



**AUSTRALIAN RAILWAY
HISTORICAL SOCIETY**

MELBOURNE BRANCH

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**ARHS Melbourne Luncheon Outing Group,
Kerrisdale Mountain Railway & Museum, Seymour Railway Club Hotel for Lunch
Tuesday 22nd October 2024**

7:55 am	Meet at the waiting room at Southern Cross Station opposite platform 5.
8:14 am	Catch the 8:14 am V/Line service to Seymour.
9:50 am	Arrive Seymour, board a Coach to the carpark of Kerrisdale Mountain Railway. We will have approximately 2 ½ hours for one ride on the train and an inspection of the Museum and Workshop. Tea, Coffee and Biscuits is also included with our visit.
12:45 pm	Board the coach, back to Seymour and the Railway Club Hotel for lunch.
2:55 pm	Leave Hotel and walk back to Seymour Station.
3:08 pm	V/Line service departs back to Melbourne.
4:33 pm	Arrive back at Southern Cross.

Kerrisdale Broad Gauge Station

Kerrisdale was a railway station located in Kerrisdale, Victoria, Australia, on the Mansfield line.

The station consisted of a side platform, goods shed and a goods platform and a cattle ramp which was abolished in 1976.

The line was closed on 8th of November 1978.

Kerrisdale Station Opened 16 November 1883 Closed 8 November 1978 Open for 94 years.

History of the Mansfield Line

The Mansfield railway line is a closed 121-kilometre (75 mi) branch railway line situated in the Hume region of Victoria, Australia. Constructed by the Victorian Railways, it branched from the Seymour line at Tallarook station and ran east to Mansfield. The line was primarily built to provide a general goods and passenger service to settlements in the area.

The line was opened in six stages from November 1883 to October 1891 and was closed in November 1978.

The first stage of the line was opened from Tallarook to Yea in 1883, being extended in stages from 1889 through Molesworth, Cathkin, Merton and Maindample, to reach Mansfield in 1891. A 7-kilometre-long branch was opened from Cathkin to Koriella in 1890, being extended another 7 kilometres to Alexandra in 1909.

The line was a result of a decade of local lobbying and provided improved access for agricultural products from the region to Melbourne markets. The line was quite scenic and included a 200 m tunnel near Cheviot and a viaduct over an arm of the Lake Eildon reservoir in Bonnie Doon, which was rebuilt in 1955 as part of the enlarging of the reservoir.

By the mid-1970s, the track had deteriorated beyond Yea and, after March 1977, the majority of passenger services were run by buses. The last regular passenger service to Mansfield, on 28 May 1977, was operated by 280hp Walker railmotor 91 RM. It was replaced by a bus service via Yarra Glen, which was rerouted via Whittlesea after road upgrades had been carried out.

The line was closed on 8 November 1978, along with the branch line to Alexandra. It was quickly dismantled following closure, preventing any chance of tourist services from operating along the line, despite some interest being shown.

Many bridges along the line were also removed with only the abutments and piers remaining.

The track bed has since been re-used for the 134-kilometre Great Victorian Rail Trail.

Construction of the rail trail was funded by the federal government and local councils.

Date	What Happened	WN or WON
Kerrisdale Broad gauge Station History		
Fri, 16 Nov 1883	Line Opened Talalrook to Yea	
Mon, 28 Jun 1897	By this date, signals removed.	(WN51/1897)
Mon, 16 Sep 1912	By this date, may open as intermediate composite electric staff block post in Tallarook - Yea section, no signals.	(WN38/1912)
Mon, 27 Jul 1914	By this date, points each end secured by staff lock.	(WN30/1914)
Tue, 21 Jun 1977	No-one in charge in lieu of caretaker.	(WN25/1977)
Mon, 20 Feb 1978	Dis-established as intermediate composite electric staff block post due to train staff and ticket replacing electric staff.	(WN09/1978)
Wed, 8 Nov 1978	Line closed.	(Working time table)
Line History		
Fri, 16 Nov 1883	Line Opened	Tallarook - Yea
Wed, 8 Nov 1978	Line Closed	Tallarook - Mansfield

Kerrisdale Mountain Railway

Kerrisdale Mountain Railway is a unique narrow gauge tourist railway with panoramic views, live steam museum, loco and workshop to tour.

It is the steepest adhesion railway in Australia, it works a zig zag formation to gain maximum height over a short distance to reach the summit.

The railway is 2ft gauge and is a tourist railway with spectacular views of the Upper Goulburn Valley.

To gain the maximum height within the shortest distance, steep grades and tight curves also abound, with panoramic views of (360 degrees) to take your breath away at Summit Station.

The railway and museum have been developed by a group of dedicated volunteers and it is a not for profit incorporated body.

All proceeds are put back into the development and running of this facility.

We are situated in the North East corner of the Tallarook Ranges, North Central Victoria.

Kerrisdale is 116km (1h.25m) drive from Melbourne on Citylink/M2, State Route 60 and State Route 50 in between Seymour, Broadford and Yea.

Light Railways LR 142

This is a private line under construction in the Tallarook ranges. It climbs at a gradient of 1 in 12.5 using a switchback. Track is 20lb rail laid on red gum sleepers. Items of rolling stock so far constructed on the railway include No.1 GEORGE, a 4wDM locomotive and a four-wheel braked ballast truck (numbered B 996). GEORGE is powered with a 4hp Macs diesel with four-speed gearbox, and is used on track construction duties. GEORGE can push the ballast wagon with a load of 1.5 tonnes up the grade.

Acquired recently was Ruston & Hornsby Model 20DL 4wDM (285301 of 1949), originally NSW Public Works Department No.43A, which has been obtained in dismantled form from the Illawarra Light Railway Museum Society, and is being rebuilt. A 0-4-0 geared steam locomotive is also under construction for the line.

Another item of rolling stock is a tumbling tommy found in a farmer's paddock at Glenburn in Victoria in December 1997. It is believed to used to excavate the tunnels. Some kind of haulage device may have been used as there is a double groove wire rope burn in the centre of one axle. The skip was supplied through agent George Cohen of London. Andrew Forbes 5/1998

LR 147

Further development of this private railway in the foothills of the Tallarook Ranges (see LR 142, p.25) is taking place. By the end of January 1999, earthworks had been completed taking the formation to the summit via a switch-back, rising a total of 32m in 600m. The bottom road grade will be 1 in 12.5, the middle road 1 in 15 and the top road 1 in 40. Siding works near the loco shed, which will be a two-road affair, have been carried out, with a service pit planned adjacent to the shed.

About 350 red gum sleepers are being cut ready for the extension in the autumn. About 400 track metres of 20 lb rail has been obtained but more is still needed. Andrew is keen to hear from anyone who could help him locate suitable supplies (RMB 5810, Kerrisdale 3660 - Phone 03 5797 0227).

An unidentified Malcolm Moore 4wDM locomotive has been acquired from Mourilyan Mill in Queensland and arrived complete with a spare final drive gearbox and axle/wheelset assemblies. Numbered 5 at the mill, it is receiving a heavy overhaul and will be finished in its mill livery of red, yellow, black and white. A screw type brake will be substituted for the lever type currently fitted, as well as track shoe brakes in view of the steep grades on the line. Andrew would like to acquire a cast iron diamond-shaped Malcolm Moore plate for this locomotive, or failing this, a loan of an original for copying.

The Ruston & Hornsby 4wDM (285301 of 1949) is now a rolling chassis awaiting the provision of an electric start for the overhauled Lister 30hp motor and a suitable coupling between motor and gearbox. Andrew Forbes 1/1999

LR 149

The unidentified Malcolm Moore 4wDM acquired by Andrew from Mourilyan Mill [see LR 147, p.29] has most likely been identified. Found under about 50mm of bagasse and diesel fuel, and stencilled in white on the underside of the gearbox rear support and cross member, is the number 1039, which corresponds to a Malcolm Moore builder's number from a member of the relevant type. Replica diamond-shaped Malcolm Moore plates have been made, and the braking system upgrade is nearly complete with screws, bell cranks, hand lever and other parts fabricated and ready to fit by late June. The fuel tank has been replaced as the old one was staved in and leaking in several places. Andrew Forbes 6/1999

LR 152

KERRISDALE MOUNTAIN RAILWAY 610mm gauge The heavy general overhaul of Malcolm Moore 4wDM No. 1039 ex-Mourilyan Sugar Mill is nearing completion. The last twelve months have been a constant effort to get No. 1039 back on the rails as soon as possible, every nut, bolt and screw having been undone and a number of major rebuild items carried out to ensure many years of good service.

The locomotive at present is totally stripped, having undergone a trial fit up and is in the paint shop. Coordinating the various colours (black, red, yellow, white and grey) is quite a feat in itself. All the panels, rods, levers, bell cranks, pins, linkages, etc, have been stripped and painted to the last known livery. Andrew Forbes

LR 156

Malcolm Moore 4wDM 1039 ex Mourilyan Mill (see LR 149 p.29) was returned to service on 26 December 1999 after a heavy overhaul that lasted 12 months. Since then, efforts have returned to track construction. The Malcolm Moore can handle a full ballast truck at a good speed, enabling 24 tons of ballast to be laid out and tamped in a day.

The 250m middle road has been laid. This rises at 1 in 15 and has two serpentine reverse curves. At Middle Station, a set of left handed points ex Smithfield in South Australia have been converted to a "Y" to provide access to a short siding parallel to the middle road. Three track panels have been laid on the top road, as far as the signal mast where the point indicator for the top points is fitted. Following the completion of ballasting on the middle road, the top road will be extended to the summit from where there are breathtaking views of the Goulburn Valley from the foothills of the Tallarook ranges. Andrew Forbes 10/2000

LR 160

KERRISDALE MOUNTAIN RAILWAY 610 mm gauge The last of the track on the 'top road' to the summit was completed in March 2001 (LR 155, p.30). A left-hand turnout, ex-Smithfield munitions tramway, was utilised to make a head shunt and road into the platform (yet to be built). Further projects for 2001 include construction of the summit platform, a second road shed with service pit and buffer stops. Andrew Forbes, 4/2001

LR 165

KERRISDALE MOUNTAIN RAILWAY 610 mm gauge Updating the report in LR 160 (p.29). trackwork was completed to the 'summit' in February 2001, Attention was then given to completion of the second road shed and service facility. This was opened with an open day and steam up in the boiler house in November 2001.

Round trips to the 'summit' were made with 4wDM KMR No.2 (Malcolm Moore 1039) pushing two makeshift carriages. The railway is now building a 4-wheel passenger carriage capable of carrying 12 passengers. The major project for 2002 is restoration of the Ruston Hornsby 20DL 4wDM No. 285301. This was received as a rusty derelict chassis without engine, radiator or super structure. A Gardner 4LK engine has been obtained and has been overhauled ready to marry up to the gearbox. Andrew Forbes, 2/2002

LR 170

A further project in the development of this private railway (LR 165, p 27), namely the design and construction of a passenger carriage, has been completed. Member Don English secured two ex-SAR 1067mm gauge axle, wheel and hub sets for conversion to 610mm gauge. These were stripped apart, the axles shortened, the bearings checked and cleaned. and the wheels were re-profiled to match the KMR 201b/yard rail. Initially a 4-wheel, semi-enclosed coach was planned, but the design was changed to an open toast-rack 'scenic' carriage. Channel iron (100 x 50mm) was used for the chassis and 200 x 12mm plate steel was used for the buffer beams. Four-wheel fully compensated brake gear is utilised. with red gum brake blocks. which have proven to be very quiet, wear resistant and dust free. The seats, constructed of jarrah timber. have a capacity of 12 people. A KMR builder's plate was fitted to commemorate the erection of the carriage. The carriage rides well and is considered to be very comfortable. Andrew Forbes, 12/02

LR 172

Considerable work has been undertaken on overhauling the Ruston Hornsby 20DL 4wDM B/N 285301 of 1949 (see LR 165, p28). The Gardner 4LK engine has been test run and fitted to the chassis. It will be governed at 1100 rpm to produce 30hp for traction. The 4-cylinder Gardiner is about the same weight as the old 2-cylinder Ruston. The original input shaft and coupling had to be built up. machined and a new spline cut. The truck radiator was stripped and overhauled. with a facsimile Ruston plaque fitted to cover the header tank. The axles have been trued up in the lathe, with new brasses cast and machined to size. The brake gear has been fully overhauled and re-pinned, then the chassis and all components were sandblasted prior to painting. The track shoe brakes that proved so successful on the Malcolm Moore 4wDM have been fitted and a standard KMR wheel brake pedestal provided as the Ruston lever system would not hold on the grades of the railway. A tropical style body has been manufactured and fitted to the locomotive. The Ruston W3 gate gear lever has been shifted to place it in front of the driver so that all controls are comfortably worked from the driver's seat. The locomotive was scheduled to commence mechanical trials in May. Andrew Forbes. 4/2003

LR 176

KERRISDALE MOUNTAIN RAILWAY 610 mm gauge Andrew Forbes

A visit to the KMR on 15 November 2003 by a group of the Chartered Institute of Transport Australia found both locomotives - the Ruston and Malcolm Moore - turned out in impeccable condition. The line ends on a hill above the Forbes residence where there is a run-around loop, with a small station to be built in the near future. Andrew Forbes advised the group that his next project is to build a steam-powered rack locomotive. Subsequently, construction has commenced on a new locomotive shed and workshop at the bottom points precinct and the loop at The Summit has been extended to allow two trains to be accommodated. The station precinct at the latter site will be allowed to consolidate before installation of a shelter and fence.

The KMR has also acquired four passenger carriages from the defunct St Helena Island Tramway via ANG RMS (LR 170, p 27). They have been completely stripped for assessment and the design of brake gear, prior to rebuilding during 2004. Malcolm Dow, 1/04; Andrew Forbes, 2/04

LR 181

Two of the ex-St Helena Island Tramway carriages received in September 2003 have been refurbished for the KMR (LR 176, p.28), while the other two have gone to another railway. When received the carriages had 75mm reinforced concrete floors, which added 675kg dead weight to each unit. a distinct disadvantage on the steeply graded KMR.

In addition, the concrete floor had been hung over the bowed chassis frames of the former sugar cane trucks by about 100 mm each side, which made the carriages look too wide for their length. The concrete flooring was replaced with treated tongue and groove flooring and the bodywork was cut and shut to improve the aesthetic appearance. KM R standard fully compensated four-wheel brakes were fitted to the previously unbraked carriages and rubber blocks were inserted above the roller bearing hubs to provide springing for passenger comfort. The results have proved most satisfactory.

Extensive works have been undertaken at the 'summit' over the past year to transform the former two-head shunt into a valuable passing loop for operational purposes, which leads across a level crossing into the Summit Station platform area. The track has been built up with 100 cubic metres of spoil from the bottom points. Another improvement has been the development of an improved point indicator. Former VR point indicators were previously used, which had green and red panels and cat's eye lenses. When placed on a curve, these were not satisfactory at night.

The new indicators have laser cut arrows backed with translucent opal Perspex and have proved excellent by both day and night. Activities at the Bottom Points include the construction of a crib room and toilet block after much excavation. A new high-bay locomotive shed, with a travelling overhead crane, has been erected on the second road. The Ruston Hornsby 4wDM locomotive (B/N 285301) purchased from ILRMS has been re-engined and returned to service. Work has commenced on the next major project, the construction of a geared steam locomotive, which will have rack and adhesion drive - unique in the world of 2ft gauge. At this stage, axles, wheels and coupling rods have been made and the engine, which is similar to a Climax, is steadily being re-fitted. Andrew Forbes, 10/2004

LR 188

John Browning received a warm welcome when he visited this private site on 4 January. The standard and care given to making every detail impeccable and spotless could easily lead to an impression that everything you see is brand new. The line runs from a depot area at Bottom Points and climbs past a siding at Strath View to Top Points. Here the direction of travel changes and the train continues past a loop to the Summit station.

The locomotives are No.1 GEORGE, a 4wDM with belt drive built on site in 1995, Malcolm Moore 4wDM No.2 MAL (1039 of 1943) and No.4, a heavily reconstructed Ruston & Hornsby Model 20DL 4wDM (285301 of 1949). Three four-wheel carriages are available for use. No.3 is an open 12-seater car built in 2002 while No.5 & No.6 are canopied 9 built in 1997 for a tourist railway on St Helena Island in Queensland. Plans are well advanced to construct an 0-4-0 TG rack & adhesion steam locomotive, with a boiler and other parts on hand. It is also planned to build a bogie carriage. John Browning, 1/2006

LR 199

This railway, last reported in LR 188 (p.27), formally commenced public operations in November 2007. Opening hours for the railway and museum are 10 am-5 pm Thursday to Monday with regular trains operated by the Malcolm Moore 4wDM No. 2 MAL (B/N 1039 of 1943) or the rebuilt Ruston & Hornsby Model 20DL 4wDM No. 4 (B/N 285301 of 1949). The rail journey affords a spectacular panorama of the surrounding peaks and valleys. A new 75-metre section of track takes passengers 180 degrees around 'The Summit' and allows them to alight safely on the level, with all the usual station facilities. Congratulations are extended to the dedicated group of volunteers that steadfastly and professionally assisted in bringing all facets of the project to this important stage. The museum features a boiler house with a Grantham boiler running various steam engines, pumps and a steam winch; Invincible, a vertical-boiler steam tractor; a photo history of the KMR; and restoration works in progress. Refreshments are available at the Bottom Points kiosk. Admission is \$15 for adults, \$12 concession and \$10 for children. All proceeds are put back into the development and running of the railway. Andrew Forbes 12/07

LR 204

Updating the report in LR 199 (p 27), the KMR notched up 12 months of public operation in October 2008. Andrew and Jennifer Forbes have been delighted in the response to their little tourist railway by all sectors of the Community.

The Summit Station precinct now features a passing loop, station platform and shelter, with a 'Darjeelingsque curve'. It has been laid out with an open air museum and native garden, with the artefacts on display relating to local railway history and/or rail-type vehicles used in mining or tunnelling in the local area from the 1870s. They include a MMBW 'Tumbling Tom' used on what must have been their first tunnelling project, which has been preserved and displayed on 'original rails'

In response to bookings by larger groups, the KMR is currently building a semi-open toast rack carriage to augment capacity. This carriage follows the same design as the earlier open toast rack car, but features independent Timken roller-bearing axle hubs to minimise curve friction and flange/rail wear. The new carriage, to be No 7 on the KMR roster, will feature a canvas roof with quick-attach weather blinds available when necessary.

The existing toast rack car (OTR 802) will be retro-fitted with the same canvas roof and blinds so as to make both carriages readily available in all weather. They will operate as a consist behind 4wDM KMR No. 2 (Malcolm Moore 1039 of 1943) Andrew Forbes, 10/2008

LR 206

This operation was spared the fire on 'Black Saturday', although the site was consumed by acrid smoke and fallout, together with the horror of 'living on the edge' and having to protect life and property. As with other preserved railways, temperatures above 40C, the fires, high winds and the general sense of fear resulted in cancellation of group bookings and dramatic downturn in visitor numbers during February.

Railway operations were suspended, which allowed the workshop crew to complete the semi-open 'toast rack' carriage, which has become No. 7 on the KMR roster. Successful trials were undertaken and the carriage is now being retro-fitted with a canvas canopy. Andrew Forbes, 03/2009

LR 213

On Saturday 17 April 2010, a party of 23 members and friends from the Chartered Institute of Transport, Passenger Transport Group, Victoria, visited the Kerrisdale Mountain Railway (KMR) in the Goulburn Valley, some 70 km north-east of Melbourne. Kerrisdale was previously a station on the broad-gauge Victorian Railways branch line from Tallarook to Alexandra and Mansfield via Yea, which finally closed in 1978. As many readers of LR will be aware from previous reports, the KMR has been developed over a number of years by member Andrew Forbes, Andrew's wife Jennifer, and a small band of dedicated volunteers.

The railway received accreditation several years ago and has been open to the public since then. In addition to the railway experience, the KMR also operates a small museum with a wide variety of working exhibits, historical photographs covering the operating days of the Mansfield railway and local sawmilling and quarrying activities, and other interesting paraphernalia.

After arrival by coach, the group adjourned to the museum where Andrew described and demonstrated a number of the exhibits (all steam driven) including marine engines, a small ships winch, generator sets, and a 1906 White steam car engine. All the working exhibits are steamed from a Davey Paxman portable engine of 1912, which is in near original working condition. The fascination of the machinery was tempered by the call to lunch by Jennifer, as the group retired to picnic tables set up in the forecourt outside the museum to enjoy local gourmet sausages and the magnificent views over the Goulburn Valley to the mountains of the Victorian Alps in the distance.

Following lunch, we were ready for the highlight of the day—the trip on the railway from Bottom Points to the top of the hill at Summit Station, a climb of 38 metres. Our train, consisting of semi-open toast rack carriages 3 and 7 (built by the KMR), headed by the 4wDM locomotive No. 2 (Malcolm M B/N 1039 of 1943), was waiting for the group at the Museum. The initial section of the line is quite steep, on a ruling gradient of 1 in 12.5 on a track contoured around the mountainside. At Strath View Siding, with views to the King Parrot Creek valley far below, the grade eases to level, then up again winding through tall trees to the Top Points where the train reverses for the final climb on the top road, through the loop at Summit Points to Summit Station. There is a small outdoor display on top of the knoll here including relics of the local mining and logging industry. On a good day, the 360 degree panorama from the summit is a magnificent sight.

A second train was run later in the day, headed this time by KMR No. 4 (Ruston and Hornsby, B/N 285301 of 1949, rebuilt KMR 2003). Originally built for the NSW Public Works Department, this locomotive was derelict when purchased by the KMR from the Illawarra Light Railway Museum Society. It has been totally rebuilt in the KMR work-shops and has a 1949 Gardner 4LK diesel engine and a replica 'tropical style' body (LR 183, pp. 15-17). The carriages on this train were No. 5 and 6, ex-St Helena Island Tramway, Moreton Bay, which were fully rebuilt in the KMR workshops. Malcolm Dow, 04/2010

LR 215

In order to facilitate the movement of carriages in the railway's workshop area, a special transverser has been constructed and installed. Additional space is required for the erection of the geared steam locomotive (LR 213, p. 36) and the erecting shop had become cluttered due to the use of the workshop road as a 'storage shed' for rolling stock between turns of duty on the KMR. The new transverser enables rolling stock to be carried into the storage shed. Items of rolling stock are shunted manually into shed on the transverser and when required, they are brought back again. Andrew Forbes, 08/2010

Photos by Geoff Wallace, information and picture from facebook.com, Wikipedia.com, Kerrisdale Station Pic by Lance Adams Album high country history org.au, <onlymelbourne.com.au/kerrisdale-mountain-railway>, Light Railways Magazine various issues.

Notes compiled by Geoff Wallace

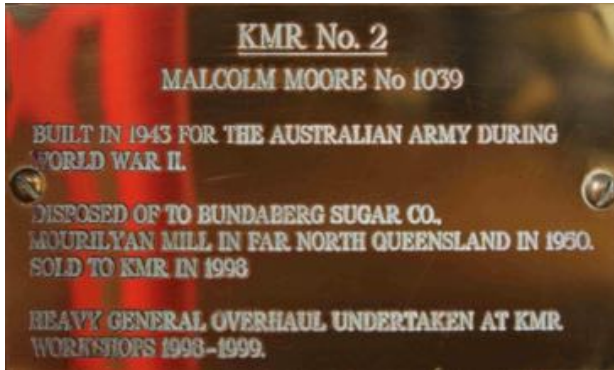
E&OE



Malcolm Moore # 2 Built 1943 for Australian Army, purchased 1998 by KMR, rebuilt KMR 1998-1999 GWA pic 20140419



Controls of Malcolm Moore # 2 Built 1943 for Australian Army, purchased 1998 by KMR, rebuilt KMR 1998-1999 GWA pic 20140419



Malcolm Moore # 2 nameplate. GWA pic 20140419



Malcolm Moore # 2 Instructions from Army Days. GWA pic 20140419



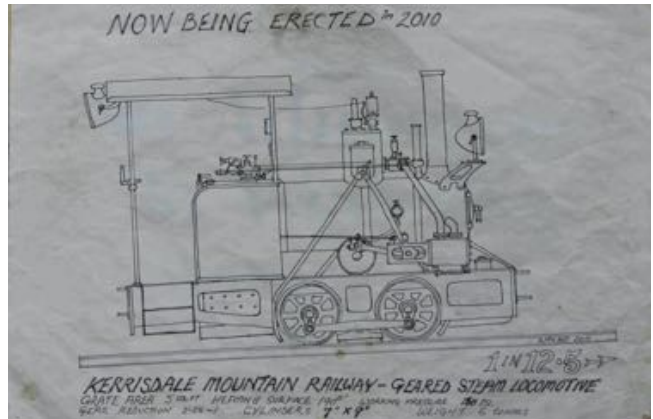
Chassis of Steam Loco being built at KMR by Andrew. GWA pic 20140419



Cylinders to go on Loco being built by Andrew. GWA pic 20140419



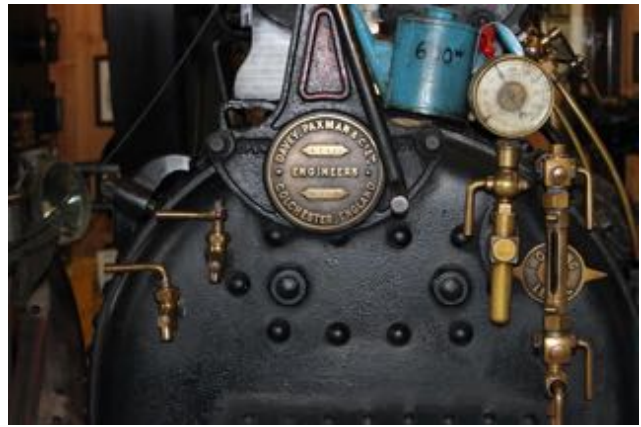
Loco being built by Andrew at KMR. GWA pic 20140419



Sketch of Loco Design being built at KMR. GWA pic 20140419



Douglas having a run after winter layover. Facebook.com 20140419



Rear of Boiler of Loco being built at KMR. GWa pic 20140419



Display area at KMR. GWa pic 20140419



Out on the track on the way to the Summit showing Point Indicator at KMR. GWa pic 20140419



On the way to the Summit showing Points & Switchback GWa pic 20140419



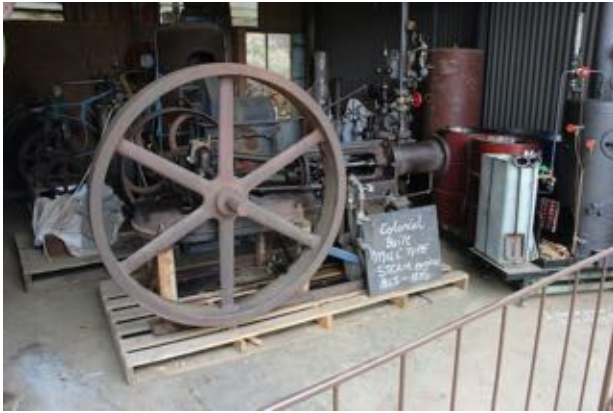
At the Summit, malcolm Moore # 2 and 2 carriages after the ride to the Summit on the steepest adhesion railway in Australia. GWa pic 20140419



Andrew at the controls of Malcolm Morre #2 on the way to the Summit. GWa pic 20140419



Small goods wagon at the Summit of the KMR. GWa pic 20140419



Mill Type Steam Engine 1865 1870. GWa pic 20140419



Two views from the Summit of the spectacular Country around Kerrisdale. GWa pic 20140419



Ruston Loco in the shed at KMR. GWa pic 20140419



Furphy Water Cart at the Summit. GWa pic 20140419



63 RM at Kerrisdale Station Lance Adams Album high country history org.au



Bridge footings of 5'3" Railway Bridge by the side of the Goulburn Valley Highway. GWa pic 20140419



Kerrisdale Sign by the side of the Goulburn Valley Highway. GWa pic 20140419