AUSTRALIAN RAILWAY HISTORICAL SOCIETY MELBOURNE BRANCH

ARHS Melbourne Luncheon Outing Group, Newport Railway Museum Saturday 11th of May 2024

10:00 am	Exit Flinders Street Station via the Southern River exit and walk across the Evan Walker Bridge to the Southbank Promenade.
10:30 am	Catch 10:30 am Ferry to Williamstown.
11:30 am approx.	Arrive Gem Pier and walk across the road via the Pedestrian Crossing to the Customs House Hotel.
1:15 pm	Depart Customs House Hotel and walk to Bus Stop Route 415 bus at 1:31 pm to Williamstown North Station.
1:45 pm	Walk to Newport Railway Museum passing where the HCMT Shells arrive and are transformed into the new HCMT Trains now running on the Network. Leave the Museum when you desire, walking back to North Williamstown Station to catch the Rail Replacement Bus back to North Melbourne Station.

The Newport Railway Museum is located on Champion Road, Newport, Victoria, near the North Williamstown station.

History

The museum opened on 10 November 1962, after the Australian Railway Historical Society (ARHS) Victorian Division was allocated space at Newport Workshops by the Victorian Railways to develop a collection of key examples of steam locomotives that were then in the process of being replaced by diesel and electric locomotives. By the late 1980s, the early diesel and electric locomotives that had replaced steam traction were themselves nearing end of life, and the museum expanded its collection to incorporate a number of key examples.

Following a safety audit by VicTrack, the landlord and owner of most of the exhibits, the museum closed in February 2010. After various improvements, it reopened in March 2014.

On 16 June 2020, it was announced that the ARHS had withdrawn from the operation of the museum and a new group, Newport Railway Museum Inc., formed by museum volunteers, had entered into an arrangement with VicTrack to take over the Museum site lease.

In 2016, a project was announced to construct a 693 m2 (7,460 sq ft) roof canopy over four wooden passenger carriages and three of the oldest steam locomotives on the site; this project was completed in 2017. In 2019, the Victorian Government announced a project to construct a roof canopy to protect the heritage-listed locomotive H220 Heavy Harry. A 1,112 m2 (11,970 sq ft) structure that covered H220 and several adjacent exhibits was completed in 2020. In announcing the completion of the second roof canopy, Newport Railway Museum stated its intention to continue to construct further roofing over remaining exhibits to ensure their preservation.

The museum's regular opening hours are between 12 noon and 5 pm on Saturdays. During school holiday periods, the museum opens on both Saturdays and Sundays, between 12 noon and 5 pm.

Collection

The museum contains the largest existing collection of Victorian Railways steam locomotives, a wide range of other Victorian Railways rolling stock, and numerous Victorian Railways artefacts. The collection includes:
Seventeen steam locomotives;
Eight diesel locomotives;
Two electric locomotives and four electric suburban carriages;
Five country/interstate passenger carriages;
Ten freight wagons and two guards vans;
Five railway cranes;
Rail tractors and postal trolleys;
A signal box;
An O scale model railway.

All text on previous page from Wikipedia

This the text from a Guide to the Railway Museum North Williamston 1970 Edition page 5.

THE RAILWAY MUSEUM - ITS FORMATION AND HISTORY

For almost 100 years of railway operation in Victoria the steam locomotive reigned supreme as motive power. At a station, before the departure of a passenger train, groups of people, both old and young, would walk to the end of the platform to look at the engine in wonder and interest, to observe the great wheels with awe, to listen to the roar of the fire, the pant of the air compressor and other strange sounds; to inhale the coal smoke and the smell of hot oil and to pay a certain sort of homage to the device that of all man's inventions seems the nearest to having a life of its own — the steam locomotive.

And so when in 1952 the diesel-electric locomotive began to appear upon the Victorian Railways scene in small but ever-increasing numbers and the steam locomotives they replaced were cut up for scrap, there was widespread regret among railway enthusiasts at the imminent disappearance of these fascinating machines.

With the replacement of steam locomotives by diesels proceeding rapidly by 1960, a small group of members of the Victorian Division of the Australian Railway Historical Society suggested the preservation of examples of the various classes of V.R. steam locomotives while there were engines available.

This suggestion was well supported by the Society and so it was proposed that a Railway Museum be set up for this purpose.

After an approach by the Society to the Railway Commissioners, official approval was given for the establishment of the Museum. The Commissioners assisted by offering to supply locomotives and the land and tracks on which to store them.

An appeal for funds among members and friends of the A.R.H.S., and various other fund-raising activities, resulted in sufficient finance being raised to fence the allocated area and commence the project. Towards the end of 1961 the first vehicles were placed on the site and work parties began their tasks.

During 1962 further engines were received and the work of cleaning, painting and restoring them continued at a high tempo. Two firms donated locomotives and others donated materials and equipment.

All work on the project was done by volunteers.

Thus the Railway Museum was brought to the stage where it could be officially opened. This ceremony was performed on the 10th November, 1962, by Mr. G. F. Brown, the then Deputy Chairman of Commissioners of the Victorian Railways.

Since then the Museum has been opened to the public in the afternoons of all Saturdays and Sundays and most public holidays. Its popularity is shown by the fact that each year over 25,000 people pay a visit. Most come at weekends, but many are from kindergartens and schools who visit on weekdays by special arrangement.

As well as the steam locomotives which form the main part of the Museum exhibits, space has been found to display some representative passenger coaches, goods vehicles and other items of railway equipment. Further exhibits are being added from time to time.

Acknowledgements

The Victorian Division of the Australian Railway Historical Society wishes to acknowledge the generous help given to the Railway Museum in many different ways by, The Victorian Railways Commissioners and many of their staff, Massey-Ferguson (Aust.) Pty. Ltd., Australian Paper Manufacturers Ltd., B.A.L.M. Paints Pty. Ltd., Petroleum Refineries (Aust.) Ltd., The Shell Company of Australia Ltd., Middendorp Electrics Pty. Ltd., and to many others who have helped in their own ways.

Photos by Geoff Wallace GWa, John Ruddock JR, information from Wikipedia, Text & images from Railway Museum North Williamstown Guide 1980 Edition.

Notes compiled by Geoff Wallace

E&OE

Technical Details of the Museum Locomotives

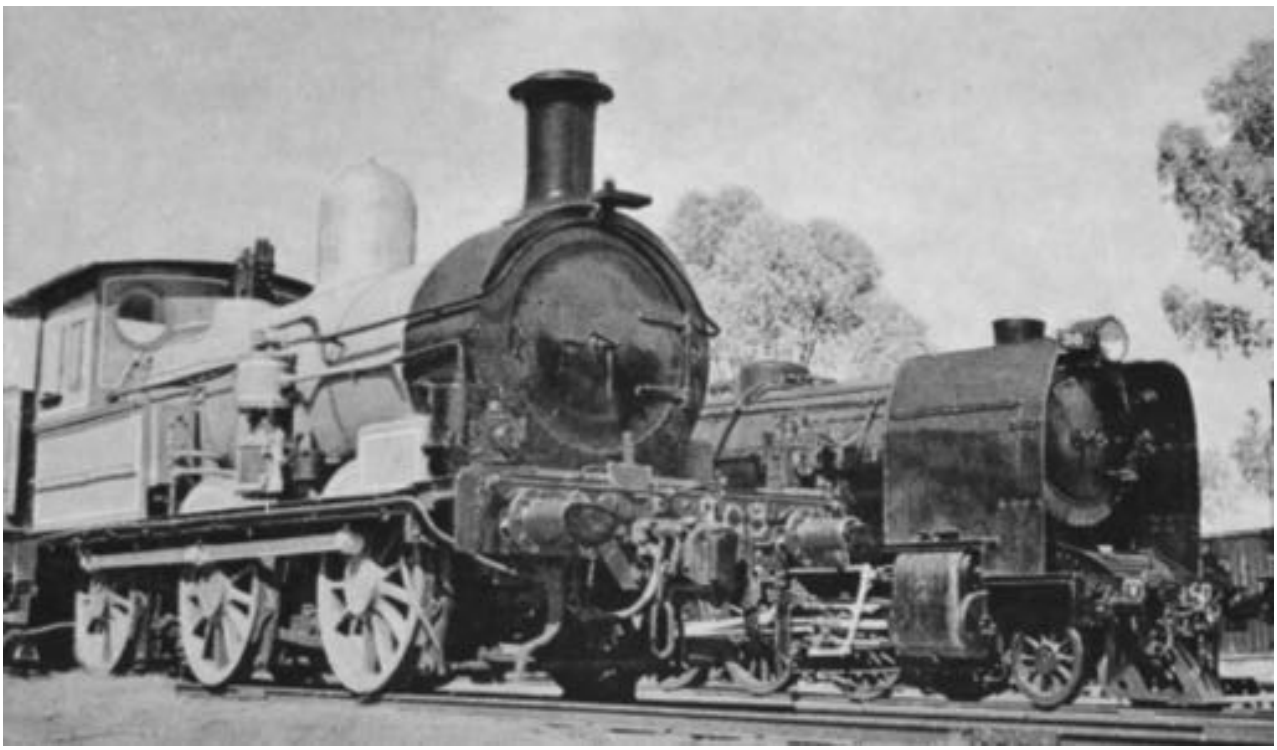
	F (motor)	Z (motor)	T	E
Class	F (motor)	Z (motor)	T	E
Type	2-4-2T	0-6-0T	0-6-0	2-4-2T
Number built	7 (rebuilt)	1	23	71
Builders	Newport Workshops rebuilt ex Phoenix Foundry	Newport Workshops	Beyer, Peacock (5) Phoenix Foundry (18)	Kitson & Co. (1) Phoenix Foundry (45) David Munro (25)
Year	1910-11	1893	1873-85	1888-94
Cylinders—				
Number and location	2 inside	2 outside	2 inside	2 inside
Bore	153/4"	•12"	161/2"	17"
Stroke	20"	22"	20"	26"
Wheel Diameters—				
Leading	3' 6"	—	—	3' 6"
Coupled	5' 0"	3' 6"	4' 3"	5' 0"
Trailing	3' 6"	—	—	3' 6"
Tender	—	—	3' 6"	—
Total Wheelbase	19' 7"	10' 0"	32' 23/4 "	20' 10" 12' 91/2"
„ Height	11' IIV2"	11' 11/2"	13' 2"	33' 8"
„ Length overall	30' 71/4"	22' 6V2 "	42' 8" (est.)	53t 8c
„ Weight, tons and cwt.	42t 9c	24t 5c	55t 14c	
Total heating surface	865 sq. ft.	545 sq. ft.	865 sq. ft.	1,095 sq. ft.
Grate area	16 sq. ft.	5.4 sq. ft.	16 sq. ft.	17.8 sq. ft.
Boiler pressure	160 lbs./sq. in.	140 lbs./sq. in.	160 lbs./sq. in.	160 lbs./sq. in.
Tractive effort—				
80% boiler press, (satd.)	10,580 lbs.	8,976 lbs.	13,660 lbs.	16,000 lbs.
85% boiler press, (supd.)	—	—	—	—
Water capacity	1,100 gals.	400 gals.	2,100 gals.	1,600 gals.
Coal capacity	1 ton	1/2 ton	4.2 tons	2.5 tons
Max. axle load, tons & cwt.	lit 6c	9t 0c	IOt 17c	16t 18c
Max. permissible speed	40 M.P.H.	—	40 M.P.H.	40 M.P.H.

	Y	D2	D3	D4	A2 (Walschaert)
Class	Y	D2	D3	D4	A2 (Walschaert)
Type	0-6-0	4-6-0	4-6-0	4-6-21	4-6-0
Number built	31	104 (some rebuilt)	94 (rebuilt)	58	60 (refer page 12)
Builders	Kitson & Co. (1) Phoenix Foundry (30)	Refer page 10	Refer page 10	Newport Workshops	Newport W/shops (50) Ballarat W/shops (5) Bendigo W/shops (5)
Year	1888-89	1902-20	1929-47	1908-13	1915-22
Cylinders—					
Number and location	2 inside	2 outside	2 outside	2 outside	2 outside
Bore	18"	18"	19"	18"	22"
Stroke	26"	26"	26"	26"	26"
Wheel Diameters—					
Leading		3' 7"	3' 7"	3' 7"	3' 7"
Coupled	4' 6"	5' 1"	5' 1"	5' 13/4 "	6' 1"
Trailing				3' 7"	
Tender	3' 6"	3' 2"	3' 2"		3' 2"
Total Wheelbase	35' 81/2"	48' 63/4 "	48' 678 "	31' 6V2"	53' 7"
„ Height	12' 93/4"	13' 6"	13' 7"	13' 6"	13' 9"
„ Length overall	48' IV4"	57' 43/4"	58' 33/s"	41' 10y2"	63' 6¾"
„ Weight, tons and cwt.	74t 0c	97t 3c	99t 11c	69t Qc	121t 7c
Total heating surface	1,434 sq. ft.	1,348 sq. ft.	1,592 sq. ft.	1,381 sq. ft.	2,040 sq. ft.
Grate area	21 sq. ft.	22.5 sq. ft.	25 sq. ft.	22.5 sq. ft.	29 sq. ft.
Boiler pressure	175 lbs./sq. in.	175 lbs./sq. in.	170 lbs./sq. in.	185 lbs./sq. in.	185 lbs./sq. in.
Tractive effort—					
80% boiler press, (satd.)	21,840 lbs.	20,080 lbs.	22,600 lbs.	20,100 lbs.	27,480 lbs.
85% boiler press, (supd.)					
Water capacity	2,200 gals.	4,000 gals.	4,200 gals.	1,700 gals.	4,550 gals.
Coal capacity	5 tons	5 tons 13t	5 tons	2.75 tons	1,500 gals. oil
Max. axle load, tons & cwt.	15t 7c	2c	13t 14c	14t 10c	17t 10c
Max. permissible speed	40 M.P.H.	60 M.P.H.	60 M.P.H.	50 M.P.H. (40 M.P.H. bunker first)	70 M.P.H.

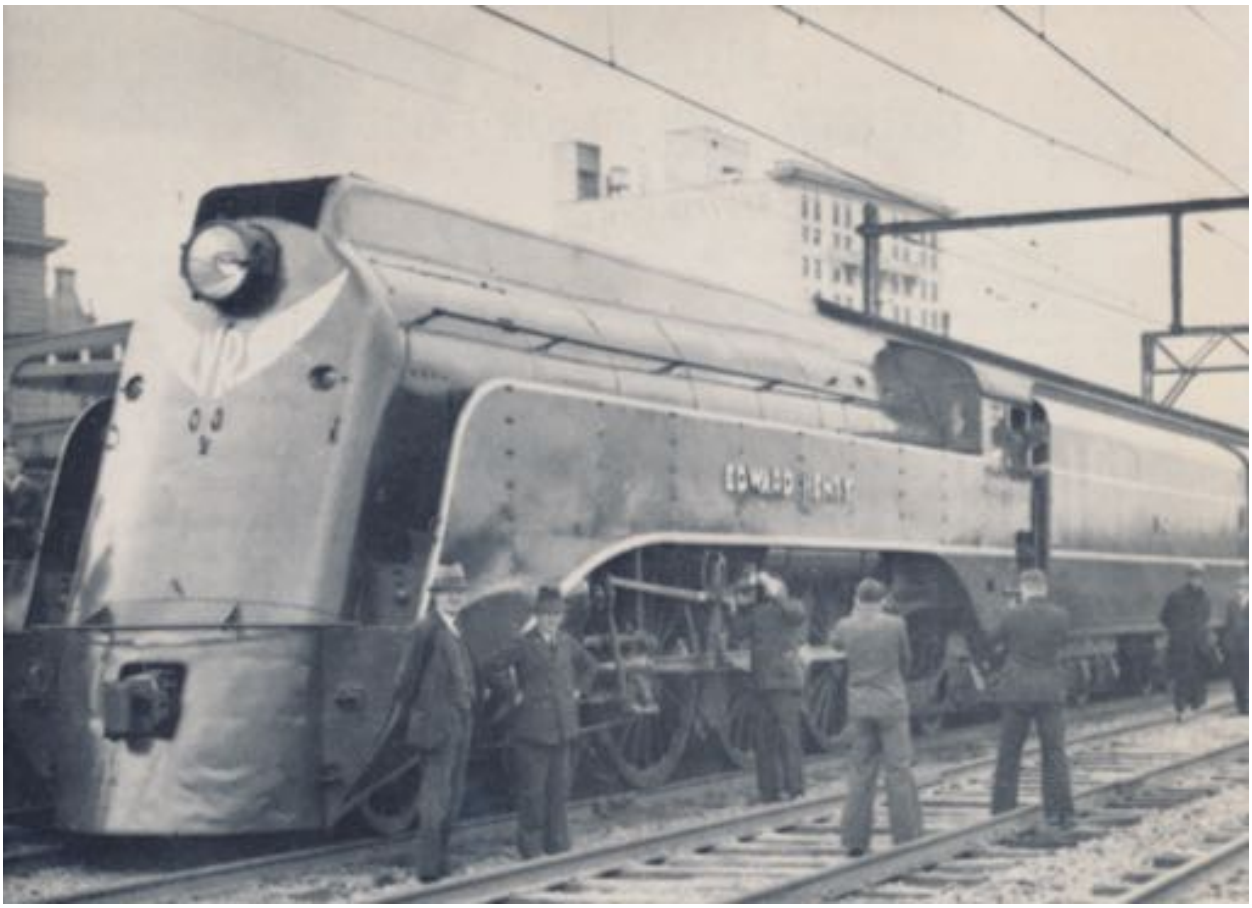
	C	X	K	N
Class	C	X	K	N
Type	2-8-0	2-8-2	2-8-0	2-8-2
Number built	26	29	53	83
Builders	Newport Workshops	Newport Workshops	Newport Workshops	Newport Workshops (33) North British Loco. Co. (50)
Year	1918-26	1929-47	1922-46	1925-51
Cylinders—				
Number and location	2 outside	2 outside	2 outside	2 outside
Bore	22"	22"	20"	20"
Stroke	28"	28"	26"	26"
Wheel Diameters—				
Leading	3' 1"	3' 11/2 "	3' IV2"	3' 11/2 "
Coupled	5' 1"	5' 1"	4' 7"	4' 7"
Trailing		3' 7"		3' 1V2"
Tender	3' 2"	3' 2"	3' 2"	3' 0"
Total Wheelbase	55' 21/2"	67' 02/4"	50' 25/8"	58' 0" 13'
„ Height	13' 9" 65'	13' IOV2"	13' 8" 60'	11 3/8 " 67'
„ Length overall	3" 128t	77' 41/4"	3'/e " 104t	51/4"
„ Weight, tons and cwt.	10c	181t 2c	12c	1241 13c
Total heating surface	2,417 sq. ft.	3,107 sq. ft.	1,680 sq. ft.	1,777 sq. ft.
Grate area	32 sq. ft.	42 sq. ft.	25% sq. ft.	31 sq. ft.
Boiler pressure	200 lbs./sq. in	205 lbs./sq. in.	175 lbs./sq. in.	175 lbs./sq. in.
Tractive effort—				
80% boiler press, (satd.)				
85% boiler press, (supd.)	38,400 lbs.	39,360 lbs.	28,650 lbs.	28,650 lbs.
Water capacity	4,700 gals.	8,600 gals.	4,200 gals.	4,700 gals.
Coal capacity	1,500 gals, oil	9 tons	5 tons	1,500 gals, oil
Max. axle load, tons & cwt.	18t 10c	19t 5c	13t 10c	13t 17c
Max. permissible speed	60 M.B.H.	50 M.B.H.	50 M.B.H.	50 M.B.H.

	J	R	H
Class	J	R	H
Type	2-8-0	4-6-4	4-8-4
Number built	60	70	1
Builders	Vulcan Foundry	North British Loco. Co.	Newport Workshops
Year	1953-54	1951-52	1941
Cylinders—			
Number and location	2 outside	2 outside	3 (2 outside 1 inside)
Bore	20"	211/2 "	2IV2"
Stroke	26"	28"	28"
Wheel Diameters—			
Leading	3' 1 Vs "	2' 9"	2' 9"
Coupled	4' 7"	6' 1"	5' 7"
Trailing		3' 11/2"	3' 1"
Tender	3' 0"	3' 2"	3' 01/4"
Total Wheelbase	50' 83/4"	67' 0"	82' 1"
„ Height	13' 111/2"	14' 0"	14' 0"
„ Length overall	60' 51/2"	77' 31/4"	92' 53/4"
„ Weight, tons and cwt.	112t 15c	187t 8c	260t 1c
Total heating surface	1,682 sq. ft.	2,705 sq. ft.	4,760 sq. ft.
Grate area	31 sq. ft.	42 sq. ft.	68 sq. ft.
Boiler pressure	175 lbs./sq. in.	210 lbs./sq. in	220 lbs./sq. in.
Tractive effort—			
80% boiler press, (satd.)			
85% boiler press, (supd.)	28,650 lbs.	32,080 lbs.	55,000 lbs.
Water capacity	4,100 gals.	9,000 gals.	14,000 gals.
Coal capacity	1,500 gals, oil	6 tons	9 tons
Max. axle load, tons & cwt.	14t 10c	19t 10c	23t 5c
Max. permissible speed	50 M.P.H.	70 M.P.H.	60 M.P.H.

View of Museum showing D4 268 1980 Ed back cover



View of Museum showing Y 108 & X 36 1980 Ed front cover



Spirit of Progress with S302 Edward Henty about to leave #1 Platform Spencer Street on its first run to Albury on 23rd of November 1937 VR Photo in Museum Guide book. 1980 Ed
The four locomotives of this class were scrapped some years before the Railway Museum was formed. This photograph is inserted as a tribute to their memory.

A2 995 under cover now 20181218 GWa Image.

H 220 under cover from the street 20181213 GWa Image

H 220 now under cover front on. JR Image. 2024

Under the new roof at night. 20181114 GWa Image.

Downer Shed where HCMT Shells arrive 20181218 GWa Image.