

are readily interchangeable. Each bogie has one traction motor driving one axle through gearing and thence to the second axle through roller chain. The driving wheels are  $33\frac{1}{2}$ " in diameter and the tractive effort is 30,000 lbs. Speed is limited by the maximum permissible r.p.m. of the traction motors and does not exceed 20 m.p.h. On the whole, the locomotives are remarkably quiet.

With the increased production at both Port Kembla works, it is necessary that traffic operations at both plants should be co-ordinated, if the most efficient use is to be made of the company's rolling stock. To this end, it is intended that an overall control shall be exercised by a central Control Office and to facilitate this, "Ann" and "Primrose", who will be responsible for most of the ex-works haulage, have been fitted with two-way radio.

The company's rolling stock in the district comprises:- Nineteen 80-ton flat top bogie waggons (9 more on order); two 65-ton flat top bogie waggons; twenty-four 40-ton flat top bogie waggons; two large and two small acid tank cars; sixty-nine 10-ton coal hoppers; four 10-ton general purpose trucks and one brakevan (N.S.W.R. CHG-type).

There are  $3\frac{1}{2}$  miles of single line track in Springhill Works, including 32 crossings, whilst C.R.M. works have  $2\frac{1}{2}$  miles and 12 crossings.

### OBITUARY

#### Alexander Donald MacDonald

With the death of Mr. A.D. MacDonald in the early hours of 7th March last, the Society lost a well-known and respected member. The writer, being one of his closest friends for very many years, thought that a brief history of his career may be of interest to all members, more especially those so well acquainted with him in Sydney.

He was born on 14th August 1894, at Montrose, Angus, Scotland. His father was a soldier in the Black Watch and was killed in action in the Boer War. Subsequently bereft of both parents, he migrated to Canada at the early age of seven years, where he lived on a farm at Colinton, on the shores of Lake Huron, until he was 15 years of age. Leaving the farm, he made his way to the Argentine, in South America, where he commenced his railway career on the Buenos Aires Great Western Railway. Getting "itchy feet", he left South America and arrived in New Zealand, stayed there for a short while and finally came to Sydney just prior to the commencement of World War I. Securing employment on the New South Wales Railways, he enlisted for active service at the commencement of hostilities and was amongst the earliest soldiers to leave these shores. He served at Gallipoli, in the desert and finally in France, being wounded on several occasions and carried shrapnel scars, which few knew of, to the end. At the cessation of hostilities, he went to England and worked for about 12 months as a fireman on the London & South Western Railway, his favourite run being London to Bournemouth. During this time, he visited his native heath, as well as most parts of England and Scotland.

Returning to Australia, he rejoined the service of the New South Wales Railways, serving first in the Traffic Branch, then transferring to "Loco", where he remained to his retirement in October 1955. He was attached to Clyde, Enfield and Eveleigh loco depots at various times and he served the whole of his railway career in this State in the area bounded by Nowra, Goulburn, Bathurst, Dungog and Newcastle. At his retirement, he was a senior driver and qualified to operate both steam and diesel locomotives.

"Mac", as he was affectionately called by the scores who knew him, was extremely interested in railways and his job. An ardent collector of "engine pictures" and railway data from all parts of the world, he, with several others similarly interested to further their object, formed, nearly 30 years ago, the Railway Circle of Merrylands, which ultimately developed into the Australian Railway Historical Society as we know it today. At one stage, he severed his connection with the former body but joined up with the present Society in October 1937. His remarkable collection of photographs, both

historical and modern, is well known to members of the Society. The value of his efforts is recognised in that quite a number of the photographs used in the books "A Century of Locomotives" and "History of the New South Wales Railways", published last year, have been taken from his collection.

Members will recall the many enjoyable incidents, which always marked the special Society outings, both annual and otherwise, and the manner in which "Mac" strove to do all in his power to add to the enjoyment of each and every passenger on the train. He drove every steam-hauled special train the Society has ever run and his expert knowledge of the road and the most suitable spots for photographs was a great asset to members of the Society. It was on the Society's "special" of 8th October 1955, when he drove locomotive No. 1243 from Sydney to Penrith and return, that he finished his railway career.

"The Flying Scotsman", a name lovingly bestowed on him by the writer's daughters, has gone - but what a glorious memory remains! (H.H.M.)

### THE OUTER CIRCLE RAILWAY

(Vic)

(By C. S. Singleton and based on  
notes by C. D. Gavan Duffy)

#### Victorian Railways

(Continued from Bn. No. 222, p. 50)

Ashburton. This station was opened with the line under the name of Norwood, which only lasted until the 12th December of that year. It had the usual loop, with two platforms and a dead-end goods siding, with home signals. A dead-end car storage siding was added in 1947, with an up departure home as cover for the facing points. Despite the fact that it was a terminus for many years, there were two home signals, the up home being of the old type on top of the cutting, carrying High Street overbridge, although the line had been abandoned. The signal stood at "stop" and could be seen for miles. It was passed at danger on at least one occasion, on the night the truck got away and ran off in the direction of the Black Bridge and the engine had to go and find it, in fear and trembling, lest a rail might be gone or some sleepers missing.

The down home was somewhat of an ornament until the electric trains started to run. Even then, it was so regarded, if I may so judge from the astonishment of the S.M., when I commented on the fact that the driver of the "spark", in which I arrived, had ignored it. "I thought it had a cross on it", said the S.M.! This was on the first day the electric trains ran.

Alamein, of course, is quite a modern addition, being opened on the 28th June 1948, and has a single platform on the down side and no signals or sidings.

### Fairfield Park to Riversdale

Fairfield Park, the junction station on the Heidelberg line, became a Staff station for the ballasting of the Riversdale line on the 23rd June 1890. The station was remodelled for the opening, with two platforms and down and up working, with a 18-lever frame on the up platform, which was brought into use on the 23rd March 1891. On the 13th June 1892, the down platform was closed and removed, the interlocking being adapted to main line and loop working accordingly. Shortly after the closing of the Outer Circle, the station was closed as a Staff and Block station on the 26th August 1893, the frame and signals being removed. For some months, early in 1900, Fairfield Park was re-opened as a junction station, with Electric Staff to Clifton Hill and O.T.S. to Heidelberg, for the purpose of working ballast trains on the Outer Circle line, to and from the Kew Asylum cutting, to obtain filling for the Princes Bridge extension from Collingwood.

Fulham Grange was opened with the line and had the standard Outer Circle layout with loop, two platforms and home signals. The station was situated immediately on the Fairfield Park side of the Heidelberg Road level crossing, the other side of which is now occupied by the wired sidings of the