Crow, Lindsay & McLean, Don. South Australian Railways Narrow Gauge 400 Class 4-8-2 + 2-8-4. Studfield, Victoria, Australia: Train Hobby Publications Australia, 2004. First Edition. Hard Cover. As New / No Jacket. 48 pages profusely illustrated colour photos - The South Australian Railways 400 class is a class of 4-8-2+2-8-4 steam locomotives built in the early 1950s. 400 class locomotives served mainly on the South Australian Railways' narrow gauge Broken Hill line from 1953 to 1963, when they were replaced by diesel locomotives. The 400 class was temporarily returned to service in 1969 while the diesel locomotives were converted to standard gauge. Two are preserved today, 409 at National railway museum at port Adelaide and 402 at Zig Zag Railway, lithgow. isbn listed inside is 187624987 \$55.00

[ASCR-SASM] Colquhoun, Doug & Mackintosh, Neil. South Australian Steam Memories . Matraville, NSW Australia: Eveleigh Press, 2015. First Edition. Soft Cover. New / No Jacket. ISBN: 9781876568405. 136 pages - colour and b/w photos - Doug Colquhoun's name is synonymous with quality South Australian Railways photography. Over many years Doug, accompanied by long-term friend Neil Mackintosh, travelled South Australia recording the railway scene. Neil, under Doug's guidance, prepared the photographic and text coverage for this volume. In 1949, when Doug Colquhoun began to take railway photographs, there were five separate fleets of steam locomotives in South Australia; indeed six, if the Silverton Tramway Company between Broken Hill in far western New South Wales and the South Australian border is included, in view of its crucial role in the operation of the main line from Port Pirie to Broken Hill. They were broad-gauge SAR, narrow-gauge SAR, located in three separate divisions, narrow-gauge Silverton Tramway, narrow-gauge Whyalla Tramway, narrow-gauge Commonwealth Railways and standard-gauge Commonwealth Railways. In addition to this, there were a number of private railways working around the industrial sites and export wharves. The origins of these lines are a long story, a very long story going back 150 years and Doug presents some of what he has seen without going too deeply into the history. However, the book is structured to illustrate the individual nature of each system, so that the reader will have pleasant and, if old enough, nostalgic recollections of what he found so fascinating back in the nineteen-fifties and early sixties. The setting for the book is the South Australian railway scene in the early nineteen-fifties, which is the heart of this book. Presented is a broad guide to the systems as they were then, together with fleet lists and principal dimensions of most of the locomotives that operated on them. \$60.00

[ASCR-SMR] Attenborough, Peter. South Maitland Railways. Sydney, NSW, Australia.: Eveleigh Press, 2001. First Edition. Hard Cover. New / No Jacket. ISBN: 1876568135. 128 pages b/w photos - Chronicles the last days of steam operations of the South Maitland Railways Pty Ltd, the operator of the last major privately run steam-hauled

railway in Australia. Details a history of the development of the coal mining industry and the various railway companies established to transport their output, the operations of the SMR from the mid-1960's until the SRA takeover in 1983, the SRA workings and the current status of the fleet of SMR 10 class tank engines. Also provides a detailed description of the types of locomotives employed, the facilities at East Greta Junction, train operations, passenger services, ticketing, rollingstock, safeworking, etc. \$50.00

[ASCR-SHE] Attenborough, Peter. Southern Highlands Express - Australian Trains. Matraville, NSW Australia: Eveleigh Press, 2012. First Edition. Soft Cover. New / No Jacket. ISBN: 9781876568542. 64 pages profusely illustrated colour photos - This series of photo essays features the history of some of Australia's iconic trains in an easy-to-read A5 format. Featuring colour and black and white photos, the series tells the story of a bygone era of train travel in this country. The fifth book in this series is Southern Highlands Express by Peter Attenborough. This is a 64-page booklet featuring many previously unpublished photographs. For almost a century there has been a morning passenger train from Goulburn. It has provided the populace of the southern tablelands region of New South Wales with a means to travel to the city and return home the same day. For nearly 60 of those years, that train was known officially as the Southern Highlands Express. In this volume of Australian Trains we look at the history of this famous train and also its lesser-known, but equally important sister service, the Moss Vale passenger. Together, these two trains were the last steam-hauled services to traverse the main Southern line. \$22.00

[ASCR-SOP] Attenborough, Peter. Spirit of Progress - Australian Trains. Matraville, NSW Australia: Eveleigh Press, 2009. First Edition. Soft Cover. New / No Jacket. ISBN: 1876568526. 64 pages profusely illustrated colour photos - The third title in the Australian Trains series, this is a 64-page booklet featuring many previously unpublished photographs. The iconic Spirit of Progress, the Royal blue and yellow train that so much attracted the attention of the travelling public when it commenced running between Melbourne and Albury back in 1937, is the subject of this volume of Australian Trains. Over the fifty year period that this train operated, it led two very different lives, one on broad gauge and the other on standard gauge. Both trains are reviewed in this booklet, as is the history of the line over which they operated. \$20.00

[NRTM-022] Edwards, Russell. Spirit of Rails. Melbourne, Victoria, Australia: Edwardian Enterprises, 1990. First Edition. Soft Cover. New / No Jacket. ISBN: 0646002058. 60 pages colour photos - full page colour photos, landscape with captions to each page \$29.50

[ASCR-SSS] MacDonald, Bruce. Spring Spark & Steam - an Illustrated Guide to Australian Toy & Model Trains. Matraville, NSW Australia: Eveleigh Press, 2005. First Edition. Hard Cover. New / New. ISBN: 1876568291. 144 pages profusely illustrated colour & b/w photos - Author Bruce Macdonald takes us on an interesting and informative journey from the beginnings of toy and model trains in Australia and New Zealand, to the days of mass production of what is now known as O Gauge. Bruce's book covers the pre and post World War 2 period - when experienced model makers were leaving their regular employment to start cottage industries, producing models for a toy-starved public - up until the 1960s. These cottage industries grew to the point where they contributed to the economy of the country, employing considerable numbers of workers in their production, before crumbling under the onslaught of imported toys, changing tastes, and the arrival of TV. As well as the details of fifty-five manufacturers such as Ferris, Maurlyn, Robilt, and Scorpion, the book has over six hundred full-colour photographs of many of the models produced and includes coverage of the retail outlets that were the public face of the industry. The author's passion for trains over a seventy-year period, his engineering background, knowledge and understanding of railways, and his long social contact with many of those involved has given him a special insight into the subject. \$70.00

[ASCR-53-55S] Preston, R. G.. Standards in Steam - the 53 & 55 Class. Matraville, NSW Australia: Eveleigh Press, 2000. Reprint. Soft Cover. New / No Jacket. ISBN: 1876568127. 242 pages profusely illustrated b/w photos - The 53 & 55 class are a class of 2-8-0 steam locomotives built for and operated by the New South Wales Government Railways of Australia. The 53 class of locomotive was designed by the New South Wales Government Railways as a modification of the earlier T(524)-class, after 1924 classified 50-class. All the coupled wheels had flanges and a certain amount of side movement was given to the middle pairs with a laterally operating knuckle joint being provided in the middle section of the coupling rods. The Clyde Engineering Company delivered the first locomotive in April, 1912 and, by November, 1917, a total of 190 were in service, 160 from Clyde and 30 from the NSWGR Eveleigh Workshops. Most were fitted with superheaters when built and some fitted at a later date. The

superheaters caused some initial difficulties, giving the class a bad name. There was also a problem with the locomotives being unbalanced, causing speed restrictions to be imposed to avoid rough riding and track damage. Following further investigations, 24 of the class were re-balanced and these were permitted to operate at a faster speed which made them useful on Wollongong suburban passenger services. When introduced, most of the class were fitted with a standard bogie tender, similar as those attached to the 50-class, although some saw service with Wampu tenders. In the later period of their lives, the majority were fitted with larger turret type tenders. To enable tender first running, many had automatic couplers fitted to the front. Following the removal of the knuckle joints from the coupling rods, flanges from the second coupled and driving wheels and the fitting of boilers standard for 50-class; 53-class and 55-class, they became most useful locomotives. Many were in service right to the end of the steam era, four surviving to the very last day. The then Commonwealth Railways used the design of these locomotives for their KA-class for the Trans-Australian Railway - The 55 class - A contract was given in 1916 to Clyde Engineering Company of Granville for the construction of 300 K-class locomotives. Following experiments with Southern type valve gear on an earlier class, Edward Lucy, the Chief Mechanical Engineer of the N.S.W.G.R., proposed its installation on these locomotives. The use of Southern valve gear was rare on locomotives operating outside the United States of America. The first of the class, then classified as K1353, entered traffic on 29 November, 1918. Due to financial difficulties at Clyde Engineering, the next member did not appear for a further two years. Meanwhile, the contract had been reduced to just 120 locomotives. All were in service by March, 1925 and were fitted with a Wampu type tender. The last thirty of the class were fitted with self-cleaning smokeboxes and had other modifications. The members of this class spent most of their days attached to depots at Enfield, Goulburn, Harden, Junee and Cowra. They were seldom used on western or northern lines. With the discontent and industrial action in the coalfields following World War II, it was decided in 1946 to convert some of the class to oil burners. The 55-class was chosen as the outside valve gear gave more room for the installation of the new equipment, which included altered firebox and smokebox. The tenders were fitted with a 2,400-imperial-gallon (11,000 l; 2,900 US gal) fuel tank. The fuel oil was injected into the firebox by a jet of steam from the locomotive boiler, the flow being controlled by the fireman. The first six locomotives converted were fitted to burn distillate which was five times the cost of coal firing, although it was hoped that reduced servicing times would offset some of that extra cost. When cheaper crude oil became available, the locomotives were again modified to allow them to burn this heavier product. This required the installation of heating coils in the tank and pre-heating adjacent to the burner to ensure complete atomisation. A further 10 locomotives were converted in 1947, followed by another 54 in 1949. As the crisis passed, the oil burning locomotives were withdrawn as they were still four times more expensive to run than the coal fired ones. 16 were converted back to coal firing. The last oil burning 55-class was 5591 which was withdrawn in February, 1959. A distinctive feature of the oil burning locomotives was a hinged lid provided over the chimney to protect the boiler tubes and flues from sudden cooling when the oil fire was cut off. The last country depots to have 55-class locomotives were Goulburn and Cowra. 5597 was the last of the class in service, being attached to Enfield depot until June, 1967. Of the Standard Goods engines, the 55-class were thus the first to be retired. The Southern valve gear did not give as good steam distribution as was desirable, making the locomotives a little sluggish when hauling heavy loads, compared to the similar classes. \$53.20

[NRM-24] Holdsworth, Malcolm. State of Steam : Steam Locomotive Operations on the South Australian Railways in the 1950s and 60s. Port Adelaide, South Australia, Australia: National Railway Museum / Cadeco, 2011. First Edition. Hard Cover. New / New. ISBN: 9780957732469. 90 pages colour photos \$59.95

[RHWA-03] Austin, Jeff. Station Masters of Western Australia. Perth Western Australia, Australia: Rail Heritage W.A., 2011. First Edition. Soft Cover. New / No Jacket. ISBN: 9780980392241. 160 pages b/w photos - The railway Station Master was a feature of life in Western Australia for 120 years. In rural towns he was one of the few civil servants who would always be there. Other station masters worked where there were no towns, still vital to ensure safe movement of passengers and freight. In this book, researcher Jeff Austin has chronicled not only the era and role of the Station master, but has listed them all by name and dates. An index to surnames make the book equally valuable for genealogy and local history research. 160 pages, historical photos including colour. \$29.50

[AMFB-10] Fiddian, Marc. Stations Near and Far. Victoria Australia: Raccoon Trail Books, 2007. First Edition. Soft Cover. New / No Jacket. 128 pages b/w photos - isbn inside is 9870980289039 - embraces a wide range of station. Included are Harpers Ferry, Adelaide, Auckland, Dunedin, Denver, Marseilles Sacramento Hartwell, Seymour, the Thorpdale line in Gippsland; as well as Kerang and Yea \$17.95

[ASCR-SATB] Holmes, Lloyd. Steam Across the Border : The Final Days of Steam in Northern Victoria and Southern New South Wales . Matraville, NSW Australia: Eveleigh Press, 2012. First Edition. Laminated Pictorial Boards. New / No Jacket. ISBN: 9781876568410. 72 pages b/w photos - For a substantial period of his working life, Lloyd Holmes was employed by both the VR and NSW railway systems which flanked the Murray River, the border between Victoria and New South Wales. Trained on the Victorian Railways, Lloyd was initially a brake examiner but ultimately worked at other VR locations. On the NSW, Lloyd also worked at many southern NSW locations in the Traffic Branch, finishing his railway days at Albury station at the border of the two Australian states. Lloyd's interest in trains has been life long and many of his experiences have been recorded on film. In these seventy-two pages, Lloyd shares these experiences, the chance meeting of the express when he was on a family outing, the planned photo shoot of the streamlined VR S-class and NSW 38-class on their respective expresses, right down to the workhorses of both systems, the lowly goods engines. \$28.00

[TH-209] Sargent, John & Berry, John. Steam Around the Bay - A Nostalgic View of Steam Operations in the Port Phillip Hinterland. Studfield, Victoria, Australia: Train Hobby Publications Australia, 2002. First Edition. Soft Cover. New / No Jacket. ISBN: 1876249714. 96 pages profusely illustrated colour photos - Steam Around the Bay covers steam operation in the hinterland of Port Phillip and Westernport Bay's. \$55.00

[ARMP-117] Burgess, John. Steam Days in Queensland. Elizabeth, South Australia: Railmac Publications Australia, 1997. First Edition. Soft Cover. New / No Jacket. ISBN: 0958650047. 24 pages b/w photos \$5.45

[SP-0040] Gilbertson, Colin B.. Steam in Australia. Sydney, Australia: Australian Railway Historical Society (NSW), 1977. First Edition. Hard Cover. Good / Good. ISBN: 0851533256. 96 pages profusely illustrated b/w photos \$27.45

[TH-015] Sargent, John & Gee, Neville. Steam in the Otways - from the Collection of Norman W. De Pomeroy. Studfield, Victoria, Australia: Train Hobby Publications Australia, 2005. First Edition. Soft Cover. New / No Jacket. ISBN: 1921122021. 48 pages profusely illustrated colour photos - More narrow gauge workings in Steam in The Otways - a special edition from the collection of the late Norman W. De Pomeroy. \$42.50

[THH-096] Sargent, John & Gee, Neville. Steam in the Otways - from the Collection of Norman W. De Pomeroy. Studfield, Victoria, Australia: Train Hobby Publications Australia, 2005. First Edition. Hard Cover. As New / No Jacket. ISBN: 1921122021. 48 pages profusely illustrated colour photos - More narrow gauge workings in Steam in The Otways - a special edition from the collection of the late Norman W. De Pomeroy. \$40.00

[TH-215] Sargent, John. Steam Locomotive Depots Victoria - Part Two - a Photographic Profile 1950 - 1975. Studfield, Victoria, Australia: Train Hobby Publications Australia, 2002. First Edition. Soft Cover. New / No Jacket. ISBN: 1876249641. 48 pages profusely illustrated colour photos - Steam Locomotive Depots Victoria is a short series covering some of the various locomotive depots located throughout the state to service the steam fleet. \$42.50

[ARMP-101] McNicol, Steve. Steam to Eurelia . Elizabeth, South Australia: Railmac Publications Australia, 1993. First Edition. Soft Cover. As New / No Jacket. ISBN: 0949817929. 20 pages b/w photos \$5.45

[ARMP-103] McNicol, Steve. Steam to Swanbank : Ipswich Queensland. Elizabeth, South Australia: Railmac Publications Australia, 1995. First Edition. Soft Cover. As New / No Jacket. ISBN: 0646209299. 12 pages b/w photos \$5.45

[ARMP-208] McNicol, Steve. Steaming Through the Pass - Port Augusta to Woolshed Flat. South Australia: Railmac Publications Australia, 2016. First Edition. Soft Cover. New / No Jacket. ISBN: 9781864771114. 21 Pages with Colour Photos. \$7.50

[ARMP-207] McNicol, Steve. Steaming Through the Pass - Quorn to Woolshed Flat. South Australia: Railmac Publications Australia, 2016. First Edition. Soft Cover. New / No Jacket. ISBN: 9781864771107. 21 Pages with Colour Photos. \$7.50

[10-0196] McNicol, Steve. Steamtown : 1977 - 2005 : Mini Profile Series Number Three . Elizabeth, South

Australia: Railmac Publications Australia, 2015. First Edition. Soft Cover. New / No Jacket. ISBN: 9781864771015. 20 pages colour and b/w photos \$7.50

[SP-9018] McNicol, Steve. Steamtown Album. Elizabeth, South Australia: Railmac Publications Australia, 1989. First Edition. Soft Cover. Good / No Jacket. ISBN: 0949817821. 24 pages profusely illustrated b/w photos - covers rubbed \$4.35

[ARMP-0203] McNicol, Steve. Steamtown Heritage Rail Centre : Mini Profile Series Number Nine. Elizabeth, South Australia: Railmac Publications Australia, 2015. First Edition. Soft Cover. New / No Jacket. ISBN: 9781864770933. 20 pages colour photos - The Steamtown Heritage Rail Centre is a static railway museum based in the former railway workshops located in Peterborough, South Australia. Peterborough was the administrative and service centre for the Peterborough Division of the South Australian Railways, employing up to 1,500 people in the workshops during its heyday. The railway workshops covered an extensive area mainly to the west of the township, and it is in these original buildings that the exhibits are displayed. The turntable and roundhouse are the main features of the exhibit. The turntable is unusual in that it accommodates three rail gauges: Narrow gauge (1,067 mm (3 ft 6 in)), standard gauge (1,435 mm (4 ft 8 1/2 in)) and broad gauge (1,600 mm (5 ft 3 in)). In Australia there were only two similar turntables (located at Port Pirie and Gladstone); all three were on the same line, with the one at Peterborough the only one remaining. This unique situation arose from the standardisation project of the late 1960s. At this time the broad gauge line was extended from Terowie to Peterborough and the Port Pirie to Broken Hill section (passing through Peterborough) was replaced by standard gauge line. The Peterborough to Quorn section remained narrow gauge. \$7.50

[ARMP-0204] McNicol, Steve. Steamtown Locomotives & Rolling Stock : Mini Profile Series Number Thirteen . Elizabeth, South Australia: Railmac Publications Australia, 2015. First Edition. Soft Cover. New / No Jacket. ISBN: 9781864771060. 28 pages colour photos \$7.50

[AMFB-17] Fiddian, Marc. Stopping Most Stations. Victoria, Australia: Raccoon Trail Books, 2016. First Edition. Soft Cover. New / No Jacket. ISBN: 978098706252. 92 Pages with Black & White Photos. Railway stations mark the start and finish of a train journey, be it for the commuter, the long-distance traveller, the shopper or someone attending school or a higher place of learning. There we board and alight from trains, maybe make a purchase at the station, maybe seek a taxi or a bus to complete the journey. Stations grow on the traveller; they appeal because of a comfortable waiting room or their architecture or perhaps easy access from the street. On the other hand they may be disliked because of lack of shelter from the elements or an absence of architectural delight. Stations vary from the grandiose structure in a major city to an unappealing wayside building on a country line or outer suburb. Some have a long life, especially those built of brick or stone, but others have to be replaced because they were not constructed to last or they were victim of a fire. During the life of a station it's bound to be the centre of attention in some large or small way at some time. There could be a robbery, a fire, an unusual incident, a celebrity boarding or alighting from a train. Stations also have had an impact on the commercial life of a community, with businesses leaving one area and gravitating around the station once established. \$17.95

[ARHV-BK2] Eadie, Barry (Compiler). Streamlined Thoroughbreds - a Photographic History Depicting the Working Careers of the GM, S, 42 and 421 Class Locomotives. Melbourne, Australia: Australian Railway Historical Society (VIC), 2004. First Edition. Laminated Pictorial Boards. New / No Jacket. ISBN: 0858490536. 108 pages b/w colour & photos - Streamlined Thoroughbreds is a lavishly illustrated book published to illustrate the working careers of the Commonwealth Railway's GM class, Victoria's S class and New South Wales 42 and 421 class of locomotives. These locomotives were introduced in the early 1950 s to replace ageing steam locomotives and so revolutionised those railway systems. The locomotive design was a modified version of the F7 model for the Electric Motive Division of the General Electric Corporation of America. The contract for the building of these locomotives in Australia was awarded to Clyde Engineering Company Limited of New South Wales. \$21.00

[TH-100] Badaway, Emile & Sargent, John & Berry, John & Pantlin, Graeme & Dunn, Philip. Super Power on the VR - Victorian Railways 4-6-2 S Class Pacific Express Passenger Locomotive - Part One. Studfield, Victoria, Australia: Train Hobby Publications Australia, 2006. First Edition. Soft Cover. New / No Jacket. ISBN: 1876249943. 48 pages profusely illustrated b&w photos - The S class was an express passenger steam locomotive

that ran on Victorian Railways from 1928 to 1954. Built when the VR was at its zenith and assigned to haul premier interstate express passenger services, the S class remained the VR's most prestigious locomotive class until the advent of diesel electric locomotives in the early 1950s. The S was VR's first three cylinder locomotive, and A E Smith's design was influenced by Nigel Gresley's GNR A1 class 4-6-2 with its Gresley-Holcroft derived motion. The S class also showed American design influence in its use of a delta trailing truck and bar frames rather than plate frames. Another notable design innovation was the incorporation of all three cylinders and the smokebox saddle into a single casting. The S class spent its entire normal service life on the main North-eastern line, its axle load too high for regular service on any other VR lines. Although Annual Reports show the VR planned to upgrade the main Western line and build further S class locomotives to haul Overland services between Ararat and Serviceton, exigencies imposed by the Great Depression and World War II meant the planned upgrade of this service never eventuated. Although a numerically small class limited to a single line, the S class was highly utilised. S 302 travelled 1,446,468 miles (2,327,367 km) over its 25 year, 2 month service life, averaging 4,773 miles (7,679 km) per month \$45.40

[THH-098] Badaway, Emile & Sargent, John & Berry, John & Pantlin, Graeme & Dunn, Philip. Super Power on the VR - Victorian Railways 4-6-2 S Class Pacific Express Passenger Locomotive - Part One. Studfield, Victoria, Australia: Train Hobby Publications Australia, 2006. First Edition. Hard Cover. As New / No Jacket. ISBN: 1876249943. 48 pages profusely illustrated b&w photos - The S class was an express passenger steam locomotive that ran on Victorian Railways from 1928 to 1954. Built when the VR was at its zenith and assigned to haul premier interstate express passenger services, the S class remained the VR's most prestigious locomotive class until the advent of diesel electric locomotives in the early 1950s. The S was VR's first three cylinder locomotive, and A E Smith's design was influenced by Nigel Gresley's GNR A1 class 4-6-2 with its Gresley-Holcroft derived motion. The S class also showed American design influence in its use of a delta trailing truck and bar frames rather than plate frames. Another notable design innovation was the incorporation of all three cylinders and the smokebox saddle into a single casting. The S class spent its entire normal service life on the main North-eastern line, its axle load too high for regular service on any other VR lines. Although Annual Reports show the VR planned to upgrade the main Western line and build further S class locomotives to haul Overland services between Ararat and Serviceton, exigencies imposed by the Great Depression and World War II meant the planned upgrade of this service never eventuated. Although a numerically small class limited to a single line, the S class was highly utilised. S 302 travelled 1,446,468 miles (2,327,367 km) over its 25 year, 2 month service life, averaging 4,773 miles (7,679 km) per month \$55.00

[AARHS-101] Hagarty, Don. Sydney Railway 1848 - 1857 - the Building of the First Railway from Sydney to Parramatta. Redfern, NSW: Australian Railway Historical Society (NSW), 2005. First Edition. Soft Cover. New / No Jacket. ISBN: 0975787012. 464 pages b/w photos - the known story of the work of six men - a naval surveyor, four engineers, and the contractor who, with many others, built the first railway from Sydney to Parramatta 1848-1857 \$75.00

[ASCR-SYDNEY] Ward, John. Sydney Suburban Steam . Matraville, NSW Australia: Eveleigh Press, 2015. First Edition. Laminated Pictorial Boards. New / No Jacket. ISBN: 9781876568870. 72 pages b/w photos - John Ward has had a life-long interest in transport, particularly rail and bus. In the early 1960s, John commenced serious photography of the steam locomotives at work in his native state of NSW, travelling with others to distant locations to capture steam working. However, he realized that many rail photographers neglected steam locomotives at work in the suburban areas of Sydney and this book is a result of his endeavors to show working closer to the city. He has contributed to many publications over the years and is well known among heritage transport groups. Chapters include : Sydney Station. Darling Harbour, Sydney to Campbelltown, Rozelle (White Bay), Botany (Bunnerong).- Redfern - Campbelltown - Metropolitan Goods Lines - Richmond Line \$30.00

[TH-252] Barrack, Richard & Sargent, John. Sydney Terminal : The Steam Station. Pinewood Victoria Australia: Train Hobby Publications Australia, 2009. First Edition. Soft Cover. New / No Jacket. ISBN: 1921122269. 56 pages profusely illustrated colour photos - Sydney Terminal, Sydney's biggest and main railway station is widely known as Sydney Central. It is really in two parts, one being the terminus for country and interstate passenger trains and the other, the adjacent 'electric' platforms, for trains on the suburban system. \$47.85

[AANS-032] Oakes, John. Sydney's Forgotten City Railways - Central Museum St James Town Hall

Wynyard Circular Quay North Sydney. Redfern, NSW, Australia: Australian Railway Historical Society (NSW), 2003. Revised. Soft Cover. New / No Jacket. ISBN: 0909650608. 64 pages b/w photos \$15.00

[AANS-033] Oakes, John. Sydney's Forgotten Goods Railways - Botany Darling Harbour Rozelle Enfield Abattoirs Chullora. Redfern, NSW: Australian Railway Historical Society (NSW), 2008. First Edition. Soft Cover. New / No Jacket. ISBN: 9780975787090. 112 pages b/w photos colour photos - The goods railways and depots of the Sydney Metropolitan Area, including Darling Harbour, Enfield, Chullora, Cooks River, Botany, etc. 112 pp of text, photographs and diagrams \$22.00

[AANS-040] Oakes, John. Sydney's Forgotten Illawarra Railways - Mortdale Como Waterfall Helensburgh Otford Coal Cliff. Redfern, NSW, Australia: Australian Railway Historical Society (NSW), 2009. Revised. Soft Cover. New / No Jacket. ISBN: 9780980510669. 88 pages b/w photos - The Illawarra Line branched off the Main Suburban Railway south of Redfern, at Eveleigh (Illawarra Junction). The line opened to Hurstville in 1884, Sutherland in 1885, Waterfall in 1886 and Clifton through to Wollongong and North Kiama (Bombo) in 1887. The missing Waterfall to Clifton section comprised four large brick-arch culverts (and many small ones) and eight tunnels with a total length of over 4 km, delaying its opening until 1888. Kiama and Bomaderry (servicing Nowra) opened in 1893. The line was originally double track to Hurstville and continued as a single track, but was duplicated to Waterfall (except for the Como to Sutherland section) in 1890. In 1886 a branch line was opened to Audley in the Royal National Park, which closed in 1991. A steep ruling grade of 1 in 40 faced up (Sydney bound) trains almost all the way between Stanwell Park station and Otford. The main problem was the 1550 m long Otford Tunnel, which took the railway through Bald Hill from the coast at Stanwell Park to the Hacking River valley. The steep 1 in 40 grade and tight clearances meant that soot, smoke and heat could become unbearable, especially when a south-easterly wind blew into the southern portal or when a train stalled in the tunnel.[7] A Mr B Chamberlain wrote about a stalled passenger train in 1890 \$22.00

[AANS-645] Oakes, John. Sydney's Forgotten Industrial Railways . Redfern, NSW, Australia: Australian Railway Historical Society (NSW), 2011. Reprint. Soft Cover. New / No Jacket. ISBN: 9780980772142. 208 pages colour & b/w photos - carlingford and sowdown lines - potts hill - botany sewage farm - auburn meatworks - duck river branches - west ryde - yennora sidings - alexandria goods yard - meadowbank wharf - royal australian navy lines - \$28.00

[AANS-034] Oakes, John. Sydney's Forgotten Military Railways. Redfern, NSW: Australian Railway Historical Society (NSW), 2011. Second Edition. Soft Cover. New / No Jacket. ISBN: 9780980772104. 112 pages colour and b/w photos \$25.00

[AANS-036] Oakes, John. Sydney's Forgotten Park and Rural Railways. Redfern, NSW, Australia: Australian Railway Historical Society (NSW), 2008. First Edition. Soft Cover. New / No Jacket. ISBN: 0975787020. 128 pages b/w photos colour photos - A combination of two previous titles, "Sydney's forgotten park railways" published in 1999 and "Sydney's forgotten rural railways" published in 2000. - covers Rookwood and Woronora Cemeteries, Camden, Royal National Park, Warwick Farm Racecourse, Rogans Hill and Kurrajong Lines \$20.00

[ARHN-025] Oakes, John. Sydney's Forgotten Sidings. NSW, Australia: Australian Railway Historical Society (NSW), 2017. First Edition. Soft Cover. New / No Jacket. ISBN: 9780987340856. 336 Pages with Colour & Black/White Photos. Also included are track and signal diagrams of various sizes to help explain the location of the siding(s). A comprehensive index is included in the book to aid research. \$95.00

[BRP-01] Howarth, Roy & Ryan, Glenn. Sydney's Suburban Standards - the Leeds Forge Cars C3101 to 3150 : A First in Australian Railway Carriage Design. Dungowan NSW Australia: Bow River Publishing, 2010. Reprint. Laminated Pictorial Boards. New / New. ISBN: 9780646530116. 152 pages profusely illustrated colour and b/w photos - With the planned opening of the Sydney underground lines and electrification, it was proposed to build steel bodied suburban cars. As no such cars were built in Australia before, an initial 50 cars (numbered 3101-3150) were built by the Leeds Forge Company in Leeds, UK and assembled at Eveleigh. Some of these cars were briefly used in steam hauled service during 1925 as EFA cars 2213 to 2262 before conversion to electric traction. C3101 was used in initial trials with Wooden driving trailer D4001 before the commencement of electric services in March, 1926. After 1976, C3102 was the oldest electric car in service and was specially painted in 1940's livery with buff

lining until its retirement in 1989. This car is now preserved by State Rail Heritage. \$66.00

[ARMP-143] McNicol, Steve. T.G.R. Locomotives Preserved (Tasmanian Government Railways). Elizabeth, South Australia: Railmac Publications, 2004. First Edition. Soft Cover. New / No Jacket. ISBN: 1864770198. 16 pages b/w photos \$5.95

[ARMP-0194] Evans, John. T199 : Celebration of a Centenarian. Elizabeth, South Australia: Railmac Publications Australia, 2012. First Edition. Soft Cover. New / No Jacket. ISBN: 9781864770872. 32 pages colour and b/w photos - line drawings - Steam locomotive T199 was one of the last of its class to run in South Australia and is this year celebrating its centenary. T class locomotives were once a regular sight on rail lines in South Australia. In fact, it was the third most common steam engine behind the Y and Rx class. 78 were built between 1903 and 1917, six have survived, the rest consigned to the scrap heap. One of the survivors, T199 is this year marking its centenary, having entered service on the 4th of March 1912. It was one of 34 built by James Martin and Company at Gawler. The others were manufactured at the Islington Workshops and at Maryborough in Queensland. South Australian Railways sold six of the locomotives to Tasmania in the 1920s. However the eight coupled wheels on the T class proved troublesome on some of the tight rail lines and there were numerous derailments. Originally a narrow gauge locomotive, T199 was converted to broad gauge from 1923 until 1949 when it was renamed Tx277. Rail Historian John Evans says it was common place for locomotives to have their class and number changed when they underwent major modifications. During its broad gauge days Tx277 worked on the lines out of Tailem Bend and Karoonda. When the locomotive returned to narrow gauge service in 1949 it reverted to T199. It was one of the last T class locomotives still operating in South Australia when decommissioned in June 1970. These days T199 is part of the collection at the Steamtown Heritage Rail Centre in Peterborough. Only one T class locomotive is still operational. T251 is owned by the Bellarine Railway at Queenscliff in Victoria but is currently out of service for boiler repairs. The remaining four T class locomotives are: T186 (Pichi Richi Railway Quorn), T181 (Sulphide Street Museum in Broken Hill), T224 (Millicent National Trust Museum) and T253 (National Railway Museum Port Adelaide). The fourth railway book by John Evans, 'T199 Celebration of a Centenarian' was launched at a silver service dinner at Steamtown Heritage Rail Centre to mark the centenary. \$9.05

[TA-05] Cooper, Ian G.. Tasmania's Trolley Buses. Sydney, NSW, Australia.: Transit Australia Publishing, 2010. First Edition. Soft Cover. New / No Jacket. ISBN: 9780909459222. 208 pages colour and b/w photos - Ian Cooper, an acknowledged devotee of urban transit, and one of the Australia's leading urban transport historians, has prepared Tasmania's Trolley Buses after researching the subject for the past 30 years. Tasmania's Trolley Buses details the history of the many proposals for trolley buses in Hobart and Launceston and the development of the Hobart network from a single route in 1935 and the Launceston network from a single route in 1951. Tasmania eventually operated 28% of the Australia's trolley buses, with Launceston being the only regional city in the country operating trolley buses and the Tasmanian Metropolitan Transport Trust became Australia's largest trolley bus operator with 93 units. Tasmania's Trolley Buses is a 208 page book with 243 photographs, accompanied by detailed captions, of which 137 are in colour, plus 10 maps and diagrams. Also illustrated are examples of timetables, trade advertisements and technical specifications of the trolley buses. Almost all photographs are published for the first time. Many streetscape images include trams, petrol buses and diesel buses, thus adding to the record of the State's urban transport scene. A significant feature of the book is the inclusion of 27 pages of photographs illustrating trolley bus operations, route by route, or district by district. Almost all these street scenes are in colour and are supplemented by detailed captions \$69.95

[ARMP-087] Birrell, R. A.. Tasmanian Government Bus Fleets. Elizabeth, South Australia: Railmac Publications Australia, 1989. First Edition. Soft Cover. New / No Jacket. ISBN: 0949817805. 32 pages b/w photos \$6.55

[TH-103] Payne, Ted. Ted Payne - Vantage Point :New South Wales. Pinewood Victoria Australia: Train Hobby Publications Australia, 2016. First Edition. Hard Cover. New / New. ISBN: 9781921122569. 160 Pages with Colour Photos. Recording a way of life - a collection of photographs of the last days of steam on New South Wales railways \$75.00

[TH-104] Payne, Ted. Ted Payne - Vantage Point :Queensland. Pinewood Victoria Australia: Train Hobby Publications Australia, 2017. First Edition. Soft Cover. New / New. ISBN: 9781921122514. 160 Pages with Colour Photos. A collection of photographs of the last days of steam on the railways of Queensland 1961 - 1969 \$75.00

[TH-102] Payne, Ted. Ted Payne - Vantage Point :Victoria. Pinewood Victoria Australia: Train Hobby Publications Australia, 2014. First Edition. Hard Cover. New / New. ISBN: 9781921122545. 160 pages - colour and b/w photographs - Recording A Way of Life - a collection of photographs of the last days of steam on Victoria's railways \$72.00

[ARHSQ-17] Cash, Greg. The Main Line : A Brief History of the Line from Ipswich to Grandchester and on to Toowoomba - Look Out for Train : 6 . Brisbane, Queensland, Australia: Look Out Press, 2015. First Edition. Soft Cover. New / No Jacket. ISBN: 9780909937010. 96 pages colour and b/w photos - When he was just eight years old, Greg Cash's grandmother gave him a brand new model train set. Ever since then the retired university academic has been a self-confessed "train nut". Mr Cash recently shared his lifelong passion by releasing his book, Look Out For Train: 6, The Main Line. The book covers a brief photographic history of the railway line from Ipswich to Grandchester and on to Toowoomba. "It was written to mark 150 years of rail in Queensland," Mr Cash said. "You learn a lot when you write a book and I hope it appeals to everyone, there's photos for those who just want to see pictures, captions for people who want to read a little and text to cater to everyone." \$40.00

[ARHSQ-16] West, Andrew. The 'Landers : A Pictorial Review of the Air Conditioned Long Distance Trains of Queensland - Look Out for Train : 5 . Brisbane, Queensland, Australia: Look Out Press, 2014. First Edition. Soft Cover. New / No Jacket. ISBN: 9780909937003. 96 pages colour and b/w photos - In the early 1950s Queensland Railways introduced its first air-conditioned trains for use in regional Queensland. The 'Lander name had been adopted in 1952, with the western services being commissioned as the Westlander, Midlander, and Inlander. The Brisbane-Cairns service became the Sunlander, replacing the 1935 Sunshine Express. The first air-conditioned train introduced was the Inlander, on the Townsville-Mount Isa line (Great Northern Railway), entering service in February 1953. The Sunlander was introduced with great fanfare in June 1953, Midlander in May 1954 and the Westlander August 1954. All the trains were built by Commonwealth-Engineering (Com-eng) and were in service by 1956. The popularity of the new services meant that there were only enough carriages for four Sunlanders, offering five services per week. Ipswich Workshops constructed new carriages in May 1961 to complete a sixth train. Other services were introduced over time such as "The Capricornian", (overnight service between Rockhampton and Brisbane), and in the 1980s "The Queenslander", to offer a first class service between Brisbane and Cairns. \$40.00

[A7] Bermingham, Peter L.. The A7 Era - The Technical Pictorial and Evolutionary History of the Victorian Railway's S Class Diesel - Electric Locomotive . Ferntree Gully, Victoria, Australia: Horsepower Histories, 1995. First Edition. Hard Cover. New / New. ISBN: 0646256149. 180 pages b/w & colour photos - A study of the evolutionary and operational history of Australia's own stretched-frame A7 model Diesel-electric locomotives the S-class. First produced by General Motors' Australian licensee, the Clyde Engineering Company, between 1956 and 1960, they proved very successful with examples still operating during the 1990's. Chapters cover construction, testing, delivery, technical details, locomotive operation, accidents, and much more. 226 b/w and 39 colour photos. 20 line drawings. \$99.00

[AMFB-11] Fiddian, Marc. The Best of Railway Trivia . Hastings Victoria Australia: Galaxy Print and Design, 2005. First Edition. Soft Cover. New / No Jacket. ISBN: 0975709844. 72 pages b/w photos The oddest assemblage of facts, information and anecdotes on anything associated with trains, railways or railway stations. Includes lots of black and white photographs and illustrations. A thoroughly interesting read \$14.95

[10-0197] McNicol, Steve. The Big Red Bus - A Bristol Lodekka : Mini Profile Series Number Seven . Elizabeth, South Australia: Railmac Publications Australia, 2015. First Edition. Soft Cover. New / No Jacket. ISBN: 9781864771039. 20 pages colour and b/w photos \$7.50

[ARP-LWR] Chamberlain, Brian R.. The Brief History of the Launceston Western Railway 1867 - 1904. Launceston, Tasmania, Australia: Regal Press, 1985. First Edition. Soft Cover. New / No Jacket. ISBN: 0949457027. 74 pages b/w photos - date approximate - The original Line was built in 1871 as a private 1,600 mm (5 ft 3 in) broad gauge railway that opened between Deloraine and Launceston to ship agricultural products to port for Victorian markets. The Launceston and Western Railway was formed on 9 May 1867 and the first sod of the line was

turned on 15 January 1868 by the Duke of Edinburgh who was on a visit to the Colonies. A Contract for the construction work was let in July 1868. Construction work progressed during the following 18 months, but delays were experienced with the construction of the bridge over the South Esk River. In 1869, the contractors brought from Victoria two tank locomotives for construction work. The date for completion as set out in the Contract was 10 March 1870, but an extension was given and construction continued to a point where the Opening Date could be set for the following September. Extensive rains resulted in further delays and it was not until 10 February 1871 that the line was opened for traffic by the Governor. In 1868, two locomotives were ordered from Robert Stephenson and Company. These arrived in December 1869, together with goods and passenger vehicles. A repeat order for an additional two locomotives was placed in November 1869 and these were placed in service in November 1870. When the line was opened, a service of three double-headed trains each way per day was operated, but this proved unsatisfactory and later on one locomotive per run was used. Up until 1880, three classes of passenger accommodation were provided but third class was withdrawn after that year. By December 1872, it was agreed that a fifth locomotive was required and an order was placed with Sharp Stewart and Company. The construction contractor continued to operate the railway until November 1871, the Company then took over. During the construction period, the Company had experienced some difficulty in raising the necessary finance to meet the cost of construction. It applied to the Government for assistance. The Government appointed two Railway Commissioners to generally supervise all railway construction and advance the Company the finance to complete the building of the line. Traffic showed an increase after the Company took over the working of the line, however difficulties were experienced in continuing operations. Negotiations were commenced with a view of the Government taking over the line. These negotiations were concluded and the Government took over the line from 31 October 1873. The events recorded in this publication commenced just prior to the Launceston and Western Railway being registered as a company in 1867, continuing until its financial collapse during 1871. Consequently the book mainly refers to the railway, during its private ownership and operation. Includes a biographical account of the company staff and directors. Many photographs of the railway and the company directors. Contents: Preface - Acknowledgements - Summary of Main Events - The Launceston-Deloraine Railway, Tasmania's Pioneer Railway - Railway Up roar - the Aftermath - Launceston and Western Railway Company Limited, 1871 - Launceston and Western Railway Biographical \$9.85

[AAVI-BRC] Cauchi, Mark & Guiney, Michael. The Bungaree Racecourse Railway . Melbourne, Australia: Australian Railway Historical Society (VIC), 2009. First Edition. A4. Soft Cover. New / No Jacket. ISBN: 9780858490499. 40 pages b/w photos - The first in a new series of Railway histories from ARHS Victoria combines serious railway research and relevant social and local history. The Bungaree Racecourse Railway tells of how an Irish Catholic community overcame staunch Government opposition to obtain a railway to their local racecourse. It was a major political achievement making the story of the railway a significant part of the history of horse racing at Bungaree, which spanned almost 100 years. At 40 pages and well illustrated, it makes for great reading. \$24.95

[ARMP-061] Scrymgeour, Bob. The Culcairn to Holbrook Railway. Elizabeth, South Australia: Railmac Publications Australia, 1985. First Edition. Soft Cover. New / No Jacket. ISBN: 094981749X. 24 pages b/w photos - The Holbrook railway line is a short, closed, railway line in New South Wales, Australia. The line ran for 26 km east to the town of Holbrook from the Main South railway line at Culcairn. Construction commenced in July, 1901 and the line opened on 18 September 1902. Holbrook was, at that time, known as Germanton. The name was changed in 1915 following anti-German feelings which arose as a consequence of World War 1. The new name commemorates the exploits of Lieutenant-Commander Norman Holbrook. The initial service on the line consisted of a mixed train that operated in both directions on Mondays, Wednesdays and Fridays, connecting with the overnight Mail Trains to and from Sydney. From 18 December 1923, the thrice weekly mixed train was replaced by a CPH railmotor which operated twice a day in each direction on Tuesdays, Thursdays and Saturdays. A goods train operated on Mondays. The railmotor service was short-lived and mixed trains returned from 18 November 1924, but now making one return trip on Tuesdays, Thursdays and Saturdays. From 26 August 1929, the mixed train was reduced to running only twice weekly and, by 1946, this had been further reduced to running on Mondays only. Dieselisation of the line took place from 11 February 1962, using 48 class locomotives. Passenger services ceased completely from 12 October 1970. Goods services continued to operate on Mondays until 8 July 1974 when all regularly scheduled trains ceased. The last revenue train to operate on the line was a livestock special on 7 March 1978. The line was officially closed on 2 February 1987. \$5.45

[AANS-77] Banger, Chris. The Daylight : A History of Intercapital Daylight Rail Travel between Melbourne

and Sydney. Redfern, NSW, Australia: Australian Railway Historical Society (NSW), 2015. First Edition. Hard Cover. New / New. ISBN: 9780987340818. 339 pages colour and b/w photos - The Inter-Capital Daylight was a passenger train that operated between Australia's two largest cities, Sydney and Melbourne from March 1956 until August 1991. Until April 1962 the line between Sydney and Albury was of a different gauge to that between Albury and Melbourne, requiring passengers to change trains. On 26 March 1956 the New South Wales Government Railways and Victorian Railways introduced connecting daytime services named the Sydney - Melbourne (Melbourne - Sydney) Daylight Express. From Sydney a three times per week service was introduced, returning from Albury the following day. From Melbourne a three times per week non-stop service operated in the morning, returning in the evening. From 24 September 1956 both were extended to operate daily Monday to Saturday. Total journey time between the capitals was 13 hours 20 minutes. The New South Wales train consisted of a 42 class locomotive hauling a nine carriage air-conditioned RUB set. The Victorian portion had a B class locomotive hauling eight air-conditioned S and Z carriages including the round-ended car ex Spirit of Progress, formerly known as Parlor car and renamed to Lounge car but later Club car, attached to the rear. Following the completion of the standard gauge to Melbourne, the New South Wales train was extended to Melbourne from 16 April 1962. Named Inter-Capital Daylight, the train was formed of a nine carriage New South Wales Government Railways RUB set later extended to eleven carriages. The trains were initially hauled by New South Wales 44 class and the Victorian S class locomotives. During the 1970s the 422 class became the rostered power in New South Wales while the X class shared the Victorian duties with the S class. A typical consist in the late 1980's would be Locomotive-HFZ-VFK-VFK-ABS, or Locomotive-RS-BDS-SDS-SDS, with either a PHN or PHS power van attached. From 1982 through working was introduced with the 422 class rostered to operate the services throughout. Class 442s occasionally operated the service in the mid 1980s during the time they were permitted to operate in Victoria. Other mainline locomotives were regularly used. Following a ban being placed by the Victorian branch of the Australian Federated Union of Enginemen on non-air-conditioned locomotives in Victoria, from February 1990 the service was rostered for 81 class and G class locomotives.[3] The superior power of these locomotives was negated by them being limited to 100 km/h (vs 115 km/h) in Victoria due to the condition of the track. By this stage the journey time was 12 hours 30 minutes. The train length varied from 7 to 13 carriages, with V/Line Z type carriages also appearing from February 1990.[3][4] A motorail facility was introduced in October 1987 but due to low loadings withdrawn in 1990 on the train. Since mid-1990 the State Rail Authority and V/Line had been discussing the replacement of the stock with an XPT from 1993. However with deregulation of the Australian airline industry, patronage dropped to around 30%. A decision was made to cancel the service with the last service operating on 31 August 1991. Appropriately the last services were hauled in New South Wales by 44 class 4458/27 on the Melbourne bound service and 4465/69 on the Sydney bound service, while X class X37 handled the Victorian duties. Chris Banger was born in April 1960 in Dandenong, Victoria and grew up in the Melbourne suburbs of Noble Park and Dandenong North. He has worked within the Victorian railway industry since 1984 after graduating from Monash University with an Economics Degree. He has had a number of articles published in Newsrail and Australian Railway History since the mid-1980's covering a variety of topics. Most of his articles have focused on Victoria, although he has written articles related to the New South Wales and South Australian railway systems. His interest in the intercapital daylight rail service arose from the many trips he undertook by train to Sydney to visit his grandparents and relatives. His first trip on the Intercapital Daylight was in August 1967 with his father (Allan Banger). \$115.00

[JMP-01] Green, Robert . The First Electric Road - A History of the Box Hill and Doncaster Tramway. Melbourne, Australia: John Mason Press, 1989. First Edition. Soft Cover. New / No Jacket. ISBN: 0731667158. 84 pages profusely illustrated b/w photos - From October 1889 until January 1896, an electric tram ran between the Box Hill Post Office, on the corner of Whitehorse Road and Station Street, and a terminus near the intersection of Elgar and Doncaster Roads, Doncaster. It was the first electric tram in Australia, and the southern hemisphere, to operate as a regular service. The history of this pioneer electric tramway is a story of technical innovation, initiative and perseverance by the early settlers at a time when Box Hill was a small but growing township. The origin of the Box Hill-Doncaster electric tramway dates from the Centennial International Exhibition, held at the Exhibition Buildings, Melbourne, in 1888-89. Among the unusual attractions at this elaborate event was a working electric tramway exhibited by the electrical importer W.H. Masters and Company. The people of Melbourne had enjoyed the novelty of cable trams for three years; visitors to the Exhibition, however, had the unique opportunity to ride on an electric tram less than twelve months after the technology had been perfected in America. During the Exhibition, the primitive open tram carried nearly seventeen thousand passengers along a 300-yard (274 metre) track at threepence per ride. The Exhibition Commissioners awarded the Thomson-Houston Company of Boston, which had supplied

the tram equipment, a First Order of Merit and a Gold Medal. Meanwhile a syndicate of landowners and investors in the adjoining rural shires of Nunawading and Bulleen was planning a tramway between the townships of Box Hill and Doncaster. The line would provide Doncaster with a transport link to the railway at Box Hill and the syndicate hoped that it would promote sales of land being subdivided as well as attract tourists to the area. At the time, Box Hill and Doncaster were among the largest fruit-growing areas in Victoria, The Nunawading Shire, of which Box Hill was then a part, was described as 'undulating, picturesque and very healthy'. The agricultural township of Box Hill, with a population of 500, was situated on the railway line to Lilydale. It had a bank, two hotels and brickworks. A contemporary report noted that 'property in this district is increasing in value and buildings are being erected in all directions'. Box Hill had become the market town for the surrounding areas; it was booming and well serviced. The railway line through Box Hill was opened in 1882 and by 1888 the town had regular letter deliveries and a telegraph service. (It was not until 1914, however, that the municipal electric supply undertaking commenced operations.) In October 1888 the consortium of landowners and investors formed the Box Hill and Doncaster Tramway Company Limited. This company had an authorised capital of fifteen thousand pounds. William Meader became its chairman. The Company purchased the electric tram, generating dynamo and steam engine from the Centennial Exhibition and let a contract for construction of 2.25 miles (3.6 kilometres) of earthworks and track. Second-hand rails from Tasmania were used for the standard gauge line. There was some opposition from locals who objected to construction of the tramway on the grounds that it would supplant the need for a railway to Doncaster and bring 'undesirable tourists'. The hilly route through private property followed what is now Station Street and Tram Road; the line between Koonung Creek and Doncaster was particularly steep and winding. The Union Electric Company of Australia Limited was engaged to erect overhead wiring, install the power generating equipment and operate the line for a period of six months. The combined engine house and tram shed was erected on the south bank of Bushy Creek (just north of Wimmera Street). The creek was dammed to provide water for the steam-generating plant. After considerable obstacles were overcome, the line was finally opened on 14 October 1889 by a local Parliamentarian and Government Whip, Ewen Cameron, MLA. The occasion was appropriately celebrated with a lavish banquet and succession of toasts and speeches at the Tower Hotel, Doncaster. The tramway was an initial success and a second tram was ordered from the Thomson-Houston Company of Boston. By the time the Union Electric Company handed over the working of the line to the Tramway Company a profit of fifty-eight pounds had been realised. The tram made ten round trips on weekdays and additional trips on weekends averaging a speed of about nine miles (14 kilometres) per hour. The single fare between Box Hill and Doncaster was sixpence. Arrangements were made with the Victorian Railways for issue of a combined first class tram and train ticket from Melbourne via Box Hill and return, costing one shilling and sixpence. Soon after the Union Electric Company's contract to operate the line ceased, troubles began to develop. The steep gradients and sharp curves of the line severely taxed the underpowered primitive electric car, which constantly broke down under the strain. This annoyed many locals but especially the South Doncaster Estate Company Limited, which had allowed the line to be constructed through its land just north of Whittens Lane. In November 1890 the Estate Company requested a guarantee from the Tramway Company that the line would operate on a regular basis. When this was refused, the Estate Company removed 50 yards (46 metres) of track from its land. This was a severe blow to the Tramway Company, which was by then experiencing financial difficulties. It had already been involved in litigation over construction of the line and three employees of the Company were pressing for payment of wages. The directors tried to extricate the Company from the predicament by offering the line and equipment for sale. This was not successful so on 25 December 1890 they began a truncated service from Box Hill to Whittens Lane with the new enclosed tram, which had recently arrived from America. A compromise was subsequently reached between the feuding parties and the Tramway Company reinstated the trackwork. By January 1891 the entire line was again operational - but not for long. In February, the Estate Company again removed the rails over a question of legal fees relating to the initial dispute. By now, the Tramway Company was in severe financial straits, through lack of regular revenue and other problems. In April the English, Scottish and Australian Chartered Bank [2] successfully sued the Tramway Company for recovery of some five hundred pounds. Three employees also obtained judgements against the Company for non-payment of wages. As the Company was unable to pay, the Sheriff sold the trams and equipment to George Thomson. During the following month, the Company decided to go into voluntary liquidation, as economic recovery was impossible. Mr Thomson, through his agent William Ellingworth, ran the line satisfactorily until June 1891 when the South Doncaster Estate Company threatened to blow up the line with dynamite if 'certain conditions' were not met. The tram service was stopped and the employees dismissed. Within days, fences were erected across the Estate Company's boundaries and a deep trench cut across the right of way to stop passage of traffic. A notice in the local press warned that no public road existed through the Estate Company's land. Incensed by the blockade, locals removed the fence and filled in the trench. Not to be outdone, the Estate Company retaliated by chopping down poles carrying the overhead wires.

Locals suspended an effigy of the Estate Company's secretary, Alfred Tankard, from the tram wire at the Doncaster terminus. This was later burnt on a bonfire. Frustrated by the inability to properly run the line, Thomson sold his interest to Richard Serpell of Doncaster. The deadlock over the right of way was finally broken in September 1891 when the landowners, through whose land was laid, offered to transfer the right of way to the newly created Shire of Doncaster free of charge providing it was declared a public road. This was achieved over a long period and Tram Road was finally gazetted a public highway in November 1901. The year 1892 heralded a new era for the tramway. In February the Doncaster and Box Hill Electric Road Company Limited, with an authorised capital of twelve thousand pounds, was formed to take over the line, The main promoters of this new company were Richard Serpell and Matthew Glassford, a Melbourne merchant. The Doncaster section was straightened to ease the steepest gradient and trams began running under the auspices of the new Company in March 1892. During the following year, Henry Hilton was appointed manager of the tramway and from that time the line was run on a more regular and profitable basis. The tourist potential of the tramway was widely advertised. On Easter Monday 1893, a record number of more than 1,300 passengers were carried. However, as the tramway settled on a more successful course, economic conditions which had boomed for the previous few years deteriorated rapidly. During Easter 1893 the Tramway Company's bank suspended business and did not reopen its doors until August. Thus credit or any cash it may have had deposited was unavailable. The Tramway Company struggled on until April 1894 when it leased the line and plant to Henry Hilton for one shilling per week until such time as economic circumstances improved. Hilton was assisted by his cousin William Hilton. They privately referred to the enterprise as their 'bob a week tram service'. Henry Hilton pursued every avenue of economy and by prudent operation managed a modest profit. But it was hardly a satisfactory living. After a long and difficult struggle he finally closed the tramway on 6 January 1896. Some of the overhead copper wire was stolen before the tramway could be dismantled. The rails were sold to a ~~lewin~~ the Otway Forest. After languishing in the tram shed for some years the two trams were sold to H.V. McKay. The tram motors were adapted for use at his Sunshine Harvester Works and the bodies became shelters at the factory's recreation ground, now known as Chaplin Reserve. For many years the old tram shed and engine house at Bushy Creek were frequented by swagmen. By the Second World War, only the dam and foundations for the engine house equipment remained. In 1940 the Box Hill Council erected a cairn to mark the terminus of the tramway. Until demolished by an errant motor vehicle in 1988, this small memorial stood outside the Box Hill Post Office. The Council further commemorated the tramway in 1971, when the right of way behind the Post Office was named Hilton's Lane, after Henry Hilton, the former engineer and lessee. In October 1989, on the tramway's 100th anniversary, the plaque from the cairn was reinstated in Station Street and new plaques commemorating the centenary unveiled. A full size replica of the first tram is on permanent display at the Doncaster-Templestowe Historical Society's museum at Schramm's Cottage, Doncaster. Probably the best-known monument to Australia's pioneer electric tramway is Tram Road, Doncaster. The history of roads is in some measure the history of civilisation. Tram Road therefore serves as a permanent reminder of the aspirations, trials, failures and triumphs of the pioneers of the district. \$14.95

[SP-9002] Green, Robert. The First Electric Road - A History of the Box Hill and Doncaster Tramway.

Melbourne, Australia: John Mason Press, 1989. Reprint. Soft Cover. Very Good / No Jacket. ISBN: 0731667158. 84 pages profusely illustrated b/w photos - From October 1889 until January 1896, an electric tram ran between the Box Hill Post Office, on the corner of Whitehorse Road and Station Street, and a terminus near the intersection of Elgar and Doncaster Roads, Doncaster. It was the first electric tram in Australia, and the southern hemisphere, to operate as a regular service. The history of this pioneer electric tramway is a story of technical innovation, initiative and perseverance by the early settlers at a time when Box Hill was a small but growing township. The origin of the Box Hill-Doncaster electric tramway dates from the Centennial International Exhibition, held at the Exhibition Buildings, Melbourne, in 1888-89. Among the unusual attractions at this elaborate event was a working electric tramway exhibited by the electrical importer W.H. Masters and Company. The people of Melbourne had enjoyed the novelty of cable trams for three years; visitors to the Exhibition, however, had the unique opportunity to ride on an electric tram less than twelve months after the technology had been perfected in America. During the Exhibition, the primitive open tram carried nearly seventeen thousand passengers along a 300-yard (274 metre) track at threepence per ride. The Exhibition Commissioners awarded the Thomson-Houston Company of Boston, which had supplied the tram equipment, a First Order of Merit and a Gold Medal. Meanwhile a syndicate of landowners and investors in the adjoining rural shires of Nunawading and Bulleen was planning a tramway between the townships of Box Hill and Doncaster. The line would provide Doncaster with a transport link to the railway at Box Hill and the syndicate hoped that it would promote sales of land being subdivided as well as attract tourists to the area. At the time, Box

Hill and Doncaster were among the largest fruit-growing areas in Victoria, The Nunawading Shire, of which Box Hill was then a part, was described as 'undulating, picturesque and very healthy'. The agricultural township of Box Hill, with a population of 500, was situated on the railway line to Lilydale. It had a bank, two hotels and brickworks. A contemporary report noted that 'property in this district is increasing in value and buildings are being erected in all directions'. Box Hill had become the market town for the surrounding areas; it was booming and well serviced. The railway line through Box Hill was opened in 1882 and by 1888 the town had regular letter deliveries and a telegraph service. (It was not until 1914, however, that the municipal electric supply undertaking commenced operations.) In October 1888 the consortium of landowners and investors formed the Box Hill and Doncaster Tramway Company Limited. This company had an authorised capital of fifteen thousand pounds. William Meader became its chairman. The Company purchased the electric tram, generating dynamo and steam engine from the Centennial Exhibition and let a contract for construction of 2.25 miles (3.6 kilometres) of earthworks and track. Second-hand rails from Tasmania were used for the standard gauge line. There was some opposition from locals who objected to construction of the tramway on the grounds that it would supplant the need for a railway to Doncaster and bring 'undesirable tourists'. The hilly route through private property followed what is now Station Street and Tram Road; the line between Koonung Creek and Doncaster was particularly steep and winding. The Union Electric Company of Australia Limited was engaged to erect overhead wiring, install the power generating equipment and operate the line for a period of six months. The combined engine house and tram shed was erected on the south bank of Bushy Creek (just north of Wimmera Street). The creek was dammed to provide water for the steam-generating plant. After considerable obstacles were overcome, the line was finally opened on 14 October 1889 by a local Parliamentarian and Government Whip, Ewen Cameron, MLA. The occasion was appropriately celebrated with a lavish banquet and succession of toasts and speeches at the Tower Hotel, Doncaster. The tramway was an initial success and a second tram was ordered from the Thomson-Houston Company of Boston. By the time the Union Electric Company handed over the working of the line to the Tramway Company a profit of fifty-eight pounds had been realised. The tram made ten round trips on weekdays and additional trips on weekends averaging a speed of about nine miles (14 kilometres) per hour. The single fare between Box Hill and Doncaster was sixpence. Arrangements were made with the Victorian Railways for issue of a combined first class tram and train ticket from Melbourne via Box Hill and return, costing one shilling and sixpence. Soon after the Union Electric Company's contract to operate the line ceased, troubles began to develop. The steep gradients and sharp curves of the line severely taxed the underpowered primitive electric car, which constantly broke down under the strain. This annoyed many locals but especially the South Doncaster Estate Company Limited, which had allowed the line to be constructed through its land just north of Whittens Lane. In November 1890 the Estate Company requested a guarantee from the Tramway Company that the line would operate on a regular basis. When this was refused, the Estate Company removed 50 yards (46 metres) of track from its land. This was a severe blow to the Tramway Company, which was by then experiencing financial difficulties. It had already been involved in litigation over construction of the line and three employees of the Company were pressing for payment of wages. The directors tried to extricate the Company from the predicament by offering the line and equipment for sale. This was not successful so on 25 December 1890 they began a truncated service from Box Hill to Whittens Lane with the new enclosed tram, which had recently arrived from America. A compromise was subsequently reached between the feuding parties and the Tramway Company reinstated the trackwork. By January 1891 the entire line was again operational - but not for long. In February, the Estate Company again removed the rails over a question of legal fees relating to the initial dispute. By now, the Tramway Company was in severe financial straits, through lack of regular revenue and other problems. In April the English, Scottish and Australian Chartered Bank [2] successfully sued the Tramway Company for recovery of some five hundred pounds. Three employees also obtained judgements against the Company for non-payment of wages. As the Company was unable to pay, the Sheriff sold the trams and equipment to George Thomson. During the following month, the Company decided to go into voluntary liquidation, as economic recovery was impossible. Mr Thomson, through his agent William Ellingworth, ran the line satisfactorily until June 1891 when the South Doncaster Estate Company threatened to blow up the line with dynamite if 'certain conditions' were not met. The tram service was stopped and the employees dismissed. Within days, fences were erected across the Estate Company's boundaries and a deep trench cut across the right of way to stop passage of traffic. A notice in the local press warned that no public road existed through the Estate Company's land. Incensed by the blockade, locals removed the fence and filled in the trench. Not to be outdone, the Estate Company retaliated by chopping down poles carrying the overhead wires. Locals suspended an effigy of the Estate Company's secretary, Alfred Tankard, from the tram wire at the Doncaster terminus. This was later burnt on a bonfire. Frustrated by the inability to properly run the line, Thomson sold his interest to Richard Serpell of Doncaster. The deadlock over the right of way was finally broken in September 1891 when the landowners, through whose land was laid, offered to transfer the right of way to the newly created Shire of

Doncaster free of charge providing it was declared a public road. This was achieved over a long period and Tram Road was finally gazetted a public highway in November 1901. The year 1892 heralded a new era for the tramway. In February the Doncaster and Box Hill Electric Road Company Limited, with an authorised capital of twelve thousand pounds, was formed to take over the line, The main promoters of this new company were Richard Serpell and Matthew Glassford, a Melbourne merchant. The Doncaster section was straightened to ease the steepest gradient and trams began running under the auspices of the new Company in March 1892. During the following year, Henry Hilton was appointed manager of the tramway and from that time the line was run on a more regular and profitable basis. The tourist potential of the tramway was widely advertised. On Easter Monday 1893, a record number of more than 1,300 passengers were carried. However, as the tramway settled on a more successful course, economic conditions which had boomed for the previous few years deteriorated rapidly. During Easter 1893 the Tramway Company's bank suspended business and did not reopen its doors until August. Thus credit or any cash it may have had deposited was unavailable. The Tramway Company struggled on until April 1894 when it leased the line and plant to Henry Hilton for one shilling per week until such time as economic circumstances improved. Hilton was assisted by his cousin William Hilton. They privately referred to the enterprise as their 'bob a week tram service'. Henry Hilton pursued every avenue of economy and by prudent operation managed a modest profit. But it was hardly a satisfactory living. After a long and difficult struggle he finally closed the tramway on 6 January 1896. Some of the overhead copper wire was stolen before the tramway could be dismantled. The rails were sold to a ~~level~~ in the Otway Forest. After languishing in the tram shed for some years the two trams were sold to H.V. McKay. The tram motors were adapted for use at his Sunshine Harvester Works and the bodies became shelters at the factory's recreation ground, now known as Chaplin Reserve. For many years the old tram shed and engine house at Bushy Creek were frequented by swagmen. By the Second World War, only the dam and foundations for the engine house equipment remained. In 1940 the Box Hill Council erected a cairn to mark the terminus of the tramway. Until demolished by an errant motor vehicle in 1988, this small memorial stood outside the Box Hill Post Office. The Council further commemorated the tramway in 1971, when the right of way behind the Post Office was named Hilton's Lane, after Henry Hilton, the former engineer and lessee. In October 1989, on the tramway's 100th anniversary, the plaque from the cairn was reinstated in Station Street and new plaques commemorating the centenary unveiled. A full size replica of the first tram is on permanent display at the Doncaster-Templestowe Historical Society's museum at Schramm's Cottage, Doncaster. Probably the best-known monument to Australia's pioneer electric tramway is Tram Road, Doncaster. The history of roads is in some measure the history of civilisation. Tram Road therefore serves as a permanent reminder of the aspirations, trials, failures and triumphs of the pioneers of the district. \$16.45

[BTM-01] Bradley, Alan. The Golden City and Its Tramways - Ballarat's Tramway Era . Ballarat, Victoria, Australia: Ballarat Tramway Museum Inc, 2005. First Edition. Hard Cover. New / New. ISBN: 0959191828. 144 pages profusely illustrated colour and b/w photos - Using the wealth of the 1850's goldrushes the founders of Ballarat built a magnificent provincial city. With its elegant Victorian buildings, wide main street, the Botanical Gardens, and Lake Wendouree, it made a fine location for a municipal tramway system. Ballarat was a lively city with many factories, theatres, cinemas, schools, and sporting clubs; all of which benefited from the trams. This book is not a dry, technical history, but describes how the citizens of Ballarat used the trams in their daily life. It show how the the trams, and the 'trammies' that worked on them, served the city and reflected its character. This book is more than a social history. It tells how the rise and fall of Ballarat's gold industry affected its tramway system. It also addresses the technology, economics, politics, management, working conditions, and competition from other forms of transport. An A4 sized hardcover book of 144 pages that contains many archival photographs. \$35.00

[AANS-055] Newland, John R.. The Goondah - Burrinjuck Railway . Redfern, NSW: Australian Railway Historical Society (NSW), 2009. Revised Edition. Hard Cover. New / New. ISBN: 9780980510621. 256 pages colour and b/w photos - The story of the 2-foot gauge railway together with a description of the construction of Burrinjuck Dam, and of the people who built the dam. \$36.00

[GL-01] Lucas, George. The Government Bus in New South Wales: 2017 Reprint with Additional Images. Sydney, NSW, Australia.: Lucas Publications, 2017. Revised & Extended. Soft Cover. New / No Jacket. ISBN: 9780648151005. 125 Pages with Black/White and Color Photos. \$40.00

[GL-03] Lucas, George. The Government Tram in Australia: Revised-2017. NSW, Australia: Lucas Publications, 2017. Revised & Extended. Soft Cover. New / No Jacket. ISBN: 9780648151036. 57 Pages with Black/White and Colour Photos. Includes 20 Plus pages of Brisbane Trams. \$35.00

[ARHSQ-15] Cash, Greg. The Marburg Branch : A Brief History of A 20th Century Branch Line and Other Lines of the Walloon Coalfields - Look Out for Train 4 . Brisbane, Queensland, Australia: Look Out Press, 2012. First Edition. Soft Cover. New / No Jacket. ISBN: 9780909937454. 96 pages b/w photos - supplemental CD with track curve and gradient data plus station layout plans - The Marburg Branch Railway branches from the main line to Toowoomba near Rosewood, which is about 20 kilometres west of Ipswich in Queensland, Australia. Previously known as Rosewood Gate, a railway gatekeeper was appointed to Rosewood in 1866. A waiting room and stationmaster's house were built in 1875 and a station office built in 1880 was replaced with the current building in 1918. Agricultural land to the north of Rosewood was not directly serviced by the Brisbane Valley line and, in December 1909, parliament approved the construction of a branch line to run about 15 kilometres to Marburg. The Marburg locality was originally known as First Plain, then as Frederick after the name of an early settler, and lastly as Marburg after a Prussian town of the same name. During World War 1 the town was known as Townshend but Marburg was reinstated in 1920. The line opened on 18 December 1911 after passing through North Rosewood, Perry's Knob, Cabanda, Kunkala, Tallegalla and Birru. A daily service to Ipswich departed Marburg each morning and returned in the evening. It was a two-hour journey by rail and over time the faster road trip prevailed. Coal mines in the region kept the line viable until they progressively closed. The branch closed in stages - from Marburg to Birru in 1964, to Kunkala in 1970, Cabanda in 1973 and to Perry's Knob in 1979. The Australian Railway Historical Society now uses a section of the line to operate steam locomotive rides. It has a display at Kunkala station. \$25.00

[AUNI-01] Wilson, Randall & Budd, Dale. The Melbourne Tram Book - Second Edition. New South Wales Australia: University of New South Wales Press Ltd., 2008. Second Edition. Soft Cover. New / No Jacket. ISBN: 9781921410499. 80 pages colour photos - This new edition of The Melbourne Tram Book is a gloriously colorful and compact tribute to Melbourne's famous and iconic trams, one of the city's most enduring symbols. More than 200 photographs and illustrations show the trams in the streetscapes of today and yesterday \$27.95

[SP-9009] Vaughan David. The Mortuary Train Service to Fawkner Cemetery. Melbourne, Victoria, Australia: Fawkner Crematorium & Memorial Park, 1993. First Edition. Soft Cover. Very Good / No Jacket. 14 pages b/w photos colour photos - A fascinating history that covers the history of the Mortuary Train service and the development of the Hearse cars, that provides an interesting study of past funeral customs. an interesting glimpse in to a forgotten aspect of Melbourne's past. The booklet includes diagrams, timetables, accounts of travel on the trains and the story of the restoration of one of the Hearse Cars for display. Fawkner opened on 8 October 1889. It closed in 1903 and reopened in 1906 as Fawkner Cemetery, and was renamed Fawkner in 1914. The adjacent cemetery opened in 1906, and from then until 1939 special mortuary trains ran. From October 1914 only seven trains daily ran to Fawkner, as well as the daily mortuary train to the cemetery. Until 1959 Fawkner was the extent of suburban electrified services, with an AEC railmotor used from 1928 until 1959 to provide a connecting service north to Somerton station \$7.95

[SP-NG] Anchen, Nick. The Narrow Gauge : Whitfield - Gembrook - Crowes - Walhalla. Australia: Sierra Publishing, 2013. Reprint. Laminated Pictorial Boards. New / No Jacket. ISBN: 9780980764031. 216 pages - sepia and colour photos - The Victorian Railways narrow gauge lines portrayed the very essence of the Australian pioneering spirit, with their ingeniously constructed routes traversing picturesque, forested and rugged country. The Narrow Gauge tells the story of the Whitfield, Gembrook, Crowes and Walhalla railways, from construction right through to closure, and the eventual re-birth of the Puffing Billy and Walhalla Goldfields Railways. The book includes a spectacular array of over 300 B&W and colour photographs, a full description of all narrow gauge locomotives and rolling stock, fascinating recollections by railwaymen and local residents, and a fully illustrated guide to the remains and relics. Hardbound with 216 full colour pages, this magnificent publication is a fitting salute

to a fascinating chapter in Victoria's history, and an absolute must for all railway enthusiasts and history buffs.
\$75.00

[NRM-02] Fehlberg, Peter (Ed.). The National Railway Museum Collection - Volume 1 - Wal Jack in South Australia - Adelaide. Port Adelaide, South Australia, Australia: National Railway Museum, 2008. First Edition. Soft Cover. New / No Jacket. ISBN: 9780980519105. 132 pages colour and /w photos - Features many black & white photos of South Australian Railways Steam and early Diesels in and around Adelaide in the 1950's. \$53.95

[TM-04] Smith, Neville S.. The Northern Lines . Adelaide, South Australia, Australia: Australian Electric Transport Museum, 1999. First Edition. Soft Cover. New / No Jacket. 24 pages b/w photos - History of the North Adelaide, Prospect, Enfield and Walkerville tram lines. \$5.00

[NH-009] Houghton, Norman. The Onion Line - A History of the Colac to Alvie Railway 1923 - 1954 . Geelong, Victoria, Australia: Norman Houghton, 2012. First Edition. A5. Soft Cover. New / No Jacket. 20 pages b/w photos - When the Colac - Alvie branch line was first opened, the junction of the lines was at Colac station, with the two tracks running parallel for about 1.6 kilometre (1 mile) until the branch actually diverged north. This was altered in 1943 as part of an economy drive, with the branch line track being removed and the rail used elsewhere, a set of points being provided at the actual point of divergence. Mortlake Junction was provided at the same time for the same reason. Alvie Junction remained until the closure of the line in 1954. \$12.50

[AAVI-TPF] Buttrims, Robert & MacArtney, David. The Phoenix Foundry : Locomotive Builders of Ballarat - The History of A Ballarat Engineering Company . Melbourne, Australia: Australian Railway Historical Society (VIC), 2013. First Edition. Hard Cover. New / New. ISBN: 9780646904023. 224 pages b/w photos - The Phoenix Foundry was a company that built steam locomotives and other industrial machinery in the city of Ballarat, Victoria, Australia. Over 30 years they built 352 locomotives for the Victorian Railways, of 38 different designs. The Phoenix Foundry was established in 1854 to build mining machinery and was incorporated as the Phoenix Foundry Co. Ltd. in 1870. It was founded by ironfounder William Shaw, moulder Robert Holden, and enginesmiths Robert Carter and George Threlfell. The business prospered and by November 1861 employed 96 men producing a wide range of products. From around 1858 the employees were working eight hour days while doing as much work as Englishmen did in ten hours. In August 1871 the foundry successfully tendered for the first Victorian Government railway locomotive contracts, with the first one delivered on 27 February 1873, and by 1884 over 350 men were employed. Modernisation of the works was carried out after Shaw visited Britain in 1871 and 1885, becoming the most advanced workshops in the southern hemisphere. The hundredth locomotive was completed in April 1883, the two hundredth completed by October 1887. The majority of locomotives built were duplicates of imported 'pattern engines' designed and built overseas by other companies. Issues arose in 1889 when Shaw attempted to enforce a non-union shop resulting in conflict with employees. Further trouble arose the foundry's relationships with the Victorian Railways, with a tender war erupting between Phoenix and the VR Newport Workshops for the construction of the Dd class 4-6-0 light line locomotives. A Royal Commission was appointed in October 1904 to resolve the question of the 'real costs' of production. The Commission found in favour of Newport, who could produce a locomotive for £3,364 - some £497 cheaper than Phoenix's cost, and that Phoenix was making a 23 percent profit on each locomotive. Phoenix received no further orders beyond the seven members of the Dd class which were delivered in 1904. The works lasted another year until the directors entered voluntary liquidation.
\$66.00

[NRTM-021] Leavor, Allan. The Pioneer Is Back : The Restoration Story Behind the Return to Operation of Locomotive 4001. Thirlmere, New South Wales, Australia: New South Wales Rail Transport Museum, 2011. First Edition. Soft Cover. New / No Jacket. ISBN: 0909862427. 28 pages colour and b/w photos - The Pioneer Is Back is a booklet produced by the New South Wales Rail Transport Museum detailing the story behind the restoration of the iconic class leader, 4001 and the reader is entreated to a story of pioneers, from the locomotive itself to those dedicated NSWRTM volunteers who tirelessly and successfully brought the restoration of the locomotive from

dream to reality. The quality of the book is very high, with 28 glossy A5 size pages, filled with a good mix of information and photographs (in both colour and black & white). The subject of the photographs themselves encompasses historical photographs of the class in government service, the restoration process, and the locomotive after re-entering service. The number of photographs in the book strike an almost perfect balance between the three subject matters, especially (as stated by the author) considering that the 40 Class were regarded as the nemesis of steam and were often shunned by trackside photographers. Perhaps the highlight of the photography in the book is the centrefold photo (of 4001, 4520 and 44211, captured at Valley Heights by Stephen Daymond, which is nothing short of exceptional – this type of photo would make an excellent print to hang on the wall. Similarly, a lot of the photos of the unit under restoration are superb, covering many important stages of the overhaul process in detail, with captions to match. \$11.50

[TH-RHG] Sharp, Stuart. The Railway Heritage of Goulburn. Goulburn, NSW, Australia: Train Hobby Publications Australia, 2016. First Edition. Soft Cover. New / No Jacket. ISBN: 9781921122576. 96 Pages with Colour Photos.- The Goulburn Roundhouse was saved from demolition by the Goulburn Locomotive Roundhouse Preservation Society. The roundhouse is now run as Goulburn Rail Heritage Centre, a museum open to the public with large collection of rolling stock and various exhibits, as well as privately owned locomotives and carriages. Following the completion of the first railway from Sydney to Parramatta Junction in 1855, proposals for the first railways to the rest of NSW included a line to the inland centre of Goulburn. A single line from Marulan to Goulburn opened on 27 May 1869. Associated railway structures at Goulburn included the goods shed (1868), the carriage shed (1869), engine shed (1869), a coal stage, water pump, turntable, and the Station Master's residence (1870) The Roundhouse was constructed of brick and corrugated iron in 1918 with a 90-foot electrically operated turntable. The Museum has a collection of railway locomotives, carriages, wagons and other railway equipment . \$49.50

[ANG-001] Webber, Brian. The Railways of Caboolture Woodford and Kilcoy. Woodford Queensland Australia : Australian Narrow Gauge Railway Museum Society, 2010. First Edition. Soft Cover. New / No Jacket. ISBN: 9780959600933. 32 pages colour and b/w photos - 2009 was the centenary of the opening of the railway branch line from Caboolture to Woodford which connected Woodford to the rail network of the state and, doubtless, brought the state capital much nearer. It would have made living and working in the district less remote than the facilities of both Caboolture and the capital city and brought Brisbane within a few hours of Woodford rather than a days' horse ride. The railway was extended to Kilcoy four years later. For just over 50 years the line served most of the transport needs of the area but by 1964 many rural railways were being closed or neglected and had services withdrawn. The line was closed beyond Wamuran in 1964 and services were suspended from Caboolture in September 1996. Today it is doubtful if locals ever give a thought to the railway that was a vital link in the lives of those living along it in the previous century. In 1979, enthusiasts commenced operating the Durundur Railway at Woodford to provide a rail experience and preserve the era of steam. \$16.55

[SP-9011] Stark, R. John. The Return of Steam Locomotive C17 No. 45. Queensland Australia: The Degener Timms Publications, 2000. First Edition. Hard Cover. New / New. ISBN: 0958613818. 120 pages prof ill colour & b/w photos isbn inside is 095861381 - No 45: A Class C17 locomotive, it was built by Evans Anderson Phelan in Brisbane in 1923. These locos were delivered from the factory at Kangaroo Point, travelling down Main Street to the railway yards at Woolloongabba using portable sections of track. The short sections of track were moved as the locomotives, in pairs, progressed down the street. After being withdrawn from service, this loco stood in Tozer Park in Gympie. In 1982 the Gympie Apex Club arranged for it to be moved to the Gympie Historical Society Museum where it was restored to steam in 1992 by members of the museum. On the formation of the Mary Valley Heritage Railway in 1996, No 45 was placed on loan to the MVHR and transferred to their workshop where restoration to full running order was completed. Thus No 45 became the original Valley Rattler, hauling the first train on 23rd May 1998. \$44.00

[SP-RW] Anchen, Nick. The Right Way, The Wrong Way & The Railway : Great Victorian Railway Stories . Melbourne, Australia: Sierra Publishing, 2015. First Edition. Soft Cover. New / No Jacket. ISBN: 9780980764093. 162 pages colour photos - The Right Way, the Wrong Way and the Railway takes a real 'warts and all' look at the

Victorian Railways. Eight years in the making, this book abounds in history, humour, railway stuff-ups and the typical stupidity which often went with The Job. From the mysteries of safeworking to suburban shenanigans, from close shaves to the downright bizarre, this book has it all - right across the state - from the 1920s through to the 1980s. From the memories of 50 railwaymen and women, this book is 'The Good, The Bad and The Ugly' of the Victorian Railways! \$35.00

[JR-4] Reid, John. The Rock to Oaklands - A Riverina Branch Railway . Australia: John Reid, 2008. First Edition. Soft Cover. New / No Jacket. 56 pages b/w photos - Oaklands is a town in the Riverina district of southern New South Wales, Australia. The town is located 615 kilometres south west of the state capital, Sydney and 105 kilometres north west of Albury. Oaklands is in the Urana Shire Local government area and at the 2006 census, had a population of 239. Oaklands Post Office opened on 16 June 1890. A standard gauge branch line from the New South Wales Government Railways Main Southern railway line at The Rock was extended from Lockhart to Oaklands in 1912.[4] A broad gauge branch line from the Victorian Railways Melbourne-Albury railway line at Benalla was extended from Yarrowonga to Oaklands in 1938, creating a break-of-gauge until the New South Wales Government Railways line was closed south of Boree Creek. There are several stations between Yarrowonga and Oaklands \$12.00

[THDB-135D] Gee, Neville. The South Gippsland Railway : Dandenong to Yarram : A Photographic Profile Compiled By Neville Gee . Pinewood, Victoria, Australia: Train Hobby Publications Pty Ltd , 2015. Reprint. Plastic Case CD. New / No Jacket. Digital book on compact disc - contains the complete 56 page book with covers as a pdf file viewable in a pdf reader, best viewed in full screen mode - 56 pages profusely illustrated colour photos - The South Gippsland railway line opened in 1892, branching from the Gippsland line at Dandenong, and extending to Port Albert. Much of it (the section up to Leongatha) remained in use until July 1993 (the track as far as Leongatha is still intact), however only a small portion is in use today, as the suburban Cranbourne line. In addition to the Cranbourne line, the section from Nyora to Leongatha is used by the South Gippsland Tourist Railway, and Leongatha to Foster has been converted to the Great Southern Rail Trail. The Melbourne and Suburban Railway Company opened a line from Princes Bridge railway station to Punt Road (Richmond) and South Yarra in 1859 and extended to Dandenong in 1879. The South Gippsland railway line (also known as the Great Southern Railway) was opened from Dandenong to Cranbourne in 1888 and extended to Koo Wee Rup, Nyora and Loch in 1890, Korumburra and Leongatha in 1891 and Welshpool, Alberton and Port Albert in 1892. The section from Alberton to Port Albert was closed in the 1940s. A branch line was built from Alberton to Yarram and Woodside in 1921. The line was well known for its sharp curves and spectacular scenery, and was also one of the last lines to offer a 'Mixed Passenger and Goods' service in Victoria. The section from Yarram to Woodside was closed in the early 1970s, with the section from Barry Beach Junction and Welshpool to Yarram closed in 1987 when the mixed goods service closed. From this point until about 1992, the track beyond Agnes received minimal usage, although a short branch leading from Agnes to Barry Beach was used extensively for goods traffic to serve the oil platforms in Bass Strait. The Barry Beach service ceased in 1992 and with it all usage of the train line beyond Leongatha. This section of track was then dismantled in 1994, requiring the strengthening of the large Tarwin bridge near Meeniyan, next to the South Gippsland Highway, to allow the track machine onto the track to do the dismantling. On Saturday 24 July 1993 the last V/Line passenger train ran to Leongatha. P class diesel locomotive P18 hauled the passenger train from Melbourne to Leongatha and back with a FSH 4 carriage set. The section from Nyora to Leongatha was transferred to the South Gippsland Railway in 1994 and trains have not operated beyond Cranbourne since January 1998 \$35.00

[TM-03] Smith, Neville S.. The Southern Lines. Adelaide, South Australia, Australia: Australian Electric Transport Museum, 2002. First Edition. Soft Cover. New / No Jacket. 24 pages b/w photos - History of the Glen Osmond, Springfield, Kingswood, Mitcham, Hyde Park, Colonel Light Gardens and Keswick tram lines. \$5.00

[AMFB-16] Fiddian, Marc. The Three Glens Railway : A History of the Glen Waverly Railway. Victoria Australia: Raccoon Trail Books, 2015. First Edition. Soft Cover. New / No Jacket. ISBN: 9780992345556. 104 pages colour and b/w photos \$19.95

[TM-10] Not Stated. The Tramways of Adelaide - Past Present and Future - a Complete and Historical Souvenir of the Adelaide Tramways. Adelaide, South Australia, Australia: Australian Electric Transport Museum, 1998. Facsimilie Reprint. Soft Cover. As New / No Jacket. 50 pages b/w photos - "from the inception of the horse trams to the inauguration of the present magnificent electric trolley car system" - date approximate - facsimilie of a souvenir booklet published by The Critic newspaper in March 1909 to commemorate the opening of Adelaide's electric tram system on 9 March 1909.- landscape with mustard/ khaki covers \$7.65

[DW-01] Wilcox, David . The Truckie Who Loved Trains : The Biography of Ken Thomas - Founder of Thomas Nationwide Transport TNT. New South Wales, Australia: David Wilcox , 2013. First Edition. Soft Cover. New / No Jacket. ISBN: 9780646595702. 285 pages colour and b/w photos - This book is the biography of Ken Thomas, born 1913, and died 1997, and tells the story of his huge contribution to the development of Australian transport in the second half of the 20th century. In 1946, Ken bought a 5 ton International truck and started out in the Transport Industry. In 25 years he built the largest transport company in Australia, known as TNT. It was hard going. In the early days there were road taxes, collected from carriers to protect the railways, but the railways could not handle all the traffic so chaos resulted. With the arrival of diesel locomotives in the early 1950s, Ken Thomas saw the opportunity to marry together the entrepreneurial energy of the transport companies with the infrastructure and network of the Government railways. His plan was for a partnership, where the carrier would pick up freight, load it into a rail truck, and then unload and deliver at the destination. For this the railway would be paid a fee to haul the truck. Very simple, but it was not done anywhere in the world at that stage. In 1952, the first 'bulk Loading 'contract was signed by Ken Thomas with the NSW Railways. This grew to the use of Flexi Vans and then containers in full train consists, and to the equipment that is used today. However TNT also had a large fleet of trucks, and grew into an Australia wide operation with about 40 branch offices. Later came roll on, roll off ships and an interest in airlines. Expansion to New Zealand and then other countries took the Australian expertise all over the world. Then in 1972 there was a Boardroom coup when Ken was voted out of the Chairman's position, by a minority of the Board. Ken was a vocal opponent of the Vietnam War, and stood as a Senate Candidate in 1967. He was also passionate about road safety and took a leading role in the introduction of compulsory seat belts. While the book is centred on Ken Thomas it does give an interesting history of the Australian rail gauge differences, the Road Tax fights, the arrival of roll on, roll off ships, and the fight over the ownership of Ansett. \$35.00

[TR-02] Tumba Rail & Wagga Wagga Rail Heritage. The Wagga Wagga to Tumbarumba Railway: Why Was it Built?. Wagga Wagga, NSW, Australia: Tumba Rail & Wagga Wagga Rail Heritage, 2017. First Edition. Soft Cover. New / No Jacket. 28 Pages with Black & White Photos. The book "The Wagga Wagga to Tumbarumba Railway - Why was it built?" is a celebration of the centenary of the opening of the Ladysmith Railway Station. This occurred on the same day that the line was officially opened to Humula without ceremony on May 14 1917, The book is a joint production by Tumba Rail and the Wagga Wagga Rail Heritage Association, however Ron Madden and Mark Pottie collected the majority of the content. It seeks to demonstrate that when the line was constructed right through until the end of the Steam Era, there were good reasons why the line was built. Financially however, it failed to live up to its assessments of some of its most prominent proponents, who often had vested interests in seeing the line built. The railway didn't ever return a penny against the capital outlaid to construct it, although that was far from an unusual state of affairs in the Steam Era of NSW. Many of the railways were built when the horse was still the main form of transport and only the wealthy had steam or petrol driven cars or motor lorries. The line was built when State Governments were boldly going into the wilderness to open up the land, because that's what the people wanted, and with Australia a growing Nation, it needed the produce that branch lines could supply. In the long run, however, most branch lines couldn't compete against cars and trucks and in time became the irrelevant equivalents of snail mail in an email driven world. \$10.00

[AM11089] Cotterall, Graham & Ferguson, Jason. Through The Lens. Castle Hill, New South Wales, Australia: Auscision Models Pty Ltd, 2015. First Edition. Hard Cover. New / New. ISBN: 9780992463403. 240 pages colour photos - The photographs are all taken in New South Wales over the ten year period 2004 - 2014. The images record the transition from Government Railways to the Private Operators including Pacific National, C.F.C.L.A., Lachlan Valley Freight, Patrick PortLink, Southern and Silverton, Southern Shorthaul Railroads, QR National, ATN Access, Independent Rail, Downer EDI Rail etc. \$79.95

[MD-01] Atkinson, H. K.. Tickets of The Midland Railway of Western Australia. Melbourne, Victoria, Australia: H. K. Atkinson , 1991. First Edition. Soft Cover. New / No Jacket. ISBN: 0959871888. 11 pages 38

colour illustrations of tickets, route map; Includes a short history of the Midland Railway, with a comprehensive description of tickets issued and fare structures. \$16.00

[MD-03] Atkinson, H. K.. Tickets of the South Maitland Railways. Melbourne, Victoria, Australia: Association of Railway Enthusiasts, 1989. First Edition. Soft Cover. New / No Jacket. ISBN: 0958793204. 22 pages 8 pages of colour photos of tickets - maps - The South Maitland Railway was once an extensive network of colliery and passenger railway lines which served the South Maitland coalfields in the Hunter Valley of New South Wales, Australia. All lines have been closed, except for the Cessnock line, which serves the coal loader at Pelton colliery which is closed but services the nearby Southland Colliery (formally Ellalong Colliery) These lines were privately owned by the South Maitland Railways, which before 1919, was formally the East Greta Coal Co., and were the second last lines in Australia to use steam haulage, having used steam locomotives until 1983. The last New South Wales Government Railways (or NSWGR) steam-hauled coal train off the SMR was hauled by No 5069, a 2-8-0 Standard Goods loco, on 22 December 1972. Passenger services were operated privately between 1961 and 1967, after which NSWGR assumed responsibility for a limited service to Cessnock (now ceased).The South Maitland lines connected to the separately privately owned Richmond Vale Railway lines at Pelaw Main. The Richmond Vale lines provided a separate connection to the Main north line at Hexham and were occasionally used as an alternate route when the South Maitland lines were flooded \$19.95

[ASCR-TFP1] Preston, R. G.. Time of the Passenger Train First Division. Matraville, NSW Australia: Eveleigh Press, 2003. First Edition. Hard Cover. New / New. ISBN: 1876568216. 192 pages profusely illustrated b/w photos - illustrated account of the passenger train services of New South Wales Government Railways, with lots of photographs, both steam, diesel and electric locomotives. The wonderful world of the country passenger train was once part of almost everyone's life. Air-conditioned daylight expresses brought luxury travel to serve the main line travellers while sleeping cars were a feature of the overnight interstate expresses. Mail trains ran on main routes to important towns and rail motors or lesser locomotive hauled trains continued the journey so that towns, large and small, enjoyed a service. Today only XPTs and a few railcars remain. Once they had passed and many branch lines closed, most people forgot the passenger trains, large and small, and the organizations that had supported them. This book, the first of a series, relives the halcyon days of passenger travel in pictures, text, experiences and memorabilia. The books tell the story of not only the trains but also the supporting practices, operations and systems, the infrastructure, the trains of character and the almost innumerable facets that were an integral part of the passenger train services of New South Wales. Locomotives to luggage trolleys, mail and mixed trains to menus - there are so many subjects to explore and the work is to be published in a number of volumes. \$60.00

[ASCR-TFP2] Preston, R. G.. Time of the Passenger Train Second Division. Matraville, NSW Australia: Eveleigh Press, 2004. First Edition. Hard Cover. New / New. ISBN: 1876568224. 192 pages profusely illustrated colour b/w photos - This book, the second in this series, continues the exploration of the now almost forgotten world of the country passenger train. Once again, the trains of a geographic area are examined and, in this case, the northern area is covered. Mail trains deserve a special study and a full chapter sets out to describe the operations of these once all encompassing and important services. As a further tribute to these exceptional trains, we take a journey on the South West Mail, a train that, in its time, enjoyed the tractive powers of a wide variety of fascinating steam locomotives, large and small. The various needs of the passengers are also covered ranging from the gastronomic to aspects such as heating (remember foot warmers?), cooling, lighting and many other creature comforts. Many of these came together in the legendary Silver City Comet, a train that rightly deserves a chapter in its own right. Similarly, the Newcastle Express, known to many as The Flyer. Both trains are extensively covered in words and pictures. There are some 35 colour plates to further enhance the images. Come with us again as we relive the halcyon days of passenger travel in pictures, text, experiences and memorabilia. Again, the book tells the story of not only the trains but also the supporting practices, operations and systems, the infrastructure and the almost innumerable facets that were an integral part of the passenger train services of New South Wales. \$60.00

[ASCR-TFP3] Preston, R. G.. Time of the Passenger Train Third Division. Matraville, NSW Australia: Eveleigh Press, 2006. First Edition. Hard Cover. New / New. ISBN: 1876568240. 208 pages profusely illustrated colour b/w photos \$60.00

[AAVI-TP] LANGFORD, Weston. Times Past - Places Distant - a Photographic Journey. Melbourne, Australia: Australian Railway Historical Society (VIC), 2009. First Edition. Laminated Pictorial Boards. New / No

Jacket. ISBN: 9780858490482. 52 pages colour photos - isbn listed in book is 978085490482 - A photographic journey of Australian railway scenes taken between 1961 and the current day from the camera of well known railway enthusiast, Weston Langford. Times Past - Places Distant contains over 90 colour photographs - with descriptive captions - illustrating scenes of steam, diesel and railmotors taken throughout Australia. Unusual and now rare scenes include the west coast of Tasmania, in remote mining areas of WA, and in Brisbane and Adelaide. Various motive power from government and private railways as well as signalling, stations, infrastructure and other interesting railway related topics are also captured. 52 pages printed on high quality paper with hardback cover \$49.95

[TA-11] Longworth, Jim. Tracing Trams Through Sydney. Sydney, NSW, Australia.: Transit Australia Publishing, 2013. First Edition. Soft Cover. New / No Jacket. ISBN: 9780909459246. 72 pages colour and b/w photos - maps - Tracing Trams Through Sydney is an archaeological ramble along Sydney's once extensive urban street tramway system. A surprisingly large number of tramway remains, and imprints in the landscape, are easily visible today if one knows what to look for and where to look. The book is a must for urban explorers, tramway archaeologists, and local historians. After surveying many, but not all, remains the book draws some conclusions on how tramway traces became embodied in our present archaeological record. \$49.95

[NRTM-03] Morahan, M. & Selems, R. Et al. Trackside. Burwood, NSW, Australia: New South Wales Rail Transport Museum, 2000. First Edition. Hard Cover. New / New. ISBN: 0909862494. 128 pages profusely illustrated colour photos - The approach by different rail enthusiasts to railway photography is well illustrated through the images which appear in this publication. Photographers featured include Ron Selems, Robert Kingsford-Smith, Dick Dawes, Ross Langford-Brown, George Stevens, Greg Morahan and Michael Morahan. This full colour pictorial record, printed in landscape format to highlight its presentation aspects, presents a variety of locomotives and rollingstock viewed across a variety of locations in NSW \$37.90

[SP-9019] Triplett, Greg. Trackside in New South Wales. Macedon, Victoria, Australia: Macedon Project Services, 1970. First Edition. Soft Cover. Good / No Jacket. ISBN: 073164204X. 52 pages profusely illustrated b/w photos - covers lightly rubbed \$12.05

[ARMP-162] Babbage, Jack. Trackside with Jack Babbage. Elizabeth, South Australia: Railmac Publications Australia, 2006. First Edition. Soft Cover. New / No Jacket. ISBN: 9781864770473. 52 pages b/w photos - features loco power from the 60's decade. Although weighted to the Northern Narrow Gauge there are several photos of trains elsewhere \$19.95

[AVIC-01] Isaacs, Victor. Train Times - Passenger Trains of Australia and New Zealand - First Edition July 2003. Australia: Victor Isaacs, 2003. First Edition. Spiral Bound Plastic. As New / No Jacket. 104 pages clear plastic covers - compilation of various timetables \$12.95

[AMFB-15] Fiddian, Marc. Trains to the Bay : A History of the Melbourne to Frankston, Stony Point, Mornington and Red Hill Railways . Victoria Australia: Raccoon Trail Books, 2014. First Edition. Soft Cover. New / No Jacket. ISBN: 9780992345518. 98 pages colour and b/w photos - The possibility of providing a large cemetery at Frankston to succeed the Melbourne General Cemetery and defence purposes were amongst the reasons for building the railway to Frankston. Settlement along Port Phillip Bay and the need to carry produce to markets reinforced the need for a railway, which opened to Mordialloc in 1881 and Frankston the next year. From the terminus at Frankston, branches were built to Stony Point and Mornington in 1889. The Red Hill railway, which branched from the Stony point line at Bittern, opened in 1921 but closed in 1953 due to lack of patronage. Life along these railways, passenger statistics, accidents and incidents discussed in this volume. \$19.95

[AMFB-1] Fiddian, Marc. Trains, Tracks, Travellers - A History of the Victorian Railways. Pakenham, VIC, Australia: South Eastern Independent Newspapers, 1997. First Edition. Hard Cover. New / New. ISBN: 1875475125. 183 pages b/w photos - The complex development of railways in Victoria, Australia, is detailed in this authoritative study. All aspects of the different companies and locations are covered and a chronological list of line opening dates is provided, from the first in September 1854 to the latest, The Webb Dock line in 1986. A list of closing dates is also included. 63 black/white photos \$20.00

[TA-04] Ballment, Hugh. Tram Images - of a Journey Through Australia and New Zealand . Sydney,

Australia: Transit Australia Publishing, 2009. First Edition. Soft Cover. New / No Jacket. ISBN: 9780909459215. 120 pages profusely illustrated colour & b/w photos - A splendid photographic collection of the history of trams, from Auckland, New Zealand to Perth, Australia and many places in between. \$39.95

[TM-05] Smith, Neville S.. Tramcars Trolleybuses in and Around Port Adelaide - Also Cheltenham Line. Adelaide, South Australia, Australia: Australian Electric Transport Museum, 1998. First Edition. Soft Cover. New / No Jacket. 24 pages b/w photos - History of the isolated Port Adelaide tramlines to Albert Park, Semaphore, Largs Bay and Rosewater and the replacement trolleybus service from the city. Also includes the Cheltenham \$6.00

[SPI-01] Angelico, Michael. Transport Plan - an Alternative Option - the 2010 - 2020 Plan. Mount Waverly Vic Australia: Smart Passengers in., 2009. First Edition. Soft Cover. New / No Jacket. 32 pages colour photos \$9.95

[ARHSQ-51] Sadler, Ross. Travels on Queensland's Iron Roads. Brisbane, Queensland, Australia: Australian Railway Historical Society (QLD), 1987. First Edition. Soft Cover. As New / No Jacket. ISBN: 0909937176. 62 pages b/w photos - tour dates - Over the years, steam train tours have formed the major part of tours run by the ARHS-QLD, but extensive tours have also been mounted allowing participants to visit some of the most modern and spectacular railway installations in the State. Thus, whilst tours have been run to celebrate anniversaries of lines, and also the sad closures of others, members have also had the opportunity to visit the spectacular coal railways in Central Queensland and to travel behind some of the latest motive power, within months of its being commissioned. It was decided that the thirtieth anniversary of Society tours merited some special recognition. The recent Society publication 'The Last of the Tribe', which deals with the steam locomotives still operating tours in 1986 had proven so successful, that it was decided to undertake a publication along broader lines, dealing with tours since their inception. It is to be hoped that, within the constraints of its size, 'Travels on Queensland's Iron Road' goes some way toward satisfying this objective. \$3.30

[AANS-051] Longworth, Jim. Triking the Length - A Short History of Railway Track Vehicles in New South Wales 1855 - 1984. Redfern, NSW: Australian Railway Historical Society (NSW), 2010. First Edition. Soft Cover. New / No Jacket. ISBN: 9780980510690. 240 pages b/w photos line drawings - An excellent introduction to NSWWR trikes, with text covering their development, types and operations over the years. The most interesting and major part of this A4 size 240 page card-covered book is the huge variety of sharp and clear black & white photos presented, backed up by numerous official diagrams, spare parts details, etc. Also provided is a glimpse of the preservation era, including of the 'Sheffield Conquest' when a hand-powered trike made the journey from Perth to Sydney as part of the bicentennial celebrations of 1988. \$59.00

[ARMP-206] McNicol, Steve. Trolleys East - Adelaide's Trolleybuses in the Eastern Suburbs. South Australia: Railmac Publications Australia, 2016. First Edition. Soft Cover. New / No Jacket. ISBN: 9781864771091. 25 Pages with Black & White Photos. The second booklet of trolleys in Adelaide in 1963 (the system's final year) covers the eastern section of the system. Includes some double decker AEC and Leyland shots from the previous decade. \$7.50

[10-0182] Steele, Christopher. Trolleys West : Adelaide's Trolleybuses in the Western Suburbs : Mini Profile Series Number Four . Elizabeth, South Australia: Railmac Publications Australia, 2015. First Edition. Soft Cover. New / No Jacket. ISBN: 9781864771015. 28 pages colour and b/w photos \$7.50

[RHWA-06] Rogers, Philippa. Troops, Trains and Trades : The Wartime Role of the Railways of Western Australia 1939 - 1945 . Perth Western Australia, Australia: Rail Heritage W.A., 1999. First Edition. Soft Cover. New / No Jacket. ISBN: 0646384031. 160 pages b/w photos - line drawings - Comprehensive and readable account of the vital role of railways in second world war. WAGR, Midland Railway and Commonwealth Railways. 160 pages, well illustrated with rare photos, graphs, official notices, etc. \$25.00

[ARMP-137] Milne, Rod. Tropical Tri - Bos (The QR 3900 Class). Elizabeth, South Australia: Railmac Publications Australia, 2000. First Edition. Soft Cover. As New / No Jacket. ISBN: 1864770139. 16 pages b/w photos - Queensland Rail decided that the last 30 locos from Clyde/Walkers would be used for passenger and general freight work, rather than export coal, and thus these locos became the 3900 class. They have a higher speed, and work passenger trains between Brisbane and Rockhampton and Emerald. As well, they haul general freight between

Brisbane and Rockhampton, in the Brisbane area, and some grain from Emerald. All were based in Brisbane, but have now been moved to Rockhampton. Here, all are now used on Bowen Basin coal traffic, being replaced by diesel locos on mainline work. Two-thirds of the class have been rebuilt and renumbered from 3551, for hauling coal work. \$5.45

[SCR-TUL] Jehan, David. Tulloch : A History of Tulloch Engineers & Manufacturers Pymont & Rhodes 1883 - 1974. Matraville, NSW Australia: Eveleigh Press, 2015. First Edition. A4. Hard Cover. New / New. 296 pages colour & b/w photos - Robert Tulloch arrived in Sydney from the Orkney Islands in 1877 with virtually nothing and managed to get a job as a boilermaker with the Atlas Foundry and Engineering Company. He then branched out on his own in 1883, when he started Robert Tulloch and Company and so began an engineering dynasty that was to contribute much to the development of Sydney, New South Wales and Australia. The company started operations in Pymont, where it operated from 1883 to 1915. It was from this location that Robert and his staff supplied structural steelwork for the Queen Victoria Building, the Centennial Hall of Sydney Town Hall, the Eveleigh Carriage Works, Sydney Central Station, Anthony Hordern and many other notable Sydney buildings. It is also whilst at Pymont that the company built the huge, double-track railway bridge over the Nepean River at Penrith and the single-track bridge over the Manning River at Mt George in northern NSW. At Pymont too they entered the rolling stock business, with the manufacturing of four-wheel S wagons for the New South Wales Government Railways. In 1915 the company moved to Rhodes where it diversified into many fields. It pioneered the manufacture of steel tube and fittings in Australia during the depression and produced a wide range of garden tools including shovels, forks, etc. The foundry produced many items for industry and domestic use, including many tons of cast iron pipe for the Sydney water system. They also opened their own timber mill in northern NSW and operated their own timber tramway into the hills for timber getting. During WWII they made many contributions to the war effort, including the manufacture of components for the Australian Cruiser tanks and construction of ocean-going lighters for the US and Australian Armies. Tulloch also became a major supplier of steel-framed housing and saw several thousand dwellings constructed. In later years they also built portable class rooms for schools. In the area of rolling stock, the company built many single-deck electric carriages for the Sydney suburban system, air-conditioned carriages for the Newcastle Flyer, freight wagons and many tank cars in varying sizes and capacities. They are most noted for the design and construction of the first double-deck carriages for Sydney and the first powered double-deck train in the world. All manner of diesel locomotives were built, including diesel-mechanical, diesel-hydraulic and diesel-electric units which saw service in most states of Australia. Diesel-hydraulic railcars were also built for NSW and Victoria. Large bogie freight vehicles were a specialty, especially wheat and coal hoppers and tank cars. The company became specialists in aluminium construction and built the world's first aluminium self-supporting tank car. The company finally closed in 1974 after ninety-one years of operation. \$85.00

[RHTA-01] Reid, John. Tumbarumba Line in Retrospect : Tumba Rail & Wagga Wagga Rail Heritage - The Opening of the Line 9th March 1921 . Australia: Wagga Rail Heritage Museum, 2013. First Edition. Soft Cover. New / No Jacket. 20 pages b/w/photos - a photographic presentation of the line showing normal and special train workings, along with some of the railway workers. A few historical facts are included. It is not the history of the branch line that operated from Wagga Wagga to Tumbarumba. \$9.00

[ARMP-131] Milne, Rod. Tuscan Terriers and Mallee Mustard Pots - A Fond Salute to the 48 and 830 Classes. Elizabeth, South Australia: Railmac Publications Australia, 2000. First Edition. Soft Cover. New / No Jacket. ISBN: 1864770066. 48 pages b/w photos - looks at the NSW 48 class and SAR 830 class, - The 48 Class were a class of diesel locomotives built by A. E. Goodwin, Granville for the New South Wales Government Railways between September 1959 and October 1970. Once the most ubiquitous locomotive in New South Wales (and Australia), they are based on Alco frames and prime movers, using General Electric (later AEI) electrical equipment. The South Australian Railways 830 and Silverton Rail 48s classes are of a very similar design. \$9.85

[TH-286] Sargent, Neville & Gee, Neville. Under the Wires - Melbourne Suburban Electrics - the Harris Trains . Pinewood Victoria Australia: Train Hobby Publications Australia, 2009. First Edition. Soft Cover. New / No Jacket. ISBN: 1921122196. 56 pages profusely illustrated colour photos - Growth in patronage and extensions to the electrified suburban network after the Second World War led to a need for additional electric rollingstock. As part of "Operation Phoenix", 30 new electric passenger train sets were introduced from 1956 to 1959, with an additional 30 sets built from 1961-71. The new carriage design incorporated greater open space, double sliding doors and fully upholstered seating, coinciding with the abolition of separate first-class suburban fares in 1958. Painted in

the same deep blue and yellow striped livery as the Victorian Railways leading country trains, the new suburban rollingstock were named "Harris trains" after former Chairman of Commissioners, Norman C. Harris. \$49.00

[THH-108] Sargent, John & Pantlin, Graeme. Under the Wires - New South Wales 45 & 46 Class Electrics - Part Three . Studfield, Victoria, Australia: Train Hobby Publications Australia, 2007. First Edition. Hard Cover. As New / No Jacket. ISBN: 1876249935. 56 pages profusely illustrated colour photos - The New South Wales 45 class was a class of mainline electric locomotive introduced on to the NSW rail system in 1952 by the New South Wales Government Railways. With only a single locomotive in the class, it was later renumbered as the 71 class and the number group was reused for a class of diesel-electric locomotives in 1962. The New South Wales 46 class are a class of mainline electric locomotive introduced onto the NSW rail system from 1956 under New South Wales Government Railways. Metropolitan-Vickers and its partner Beyer, Peacock and Company obtained the contract to build 40 of these locomotives. The locomotives were built at Bowesfield Works, Stockton-on-Tees, England, with electrical equipment supplied by Metropolitan-Vickers from its Trafford Park and Sheffield plants. Metropolitan-Vickers drew on experience gained from its earlier class EM1 and EM2 electric locomotives, which were used on the Woodhead Line in the UK and in The Netherlands. These electric locomotives were originally purchased as part of the Blue Mountains electrification works, and spent their life hauling coal, freight and passenger carriages under the wires. The 46 class locomotives were often seen double or triple heading coal and freight services. The class 46 was the most powerful locomotive in Australia for many years, with a one hour rating of 3 780 hp and ability to deliver more than that for short periods. They proved to be very reliable and were generally considered superior to the much newer and even more powerful Comeng-Mitsubishi class 85 and 86 locomotives. Their build quality and durability was such that 38 of the original 40 remained on the books in 1990. The class 46 locomotives were involved in a number of serious incidents. On 16 July 1965, a 44-vehicle goods train hauled by 4620 ran away for 4 miles, careering downhill at speeds of up to 95 miles per hour, before a spectacular derailment at Wentworth Falls in the Blue Mountains. Investigations revealed that whilst the air brake train pipe was connected from the locomotive to the train, the associated isolating cock was left closed. This rendered the train brakes inoperative. On 16 January 1976, a goods train hauled by 4623 collided with the rear of a stationary double deck interurban electric multiple unit (EMU) train at Glenbrook, NSW, killing one passenger in the rear car of the EMU. This accident was caused by a wrong-side signal failure. The automatic signal in rear of the EMU exhibited "caution" when it should have been at "danger", thereby admitting the following goods train into the occupied signal section. Incidents like this were occurring with alarming frequency in New South Wales in the 1970s, until the Granville railway disaster of 1977, which claimed 83 lives. Locomotive 4620 did not survive this incident in service, being the first class 46 to succumb to withdrawal. \$50.00

[TH-302] Sargent, John & Pantlin, Graeme. Under the Wires - New South Wales 45 & 46 Class Electrics - Part Three . Studfield, Victoria, Australia: Train Hobby Publications Australia, 2007. First Edition. Soft Cover. As New / No Jacket. ISBN: 1876249935. 56 pages profusely illustrated colour photos - The New South Wales 45 class was a class of mainline electric locomotive introduced on to the NSW rail system in 1952 by the New South Wales Government Railways. With only a single locomotive in the class, it was later renumbered as the 71 class and the number group was reused for a class of diesel-electric locomotives in 1962. The New South Wales 46 class are a class of mainline electric locomotive introduced onto the NSW rail system from 1956 under New South Wales Government Railways. Metropolitan-Vickers and its partner Beyer, Peacock and Company obtained the contract to build 40 of these locomotives. The locomotives were built at Bowesfield Works, Stockton-on-Tees, England, with electrical equipment supplied by Metropolitan-Vickers from its Trafford Park and Sheffield plants. Metropolitan-Vickers drew on experience gained from its earlier class EM1 and EM2 electric locomotives, which were used on the Woodhead Line in the UK and in The Netherlands. These electric locomotives were originally purchased as part of the Blue Mountains electrification works, and spent their life hauling coal, freight and passenger carriages under the wires. The 46 class locomotives were often seen double or triple heading coal and freight services. The class 46 was the most powerful locomotive in Australia for many years, with a one hour rating of 3 780 hp and ability to deliver more than that for short periods. They proved to be very reliable and were generally considered superior to the much newer and even more powerful Comeng-Mitsubishi class 85 and 86 locomotives. Their build quality and durability was such that 38 of the original 40 remained on the books in 1990. The class 46 locomotives were involved in a number of serious incidents. On 16 July 1965, a 44-vehicle goods train hauled by 4620 ran away for 4 miles, careering downhill at speeds of up to 95 miles per hour, before a spectacular derailment at Wentworth Falls in the Blue Mountains. Investigations revealed that whilst the air brake train pipe was connected from the locomotive to the train, the associated isolating cock was left closed. This rendered the train brakes

inoperative. On 16 January 1976, a goods train hauled by 4623 collided with the rear of a stationary double deck interurban electric multiple unit (EMU) train at Glenbrook, NSW, killing one passenger in the rear car of the EMU. This accident was caused by a wrong-side signal failure. The automatic signal in rear of the EMU exhibited "caution" when it should have been at "danger", thereby admitting the following goods train into the occupied signal section. Incidents like this were occurring with alarming frequency in New South Wales in the 1970s, until the Granville railway disaster of 1977, which claimed 83 lives. Locomotive 4620 did not survive this incident in service, being the first class 46 to succumb to withdrawal. \$42.50

[TH-245] Sargent, John. Under the Wires - New South Wales 85 & 86 Class Electrics - Part Four. Pinewood Victoria Australia: Train Hobby Publications Australia, 2008. First Edition. Soft Cover. New / No Jacket. ISBN: 192112217X. 56 pages profusely illustrated colour photos - The New South Wales 85 class were a class of 10 mainline electric locomotive introduced from 1979 in the state of New South Wales, by the State Rail Authority. They were built by Commonwealth Engineering of Granville, New South Wales The fleet were based in Lithgow and served coal haulage across the Blue Mountains. When FreightCorp merged into Pacific National, it was decided to withdraw the fleet from service owing to a rising cost in electricity. 8501 became the sole survivor of the fleet when it was saved from scrap by the Sydney Electric Traction Society. The New South Wales 86 class is a class of 50 mainline electric locomotives introduced from 1982 in the state of New South Wales by the State Rail Authority[1]. The locomotives were built by Commonwealth Engineering of Granville, New South Wales, with electrical equipment supplied by Mitsubishi. They were also based at Lithgow for predominately freight operation, and were lighter than the preceding 85 class. When FreightCorp was sold to Pacific National, all were withdrawn when Pacific National decided to discontinue electric locomotive haulage \$45.35

[ATHB-28] Sargent, John & Pantlin, Graeme. Under the Wires - New South Wales Interurban Electrics - Part Two. Studfield, Victoria, Australia: Train Hobby Publications Australia, 2004. First Edition. Soft Cover. New / No Jacket. ISBN: 1876249889. 56 pages profusely illustrated colour photos - The Under the Wires series looks at electric traction on the New South Wales network. Part two reviews the sleek interurban trains. \$45.40

[THDB-080D] Sargent, John & Pantlin, Graeme. Under the Wires - Sydney Suburban Electrics - Part One. Studfield, Victoria, Australia: Train Hobby Publications Australia, 2015. Reprint. Plastic Case CD. New / No Jacket. Digital book on compact disc - contains the complete 56 page book with covers as a pdf file viewable in a pdf reader, best viewed in full screen mode - 56 pages profusely illustrated colour photos - First generation Known as the "red rattlers" by Sydney residents, the first generation of suburban electric rolling stock was introduced from 1926, the same year the first electrified line opened in the Sydney suburban network. The original carriages had wooden bodies, but later versions boasted steel-bodied design. These carriages provided sterling service for over 60 years and were all withdrawn by 1993. Second generation The second generation of suburban electric rolling stock began service in 1964 and includes the 1964 vintage Tulloch trailers which were of aluminium construction. Then, in 1972, the first of the stainless steel types appeared. They were a radical departure from the first generation in that they introduced double deck carriages to the Sydney suburban network. Third generation Tangara trains are the third generation in CityRail's electric fleet. They were introduced from 1988 and are still in service. The Tangara introduced the latest technology and modern streamlined styling which clearly differentiated them from previous generations. The Tangara was also the first named train on the Sydney suburban network, deriving its name from the Aboriginal word for "to go". Fourth generation The fourth generation Millennium trains represent yet another leap in terms of design standards, comfort and technology. Although similar to Tangaras, the Millennium trains are a result of changing customer expectations in terms of internal design. The new Oscars are another example of fourth generation \$35.00

[TH-493] Gee, Neville. Under the Wires - The VR E Class Electrics - Part 6. Pinewood Victoria Australia: Train Hobby Publications Australia, 2010. First Edition. Soft Cover. New / No Jacket. ISBN: 1921122323. 56 pages colour photos - The Victorian Railways E class was a class of electric locomotive that ran on the Victorian Railways from 1923 until 1984. Introduced shortly after the electrification of Melbourne's suburban rail system and based on the same electrical and traction equipment as Melbourne's early suburban electric multiple unit fleet, they provided power for suburban goods services and shunting for six decades. \$47.85

[VRG-001] Naylor, Andrew. Victorian Goldfields Railway Souvenir Guide. Castlemaine Victoria Australia: Castlemaine & Maldon Railway, 2009. Revised. Soft Cover. New / No Jacket. ISBN: 9780646515229. 38 pages

colour photos - Winding through forest and open land in Central Victoria, the Victorian Goldfields Railway is a remnant of the extensive branch line railway system which served rural Victoria from around 1880 through to the 1970's. Branchline railways, radiating from the main lines, reached into sparsely populated regions, providing transport for farm produce, tapping the natural resources and promoting the settlement of new areas. The line from Castlemaine brought rail connection to Maldon and Muckleford, achieving the aim of providing transport and communication to this isolated area. With time, the value of the branchline railway waned as the increased use of road motor transport reduced the isolation of rural areas. The Maldon Railway, no longer a vital link, outlived its usefulness and like the other 'light' lines of Victoria, closure and dismantling appeared to be the only prospect. Closure came, but through the efforts of volunteers the line has taken on a new life as a heritage railway, enabling the visitor to see, hear and participate in an active steam railway from the era of the branchline. \$15.00

[AMFB-4] Fiddian, Marc. Victorian Railway Mishaps. Pakenham, VIC, Australia: Pakenham Gazette, 1990. First Edition. Soft Cover. New / No Jacket. ISBN: 187547501X. 71 pages b/w photos - Select, illustrated account of serious railway accidents in Victoria from the mid 19th century until the present. Contains black-and-white photographs, illustrations from contemporary newspapers and brief accounts of details of accidents. An examination in words and pictures of Australian railway accidents with the focus on where, how and why they happened. From the early days of Victoria's railway system to the 1970s, incidents of derailments and collisions are investigated. \$20.00

[ATHB111] Sargent, John & Lewis, Billy. Victorian Railways - the Tangerine Era - the Vicrail and V/Line Years 1981 to 2000. Pinewood Victoria Australia: Train Hobby Publications Australia, 2008. First Edition. Soft Cover. New / No Jacket. ISBN: 1921122153. 96 pages profusely illustrated colour photos - covers the best of the V/LINE 'orange' years as well as the early 80's with the orange and silver 'teacup' livery. \$69.20

[TH-A2] Sargent, John & Clark, David. Victorian Railways A2 Class 4-6-0 Passenger Locomotive - Locomotive Profile . Pinewood Victoria Australia: Train Hobby Publications Australia, 2010. First Edition. Soft Cover. New / No Jacket. ISBN: 1921122277. 56 pages profusely illustrated colour photos - The A2 class was an express passenger locomotive that ran on Victorian Railways from 1907 to 1963. A highly successful design entirely the work of Victorian Railways' own design office, its long service life was repeatedly extended as economic depression and war delayed the introduction of more modern and powerful replacement locomotives. The majority of A2 locomotives were originally built with saturated steam boilers. The class were gradually fitted with superheaters, and to differentiate between the two variants the saturated steam locomotives were renumbered as A1 class, each being reclassified as A2 class again when fitted with a superheater. The last of the A1 class, No. 808, was converted in October 1949. Experiments were conducted in 1923-4 with A2 800 using Pulverised Brown Coal (PBC) burning equipment, however the experiment was discontinued and the locomotive returned to black coal operation. The A2 class, along with other post-1900 VR steam locomotive designs, was equipped with electric lighting from 1926 onwards. Automatic Staff Exchange equipment to allow non-stop high-speed running between track sections was also fitted from 1926 onwards. In 1939, by which time most of the class was already over twenty-five years old, World War II broke out. The massive increase in traffic on the VR the war effort brought saw these ageing locomotives subjected to a punishing regime of heavy utilisation and minimal maintenance. With VR's locomotive workshops switched to production of armaments and all available manpower given to the war effort, plans to eliminate the double-headed A2 operations on Melbourne-Adelaide passenger services with the introduction of more powerful H class 4-8-4 locomotives and additional S class locomotives did not come to fruition. The extra S class locomotives were never built and the line to Adelaide did not receive the necessary upgrades to take the weight of the H class. The A2's principal express passenger role continued into the postwar years as the VR, struggling with a backlog of repairs and limited capital expenditure, deferred new passenger locomotive construction. It was not until March 1946 when the first of the class, A2 878, was withdrawn from service. In 1951, when the first of 70 new R class 4-6-4 express passenger locomotives were introduced, the A2 was finally superseded. In 1953, no fewer than 53 A2s went to scrap, followed by 36 more in 1954. However, many of the class (particularly the later Walschaerts variants) continued on in secondary roles such as branch-line passenger and goods services and a number lasted into the 1960s. Their last regular mainline duty was hauling services between Flinders Street Station and Leongatha, on the South Gippsland line. The last in service, A2 986, was withdrawn on 2 December 1963, exactly 56 years after the original A2 572 entered service \$45.50

[TWH-12] Sargent, John. Victorian Railways C Class Consolidation 2-8-0 Heavy Goods Locomotive.

Studfield, Vic, Aust: Train Hobby Publications, 2000. First Edition. Soft Cover. As New / No Jacket. ISBN: 187624934X. 48 pages colour photos - The Victorian Railways C class Locomotive Profile reviews these magnificent freight and passenger steam engines from a bygone era.- The C class was a mainline goods locomotive of the 2-8-0 'Consolidation' type that ran on the Victorian Railways between 1918 and 1962. Although its original design had some key shortcomings, a number of improvements were made over the class' long career on the VR, many of which were subsequently applied to other locomotive classes on the system. Designed by Chief Mechanical Engineer W. M. Shannon, The prototype locomotive C 1 was the last locomotive to be painted in the Victorian Railways 'Canadian Red' scheme. Locomotive C 2 was the first new locomotive finished in the new VR livery of plain, unrelieved black. It was the first of a further 25 C class members also built at Newport Workshops between 1921 and 1926 the C class was the first goods locomotive designed and built entirely in-house by the Victorian Railways Newport Workshops, following on from the successful Dd and A2 class passenger locomotives. When introduced in 1918, they were the heaviest and most powerful steam locomotives in Australia \$15.00

[TH-354] Crow, Lindsay & McLean, Don. Victorian Railways D3 Class 4-6-0 Locomotive : A Photographic Profile .

Pinewood Victoria Australia: Train Hobby Publications Australia, 2011. First Edition. Soft Cover. New / No Jacket. ISBN: 9781921122354. 56 pages profusely illustrated colour photos - The D3 class started out life as the DD class, 261 of which were built from 1902 to 1921. The original saturated design was found to have some shortcomings, so commencing in 1914, various members of the class were converted to superheated design. In 1929, renumbering and reclassification took place, with the saturated locos being known as the D1 class, and the superheated locos the D2 class. Further alterations in 1929 took place, with 94 of the D2 class being further rebuilt with larger boilers, and these became the D3 class. They were remarkably versatile locos, being used not only for shunting and light branch line work, but also for the occasional rostered main duty as well. They were capable of hard work, and speeds up to 80mph, and were quite popular with crews. Loco DD980 was chosen to become the Commissioner's Loco, used for inspection touring of the Victorian rail network by the Railways Commissioner from 1916 onwards. This loco was rebuilt and renumbered to D3-639 in 1929, and was scrapped in 1958. However, the concept was too popular to be scrapped, and sister loco 658 was restored and renumbered as the second D3-639 in the early 60s, and today, this loco is retained for preservation running. \$47.85

[TH-20] Sargent, John. Victorian Railways Electrics L and E Class Locomotives 1950 1985.

Studfield, Victoria, Australia: Train Hobby Publications Australia, 1999. First Edition. Soft Cover. New / No Jacket. ISBN: 1876249226. 48 pages profusely illustrated colour photos - The Victorian Railways L class was a class of mainline electric locomotive that ran on the Victorian Railways and its successor V/Line from 1953 until 1987. Introduced in conjunction with the electrification of the Gippsland line, these locomotives hauled both passenger and freight services between Traralgon and Melbourne until the overhead electrification was decommissioned in favour of diesel electric traction. The Victorian Railways E class was a class of electric locomotive that ran on the Victorian Railways from 1923 until 1984. Introduced shortly after the electrification of Melbourne's suburban rail system and based on the same electrical and traction equipment as Melbourne's early suburban electric multiple unit fleet, they provided power for suburban goods services and shunting for six decades. \$42.50

[TH-013] Sargent, John & Lewis, Billy. Victorian Railways J Class Consolidation 2-8-0 Light Lines Locomotive.

Studfield, Victoria, Australia: Train Hobby Publications Australia, 2005. First Edition. Soft Cover. New / No Jacket. ISBN: 1921122013. 48 pages profusely illustrated colour photos - The J class were a development of the earlier K class, and 60 of these locos were built by Vulcan and entered service during 1954. An unusual feature was that they built for easy conversion from 5'3" broad gauge to 4'8.5" standard gauge, simply by reversing the wheel centres. The last loco in the class, J559, had the dubious distinction of being the last steam locomotive to enter VR service. \$47.90

[TH155] Sargent, John & Williams, Bruce A. & Lewis, Billy. Victorian Railways N Class Mikado 2-8-2 Light Lines Locomotive.

Studfield, Victoria, Australia: Train Hobby Publications Australia, 2007. First Edition. Soft Cover. New / No Jacket. ISBN: 1921122102. 52 pages profusely illustrated colour photos - The N class was a branch line steam locomotive that ran on Victorian Railways from 1925 to 1966. A development of the successful K class 2-8-0, it was the first VR locomotive class designed for possible conversion from 5 ft 3 in (1600 mm) broad gauge to 4 ft 8 1/2 in (1435 mm) standard gauge. \$49.00

[THH-132] Sargent, John & Williams, Bruce A. & Lewis, Billy. Victorian Railways N Class Mikado 2-8-2 Light Lines Locomotive. Studfield, Victoria, Australia: Train Hobby Publications Australia, 2007. First Edition. Hard Cover. As New / No Jacket. ISBN: 1921122102. 52 pages profusely illustrated colour photos - The N class was a branch line steam locomotive that ran on Victorian Railways from 1925 to 1966. A development of the successful K class 2-8-0, it was the first VR locomotive class designed for possible conversion from 5 ft 3 in (1600 mm) broad gauge to 4 ft 8 1/2 in (1435 mm) standard gauge. \$50.00

[TH-012] Badaway, Emile & Sargent, John. Victorian Railways Narrow Gauge G Class - Garratts in the Otways - Part One. Studfield, Victoria, Australia: Train Hobby Publications Australia, 1998. First Edition. Soft Cover. Good / No Jacket. 48 pages profusely illustrated colour photos - cover spine rubbed - The G class Garratt locomotives were built for the Victorian Railways 2' 6" gauge branch lines. These locomotives were introduced in 1926 to increase train sizes and thus reduce losses on these lines. Their tractive effort was comparable to the most powerful branch line locomotives on the Victorian Railways broad gauge, the K class. The locomotives were allocated numbers G41 and G42. G41 was put to work on the Colac to Beech Forest and Crowes line, while G42 was placed on the Moe to Walhalla railway. The locomotives stayed on these lines, returning to Newport Workshops for heavy repairs. After the closure of the Walhalla line in 1955, G42 was moved west to Colac, where it worked the line in conjunction with G41. At the closure of this line in 1962, only G42 was considered to be in operational condition. \$32.95

[TH-412] Badaway, Emile & Sargent, John. Victorian Railways Narrow Gauge G Class - Garratts in the Otways - Part Three. Studfield, Victoria, Australia: Train Hobby Publications Australia, 2001. First Edition. Soft Cover. New / No Jacket. ISBN: 1876249412. 48 pages profusely illustrated colour photos - cover spine rubbed - The G class Garratt locomotives were built for the Victorian Railways 2' 6" gauge branch lines. These locomotives were introduced in 1926 to increase train sizes and thus reduce losses on these lines. Their tractive effort was comparable to the most powerful branch line locomotives on the Victorian Railways broad gauge, the K class. The locomotives were allocated numbers G41 and G42. G41 was put to work on the Colac to Beech Forest and Crowes line, while G42 was placed on the Moe to Walhalla railway. The locomotives stayed on these lines, returning to Newport Workshops for heavy repairs. After the closure of the Walhalla line in 1955, G42 was moved west to Colac, where it worked the line in conjunction with G41. At the closure of this line in 1962, only G42 was considered to be in operational condition. \$45.50

[TH-11] Badaway, Emile & Sargent, John. Victorian Railways Narrow Gauge G Class - Garratts in the Otways - Part Two. Studfield, Victoria, Australia: Train Hobby Publications Australia, 1999. First Edition. Soft Cover. New / No Jacket. 48 pages profusely illustrated colour photos - 48 pages profusely illustrated colour photos - cover spine rubbed - The G class Garratt locomotives were built for the Victorian Railways 2' 6" gauge branch lines. These locomotives were introduced in 1926 to increase train sizes and thus reduce losses on these lines. Their tractive effort was comparable to the most powerful branch line locomotives on the Victorian Railways broad gauge, the K class. The locomotives were allocated numbers G41 and G42. G41 was put to work on the Colac to Beech Forest and Crowes line, while G42 was placed on the Moe to Walhalla railway. The locomotives stayed on these lines, returning to Newport Workshops for heavy repairs. After the closure of the Walhalla line in 1955, G42 was moved west to Colac, where it worked the line in conjunction with G41. At the closure of this line in 1962, only G42 was considered to be in operational condition. \$32.95

[TWT-14] Sargent, John & Badaway, Emile D. & Crow, Lindsay. Victorian Railways Narrow Gauge NA Class - A Photographic Profile - Early 1950s -1961. Studfield, Victoria, Australia: Train Hobby Publications Australia, 2000. First Edition. Soft Cover. New / No Jacket. ISBN: 1876249366. 48 pages profusely illustrated colour photos - The Victorian Railways NA class was a 2-6-2 tank locomotive built for their 2' 6" (762 mm) gauge branch lines. Baldwin Locomotive Works in the United States supplied the first two 2-6-2 tank locomotives, as well as parts for a further two locos. One each of the supplied locos and the parts kits was a simple loco, and the other a compound. The new class was classed "A" - often referred to early on as "Narrow-gauge A class" - however confusion with the broad gauge A, AA and A2 classes lead to the prefix "N" being applied to written records, making it the NA class. The Victorian Railways Newport workshops assembled the parts to give an additional two locos, and subsequently built a further 13 of the simple cylinder version. The last one, number 17, was built in 1915. By the mid 1920s these small locomotives were not able to handle the increasing traffic, and two G class Garratt locomotives were purchased to supplement the fleet. The locomotives weigh 36 tons (36.58 t) and produce a tractive

effort of 12,170 lbf (54.1 kN), allowing them to haul loads of 90 tons (91.44 t) up grades of 1 in 30. Numbers 6, 7, 8, 12, and 14 have been restored and operate on the Puffing Billy Railway, and No. 3 is also on the Puffing Billy Railway, awaiting eventual restoration. The remaining locomotives have all been scrapped. \$15.00

[ARV-1914] Victorian Railways Rolling Stock Branch. Victorian Railways Rolling Stock Branch : Diagrams & Particulars of Locomotives, Cars, Vans & Trucks. Melbourne, Australia: Australian Railway Historical Society (VIC), 2008. Facsimilie Reprint. Hard Cover. New / No Jacket. ISBN: 9781920892173. approx 93 pages large landscape book of scale drawings - Reproduced in 2008 by the Australian Railway Historical Society (Victorian Division) Inc from the original first published by the Victorian Railways, Rolling Stock Branch in 1914 - This volume is a distinguished reproduction of the original Victorian Railways book, first produced in 1914, and is a must-have for every discerning railway historian and modeller. This commanding publication - 268mm x 370mm - has been faithfully reproduced to reflect the original. Printed on superior cream paper and quarter bound, this book contains 93 pages with over 100 scale diagrams. \$138.60

[TH-277] Sargent, John. Victorian Railways S Class Clyde EMD Diesel Electric Locomotive. Studfield, Victoria, Australia: Train Hobby Publications Australia, 1999. First Edition. Soft Cover. New / No Jacket. ISBN: 1876249277. 48 pages profusely illustrated colour photos - The Victorian Railways S class mainline diesel electric locomotive were built from 1957 by Clyde Engineering for the Victorian Railways of Australia. With a bulldog nose, they were based on the earlier GM class locomotive, and were externally similar to the overseas EMD F and E-units, as well as their contemporaries the double ended B class. Few variations were made to the S class to during their early lives, with early deliveries lacking a side window at the hostlers end, this being added to later delivered and cut in to the early locomotives. The valances over the fuel tanks were also removed once in service. S301 received an all over yellow roof for a short period, and the bogies used were interchangeable with the X class diesels, occasionally resulting in non-matching sets under a single locomotive. By the 1980s modifications included additional marker lights, the welding shut of nose doors, and the addition of a five chime horn \$42.50

[TH-51] Gee, Neville. Victorian Railways Stations and Stopping Places - My Selection. Studfield, Victoria, Australia: Train Hobby Publications Australia, 2005. First Edition. Soft Cover. New / No Jacket. ISBN: 1876249951. 56 pages profusely illustrated colour photos - \$55.00

[TH-817] Sargent, John. Victorian Railways T Class Clyde EMD Diesel Electric Locomotive 1st Series - Flat Top. Wantirna, Victoria, Australia: Train Hobby Publications Australia, 2001. First Edition. Soft Cover. New / No Jacket. ISBN: 1876249617. 48 pages colour photos - The class can be divided into three main styles by appearance, and into further groups by the design drawings and equipment fitted. Flat tops : T 320 - T 346 & 413 (first order). Based upon an EMD export locomotive design, this order had a low cab and roof. T413 was built for use on the private 3 ft 6 in (1,067 mm) Fyansford Cement Works Railway near Geelong, but was later sold to the VR. High cabs : T 347 - T 356 and T 357 - T 366 (second and third orders). They differed from the flat tops by having a high cab but were mechanically similar. The 3rd order had an altered radiator design. Low nose : T 367 - T 398 and T 399 to T 412 (fourth and fifth orders). The fourth order introduced a new low nose that provided greater driver visibility, and a more modern generator. The fifth order introduced the newer EMD 645E engine, replacing the older EMD 567 used before. The H class diesel electric locomotive were part of the fifth T class order,[3] but had additional equipment fitted resulting in their recoding. 'Flat top' T413 became a regular on the steeply graded Cudgewa line as it was the only locomotive of the class with dynamic brakes. T334 was repainted into the bright pink 'Ozride' livery in 1986, for use in a documentary film for the training of V/Line employees into how not to run a railway. Filming runs were made throughout July 1986 at Moorabool, and Spencer Street Station with three Harris carriages also used, repainted pink on one side only and with their pantographs tied down \$50.00

[TH-978] Sargent, John & Pantlin, Graeme. Victorian Railways T Class Clyde EMD Diesel Electric Locomotive 3rd Series - Low Nose. Studfield, Victoria, Australia: Train Hobby Publications Australia, 2005. First Edition. Soft Cover. New / No Jacket. ISBN: 1876249978. 56 pages profusely illustrated colour photos - The class can be divided into three main styles by appearance, and into further groups by the design drawings and equipment fitted. Flat tops : T 320 - T 346 & 413 (first order). Based upon an EMD export locomotive design, this order had a low cab and roof. T413 was built for use on the private 3 ft 6 in (1,067 mm) Fyansford Cement Works Railway near Geelong, but was later sold to the VR. High cabs : T 347 - T 356 and T 357 - T 366 (second and third orders). They differed from the flat tops by having a high cab but were mechanically similar. The 3rd order had an altered radiator

design. Low nose : T 367 - T 398 and T 399 to T 412 (fourth and fifth orders). The fourth order introduced a new low nose that provided greater driver visibility, and a more modern generator. The fifth order introduced the newer EMD 645E engine, replacing the older EMD 567 used before. The H class diesel electric locomotive were part of the fifth T class order,[3] but had additional equipment fitted resulting in their recoding. 'Flat top' T413 became a regular on the steeply graded Cudgewa line as it was the only locomotive of the class with dynamic brakes.T334 was repainted into the bright pink 'Ozride' livery in 1986, for use in a documentary film for the training of V/Line employees into how not to run a railway. Filming runs were made throughout July 1986 at Moorabool, and Spencer Street Station with three Harris carriages also used, repainted pink on one side only and with their pantographs tied down \$45.40

[THH-090] Sargent, John & Pantlin, Graeme. Victorian Railways T-Class Clyde EMD Diesel Electric Locomotive 3rd Series - Low Nose. Studfield, Victoria, Australia: Train Hobby Publications Australia, 2005. First Edition. Hard Cover. As New / No Jacket. ISBN: 1876249978. 56 pages profusely illustrated colour photos - The class can be divided into three main styles by appearance, and into further groups by the design drawings and equipment fitted. Flat tops : T 320 - T 346 & 413 (first order). Based upon an EMD export locomotive design, this order had a low cab and roof. T413 was built for use on the private 3 ft 6 in (1,067 mm) Fyansford Cement Works Railway near Geelong, but was later sold to the VR. High cabs : T 347 - T 356 and T 357 - T 366 (second and third orders). They differed from the flat tops by having a high cab but were mechanically similar. The 3rd order had an altered radiator design. Low nose : T 367 - T 398 and T 399 to T 412 (fourth and fifth orders). The fourth order introduced a new low nose that provided greater driver visibility, and a more modern generator. The fifth order introduced the newer EMD 645E engine, replacing the older EMD 567 used before. The H class diesel electric locomotive were part of the fifth T class order,[3] but had additional equipment fitted resulting in their recoding. 'Flat top' T413 became a regular on the steeply graded Cudgewa line as it was the only locomotive of the class with dynamic brakes.T334 was repainted into the bright pink 'Ozride' livery in 1986, for use in a documentary film for the training of V/Line employees into how not to run a railway. Filming runs were made throughout July 1986 at Moorabool, and Spencer Street Station with three Harris carriages also used, repainted pink on one side only and with their pantographs tied down \$50.00

[TH-269] Sargent, John & Pantlin, Graeme. Victorian Railways X Class Clyde EMD Diesel Electric Locomotive - X45 - X54. Studfield, Victoria, Australia: Train Hobby Publications Australia, 1999. First Edition. Soft Cover. New / No Jacket. ISBN: 1876249269. 48 pages profusely illustrated colour photos - The Victorian Railways X class mainline diesel electric locomotives were built by Clyde Engineering (now EDI Rail) from 1966, with a further two orders being placed in 1970 and 1975. They saw similar use to the S class, working though to Sydney from 1982 on express passenger trains such as the Spirit of Progress. The original order of 6 locomotives were fitted with EMD 16-567E engines with a power output of 1350 kW (1840 HP), but for the second and third orders of 8 and 10 locomotives it was increased to 1650 kW (2240 HP) by the specification of updated EMD 16-645E engines.Two X class locos were built to replace locomotives S314 and S316, which were destroyed in the Southern Aurora crash on 7 February 1969. In 2004 Freight Australia rebuilt 6 locomotives, fitting them with refurbished engines from G class locomotives, enlarged radiators, and a modified cab. These locomotives have subsequently been reclassified and renumbered as the XR class. Today the X class are in service with freight operator Pacific National, with two others in service with QRNational though their purchase of the CRT Group \$42.50

[THH-014] Sargent, John. Victorian Railways X-Class Clyde EMD Diesel Electric Locomotive - X31 - X44. Studfield, Victoria, Australia: Train Hobby Publications Australia, 1999. First Edition. Hard Cover. As New / No Jacket. 48 pages profusely illustrated colour photos - The Victorian Railways X class mainline diesel electric locomotives were built by Clyde Engineering (now EDI Rail) from 1966, with a further two orders being placed in 1970 and 1975. They saw similar use to the S class, working though to Sydney from 1982 on express passenger trains such as the Spirit of Progress. The original order of 6 locomotives were fitted with EMD 16-567E engines with a power output of 1350 kW (1840 HP), but for the second and third orders of 8 and 10 locomotives it was increased to 1650 kW (2240 HP) by the specification of updated EMD 16-645E engines.Two X class locos were built to replace locomotives S314 and S316, which were destroyed in the Southern Aurora crash on 7 February 1969. In 2004 Freight Australia rebuilt 6 locomotives, fitting them with refurbished engines from G class locomotives, enlarged radiators, and a modified cab. These locomotives have subsequently been reclassified and renumbered as the XR class. Today the X class are in service with freight operator Pacific National, with two others in service with

QRNational though their purchase of the CRT Group \$50.00

[ARHV-SIG] Fisher, Peter. Victorian Signalling - By Accident or Design. Melbourne, Australia: Australian Railway Historical Society (VIC), 2007. First Edition. Soft Cover. New / No Jacket. ISBN: 9781920892500. 110 pages b/w photos colour illustrations - an illustrated historic narrative on semaphore signalling with special reference to victoria australia - This book provides an authoritative insight into the evolution of signalling systems on the Victorian Railways. An outstanding aspect of this publication is the manner in which the author, Peter Fisher, has researched the development of signalling systems overseas (particularly in the UK and the USA) to establish the correlation between overseas best practice and its adoption and adaptation to the Victorian environment. He explores how and why Victoria chose to blend two vastly different philosophies to achieve cohesive outcome. It was Peter Fisher's concern that the mechanical signals on the Victorian Railways are fast disappearing without any published record which led him to his meticulous preparation of the material from this publication. The book's 110 pages are printed on high quality paper and include over 160 black & white and colour photographs and illustrations \$55.00

[AUNI-13] Plowman, Peter. Voyage to Gallipoli . New South Wales Australia: Rosenberg Publishing, 2013. First Edition. Soft Cover. New / No Jacket. ISBN: 9781922013538. 304 pages b/w photos - On August 4, 1914, Britain declared war against Germany. Australia pledged its support alongside other states of the British Empire and almost immediately began preparations to send forces overseas to participate in the conflict. The troops were originally meant to head to England before going to the Western Front. It was only when they reached Egypt that it was then decided that they be diverted to fight at Gallipoli (Gelibolu in modern Turkey) in the Ottoman Empire. In Voyage to Gallipoli, maritime historian Peter Plowman documents the story of Australia's preparation for battle, from the planning stages and the requisition of ships through to the Gallipoli landing on April 25, 1915. On November 1, 1914, the Australian convoy left St. George's Sound, Albany, with 36 ships. In Perth, two more joined the fleet, making it the largest collection of ships yet organized, about to travel the greatest distance and carry the largest number of troops in a single movement up to that time. The book gives details of the transports, the troops, the conditions, the original ports of departure, and the dangers faced. Using diaries (some never before published) and other primary source material, the book brings to life the extraordinary trip. Details of the conversion of the ships - the accommodation, not just for the men, but the horses - are given. First hand descriptions of life on board from the perspective of a range of people - from nurses to stewards to officers and other ranks - fill out the picture. \$34.95

[TR-01] Tumba Rail & Wagga Wagga Rail Heritage. Wagga Wagga to Tumbarumba and Return By Rail : A Journey in Time . Wagga Wagga, NSW, Australia : Tumba Rail & Wagga Wagga Rail Heritage, 2015. First Edition. Soft Cover. New / No Jacket. 28 pages b/w photos \$9.90

[AAVI-WG1] HILL, Arthur. Walking Melbourne's Closed Railways - the Outer Circle Railway - East Camberwell to Fairfield. Melbourne, Australia: Australian Railway Historical Society (VIC), 1990. First Edition. Soft Cover. New / No Jacket. ISBN: 085849034X. small booklet 12 pages walking guide - The Outer Circle railway in Melbourne was a short-lived orbital line in the eastern suburbs. Although it survived only a short time as a through route, parts survived longer and one section is still in use as part of Melbourne's suburban railway network. Most of the rest has been turned into a linear park and walking and bike path. \$2.10

[AAVI-WG2] Bleakley, Robert & Foley, Michael J.. Walking Melbourne's Closed Railways - the Outer Circle Railway - Oakleigh to Ashburton. Melbourne, Australia: Australian Railway Historical Society (VIC), 1993. First Edition. Soft Cover. New / No Jacket. small booklet 12 pages walking guide - The Outer Circle railway in Melbourne was a short-lived orbital line in the eastern suburbs. Although it survived only a short time as a through route, parts survived longer and one section is still in use as part of Melbourne's suburban railway network. Most of the rest has been turned into a linear park and walking and bike path. \$2.10

[TH-250] Sargent, John & Hennell, Andrew & Hennell, David. Western Australian Steam - The South West Corner . Pinewood Victoria Australia: Train Hobby Publications Australia, 2009. First Edition. Soft Cover. New / No Jacket. ISBN: 1921122250. 56 pages profusely illustrated colour photos - The lines in the remote areas of the Western Australia Government Railways' system presented operational challenges in maintaining fuel and water supplies for steam locomotives. The withdrawal of steam from these areas commenced with the introduction of the X-class mainline diesels in 1954 and by the late 1950's, steam was largely confined to the more temperate south western corner of the state. \$45.25

[THH-120] Sargent, John & Hennell, Andrew & Hennell, David. Western Australian Steam - The South West Corner . Pinewood Victoria Australia: Train Hobby Publications Australia, 2009. First Edition. Hard Cover. As New / No Jacket. ISBN: 1921122250. 56 pages profusely illustrated colour photos - The lines in the remote areas of the Western Australia Government Railways' system presented operational challenges in maintaining fuel and water supplies for steam locomotives. The withdrawal of steam from these areas commenced with the introduction of the X-class mainline diesels in 1954 and by the late 1950's, steam was largely confined to the more temperate south western corner of the state. \$55.00

[ARMP-123] Milne, Rod. Westrail's English Electric Experience. Elizabeth, South Australia: Railmac Publications Australia, 1998. First Edition. Soft Cover. New / No Jacket. ISBN: 0958650098. 64 pages b/w photos - Western Australia had a worthwhile fleet of English Electric locomotives. They ran 8 different classes. This book looks at these classes, including technical specifications and locomotive status as at 1997 \$10.95

[AAVI-BK5] Yates, Thomas E.. What a Journey - Life in the Victorian Railways 1948 - 1987. Melbourne, Australia: Australian Railway Historical Society (VIC), 2004. First Edition. Laminated Pictorial Boards. New / No Jacket. ISBN: 0858490455. 223 pages profusely illustrated b/w photos - What a Journey is a fascinating social history of the Victorian Railways from 1948 to 1987. It describes a momentous period in the railway's 150 years of operation which witnessed the end of the steam train era, the slashing of the organization's size, and the attempt to build a modern commercial organization while working with technology up to 80 years old. It tells the story through the eyes of Tom Yates who started as a 16 year old Lad Porter and ending up as the Station Master of the busiest Victorian Station - Flinders Street Station. \$49.50

[AMFB-18] Fiddian, Marc. Whistles in the Valley. Victoria, Australia: Raccoon Trail Books, 2017. First Edition. Soft Cover. New / No Jacket. ISBN: 9780987612809. 102 Pages with Colour Photos. \$19.95

[NH-008] Houghton, Norman. Wombat Woodsmen : Sawmills and Timber Tramways of the Wombat State Forest 1853 to 2008. Geelong, Victoria, Australia: Norman Houghton, 2013. First Edition. A4. Soft Cover. New / No Jacket. ISBN: 9780958301366. 166 pages b/w photos illustrations - fold out colour map at rear of book - The Wombat State Forest (locally: Bullarook) is located 50 kilometres west of Melbourne, Victoria, Australia, between Woodend and Daylesford, at the Great Dividing Range. The forest is approximately 70,000 hectares (170,000 acres) in size and sits upon Ordovician or Tertiary sediments. The Bullarook Wombat State Forest was proclaimed in 1871. The only initiative in Australia to introduce community forestry, within the internationally understood context, is in the Wombat State Forest. It is managed by the Department of Sustainability and Environment. The management plan covers several areas such as firewood and other products; protection of water supplies, conservation of biodiversity, and conservation of landscape. Other areas of importance include cultural heritage, research, education, tourism, recreation, mineral exploration, mining, and grazing. The forest is probably named after the Wombat township (now Daylesford) The foundations of large scale commercial sawmilling in Victoria were laid in the Wombat Forest from 1853. This forest was the testing ground for ideas and attitudes to the harvesting, transport and sawing techniques that forged resource management and sawmilling management styles well into the 20th century. The discovery of gold throughout Victoria from 1851 onwards led to the opening of numerous mining sites and the mining centres of central Victoria were to require an enormous supply of timber and the eucalypt trees of the Wombat Forest were ideally placed to supply that need. \$47.50

[ADG-01] Chambers, Don. Wooden Wonders - Victoria's Timber Bridges. Flemington Melbourne Australia: Hyland House Publishing, 2006. First Edition. Hard Cover. New / New. ISBN: 186447100X. 207 pages colour & b/w photos maps - At once a narrative of timber bridges history, an exploration of the development of road and rail transport, a showcase of Australian design ingenuity, and a regional Victorian tour guide. While showcasing the ingenuity of Australian design and workmanship and the amazing durability of native hardwoods, it also captures something of the beauty of simple structures that have been hewn from their landscape. This book tells the story of familiar structures that still, perhaps, remain a characteristic part of Victoria's, cultural landscape. It looks at the pioneering role and progress of Victoria's regional pathways, from the mountain forest, of Gippsland to the western goldfields and the mighty Murray River, and includes a look at footbridges and flumes. Finally, it briefly reflects on some of the threats responsible for the recent decline of timber bridges, as well as ways in which local communities and agencies have worked for their preservation. While it will not be possible to preserve all of these vernacular

structures, this book will stand as a tribute to their unassuming but considerable contribution to Australia's economic and social history. "Wooden Wonders" is a labour of love both by noted historian Dr Don Chambers, who undertook his research for the National Trust's Timber Bridge Study; and also by the Trust's Timber Bridges Committee, which has spent years working to protect and promote the bridges. It is richly illustrated both in colour and dramatic black-and-white, and includes many historical photographs not previously published. From fords and punts to timber bridges; Specs and spans -- demystifying the technology; Opening the West by road and rail; Linking mines and markets in the golden triangle; The Goulburn -- riverboats to irrigation; The Murray -- bridging the colonies; By rail through Gippsland's swamps and forests; Railways and tall timbers in the Upper Murray; Gippsland and the CRB \$49.95

[ARMP-141] Milne, Rod. Working Class Beauty - (A Tribute to the TGR X and XA Classes). Elizabeth, South Australia: Railmac Publications Australia, 2000. First Edition. Soft Cover. New / No Jacket. ISBN: 1864770171. 24 pages b/w photos - The TGR X class was the first mainline diesel-electric locomotive purchased by an Australian government railway system. These 32 locomotives replaced steam locomotives on most mainline trains, although steam locomotives still saw occasional use on various secondary and special services up to 1975. Tenders were called in 1946 for five or ten diesel locos, and this was let later in the year to the English Electric Company in the UK for ten locos. A second batch of ten were ordered following the 1948 review, and finally a third batch of twelve were ordered in 1949. All locos were ordered well before construction had commenced of the first units. The locos were delivered in a continuous stream between September 1950 and December 1952, with the first twenty being constructed at the Vulcan Foundry works and the final twelve being built at EE's own Dick Kerr works. The locos initially operated singularly (where they were slightly less powerful, although faster than the 1920s built steam locos they were to replace), or coupled in pairs with a single crew which where their true benefits lay. By the 1970's, it was not uncommon for three X, XA or Y locomotives to operate together, although when an X class locomotive was involved the others were down rated to this lower haulage capacity. Five X class were rewired between 1961 and 1970 to give better operation at low speed with the more powerful Y class locomotives then being constructed. The unmodified X locos were susceptible to overheating when hauling heavy trains on long grades, and the modifications made them more suitable to operation on the southern part of the Main Line. Other modifications to both X and XA class locomotives included the fitting of automatic couplers and sliding windows. Delivered in a plain dark green (later relived with a cream strip and or chevron), all were progressively painted red and cream from about 1954. From 1971 the standard colour scheme was yellow with black stripes and four locos were repainted AN green from 1981 Despite the influx of locomotives from South Australia and then Queensland, the last of the locos was not removed from service until 1988 when the final vacuum braked general freight services ended. \$6.55

[ARMP-099] McNicol, Steve. Yass Railway Album. Elizabeth, South Australia: Railmac Publications Australia, 1992. First Edition. Soft Cover. Fair / No Jacket. ISBN: 0949817902. 20 pages b/w photos - covers lightly rubbed \$8.75

[ARMP-086] McNicol, Steve. Yass Railway Portfolio. Elizabeth, South Australia: Railmac Publications Australia, 1992. First Edition. Soft Cover. New / No Jacket. ISBN: 0949817775. 32 pages b/w photos \$7.65