

THE LUBRICATED FLANGE



IN THIS ISSUE

Borneo 2007

Pinkenba

The C Chase

Negros Steam

Plus all the latest news
that matters from
around the Australasia
region!

[tp://www.zelmeroz.com/lf/](http://www.zelmeroz.com/lf/)

ISSUE #4 JUNE 2008

LUBRICATED FLANGE

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IN THIS ISSUE

- 2: Flange Squeal from your Editors.
- 3: Page 3. Stuff that just don't fit anywhere else.
- 4: North Borneo Railway Part 2 —David Phillips
- 6: Pinkenba Memories Part 2 —Hamish Withington
- 8: C Chase — Chris Walters
- 10: Back Track
- 11: Photo Essay: Philippine Sugar Steam
- 12: News
- 15: Correspondence
- 16: Time Warp—Neath
- 17: Ol' Coots & End Is Nigh
- 18: Buffer Stop & The Boring Stuff



A Parahyangan express nears the end of its journey, between Cilame and Padalarang. These trains run a frequent service between Jakarta and Bandung daily, mostly commencing from Gambir, the main long distance station within Jakarta.

Photo: Agung Wicaksono/ Keretapi Yahoogroup

FLANGE SQUEAL

From your Editors!

Greetings to our esteemed readers. Once more, after many delays, procrastinations, the odd drunken debauch, we have finally, fully, and in no uncertain way, brought up yet another issue of Lubricated Flange to enjoy, ponder, debate, and perhaps use for wrapping fish. There has been plenty happening in the railway, and real, world, and one can hope that with oil on the up and up, that perhaps human intelligence will realize that many millions of cars really are not the answer, and put everything back where it belongs.

Yes, on a train. Asia is generally showing itself to be at the forefront of human survival, best practice thinking, by announcing, and carrying out schemes to upgrade, renew, and open more lines.

However, while we in Australia, and other western English speaking countries, continue to use and abuse the road systems for all sorts of evil taxes, including fuel, speeding, and parking, and refuse to pump this money from abused motorists back into a viable alternative, the common carrier railway, to everywhere.

The road system is simply not sustainable in the long run.

Oh, and before we forget, we are always on the lookout for more photos of lovely locals- female that is- posing with anything of rail-way interest.

There is not much we can do about the former issue being the controlled sheep we are, however there is a lot that can be done about the latter!

Lubricated_Flange@yahoo.com.au for any contributions!

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Cover Shot: Oriental and EMD beauties meet on Heathcote station during January 2008.

Ana and Anna were posing for a shot with a passing spark when, by chance, a far better looking coalie comes racing round the corner, and onto the long straight approaching Waterfall.

Photo: Brad Peadon

22-1-2008

SUGAR CANE RAILWAYS AND MODELLING

<http://www.zelmeroz.com/canesig>

FOR ALL THE BITS THAT DON'T QUITE FIT ELSEWHERE!



PAGE 3 GIRL

A local Indonesian hornbag is seen here posing on the front of one of the former Japanese EMU sets.

These sparks were 'donated' as part of an aid package to Indonesia and are used around the Jakarta suburban network.

Photo:
Courtesy of the
Keretapi
Yahoogroup.

PLEASE PASS US ROUND

A lot of the feedback received from our first two issues, was from people who had received it from a friend.

The frequency of the Lubricated Flange is directly related to how many items we get for inclusion.

We will be relying on the generosity of our readers to help with small/large articles, news and photos. To do it alone, would result in a very small frequency.

Its free for everyone so please show us to all friends in Australasia, and elsewhere.

THANKS

ADVERTISING

In the future we will be accepting some advertising, to cover the costs associated with putting out this e-zine.

Be the first off the block, email David at the usual address today with your advertising enquiries.

LUBRICATED FLANGE ON THE NET!

The editors of Lubricated Flange thank Lynn Zelmer for hosting our e-zine on his website.
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WEBSITE OF INTEREST

David Phillips gives his own special take on the railways of the world (sadly no women involved)

<http://www.david-phillips.fotopic.net>

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NORTH BORNEO 2007

David Phillips

CONTINUED FROM LAST ISSUE!

A rather interesting nights sleep was enjoyed to the sounds of domestic violence down the hall. It appeared a gentleman had indulged a little too much, and his partner took umbrage to this fact, and had barred the door in protest.

He was still sound asleep in the hallway as I made my way to the station for the morning run back to Beaufort. An inspection of the new station building was undertaken, and the old one was already well covered with bags of shopping, fruit, and everything else that could be carried.

This was very much the local's train, with no tourists in evidence.

Soon 5101 put in appearance, shunting back with its ramshackle consist, and this time a car was tied down on top of flatcar. The way it was secured was "interesting", and did not inspire confidence.

Departure was a little late, with every vehicle overfilling its capacity.

The car became a seat of sorts for some passengers, and proved to be somewhat treacherous in its stability.

While hanging on and contemplating one's possible injuries from being flung off into the undergrowth, I did have time to note some huge, white orchids growing on someone's house.

We halted again for sometime at Pangi station, the first village of any note, and so decided to walk the ten kilometers along the line to Rayoh, the next hamlet.

This gave a close look at a lot of the track that needs ungrading, as well as the continual challenges that nature presents, with the constant threats of floods and mudslides.

What was most curious when a dog was passed with unseemly pustules around it's mouth, an observation of the canines owner found her, with the same pustules, also around her lips.

Rayoh is a lovely, quiet location, however there appears to be a great deal of boredom for the local teenagers.

They took great delight in hammering away at the new station's walls with large sticks, and throwing objects on the roof.

A few local, female, rafting guides also came in for their attentions.

Rayoh is where the rafting tours finish, as the morning train from Beaufort brings up all the happy backpackers, deposits them at



The head ganger at Rayoh prepares to take his children for a run.

Photo:

David Phillips

Weds 10 Oct 07

Pangi, thence return by happy, yellow, inflatable boats down the Padas gorge.

The service from Beaufort was running very late, and inquiries to the assorted individuals lingering about elicited responses that ranged from no idea, to sometime, pertaining to it's arrival.

In reality there was not the least bit of concern.

Over two hours behind time, 5201, with one flatcar, and three coaches, arrived heaving with its load of human cargo.

The children of Rayoh ran about screaming in the most loud of voice "train, train, train", as if the total extermination of the human race was at hand.

Upon entering the carriage it was found to be full of the most grubbiest of tourists, including women in bikinis, obnoxiously loud poms, and other carry on, that had home going passengers rolling eyes at me in bleakness and despair at what had been fostered upon them.

There is nothing wrong with the above in the right setting, but when one is traveling in areas of different cultures, and customs, a modicum of respect should be maintained, otherwise in the long term tourists become resented, even hated, for their actions.

Sabah is mainly Islamic, and so one should be aware of what is expected while journeying in such locations, and if there is disagreement it is much easier to choose an alternative place of travel, rather than breed resentment by behaving in such a manner.

So, with our ill matched cultures, the train lurched and rolled back to Tenom, under darkening skies that soon turned into a rather heavy downpour.

For dinner in a fit of stupidity I visited the local KFC.

French fries consisted of six of them, and the "burger" was so diminutive that in two bites it was consumed.

All served by an overworked Muslim girl, who has already being going fourteen hours with no end in view of her shift.

The next morning dawned misty and raining, and Tenom station was not as busy as the day before.



A young local surveys the scene at Saliwangan station while riding the morning mixed from Tenom to Beaufort.

Photo:

David Phillips

Thursday 11 Oct 07



A morning view of Tenom station prior to the departure of the morning mixed. The new Tenom station can be seen at the rear.

Photo: *David Phillips*

Thurs 11 Oct 07

An extremely elderly woman sold newspapers, and everyone respectfully referred to her as auntie.

5201 was again given the joyful task of the return run to Beaufort on the mixed.

The train was full of Muslim schoolgirls, who were very shy, yet all read English books and other items, but were to afraid to speak a word of it.

Departure was a little late, and overnight the Padas River had risen dramatically, in places it was only one metre below the level of the line.

This caused the driver to reduce to crawling speed, and caused many of the passengers to eye the river with some concern.

The girls kept debating if they should talk to the only tourist, myself, in English and who would go first to do it.

Arrival at Beaufort found a special was being ran, 5101 was taking two coach loads of Korean rafting tourists, as well as flatcar for their mountain of traveling items.

They were occupying the island platform, the main station platform was heaving with locals, and more tourists.

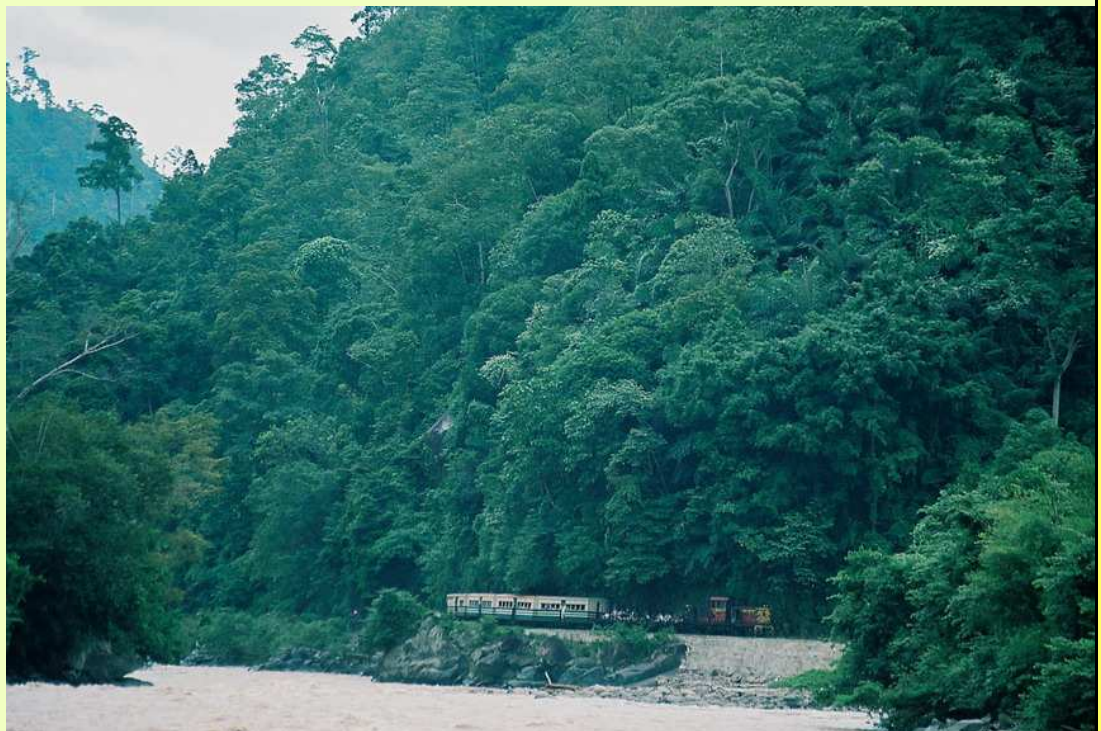
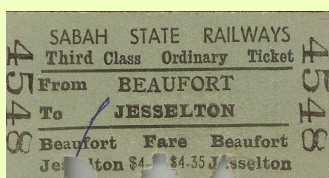
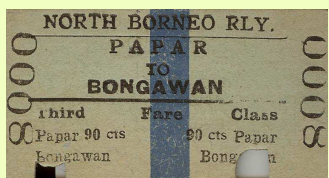
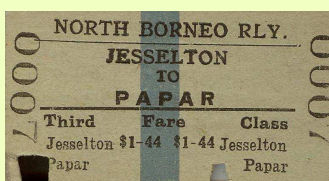
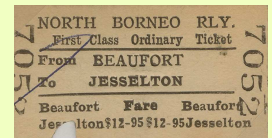
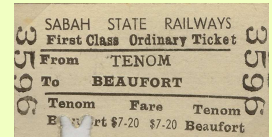
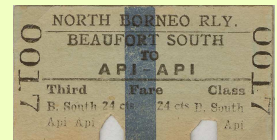
The locals being the wiser, charged the train before it had halted, for the prime seats, leaving the excessive amount of tourists to fight it out for what was left.

Which, upon my departure, was not much at all.

Hopefully soon the whole line from Kota Kinabulu will be reopened to Tenom, so the whole line can be enjoyed.

There are also recent reports of a whole new line over to Sandakan, which would be a great thing for Sabah, and add another interesting trip to undertake.

For now, take the chance and enjoy this fascinating railway.



5101 hauling the 10.00 am mixed from Beaufort to Tenom. It is seen approaching Rayoh station, by this time running two hours late.

Photo:

David Phillips

Wed 10 Oct 07

PINKENBA MEMORIES

HAMISH WITHINGTON

On to Doomben, where another thing happened that took me by surprise - the exchange of a miniature electric staff via the traditional cane hoop - done at speed as the train raced into the platform, of the fairly modern Doomben station complex.

The scenery from here onwards, became rather barren as we headed into the heavy industrial area of Eagle Farm. The station at Eagle Farm (later I learned this was previously "Airport" station), was a small skillion roofed brick building - obviously built in the 1950's electrification scheme (that never happened) era. Yet, it still had some character to it, and also at that time, had a station master who came out and saw to the alighting of all but one passenger. A relatively healthy looking ticket cabinet was noted inside, as we left the platform.

Two more brief stops were made - one at Bunour, the other at Meandah - both stops were nothing more than open grassy platforms - I do not even think they had a name board.

It wasn't long, and we arrived into the suburban platform at Pinkenba. Pinkenba station was also a 1950's era looking building, although this one had a slightly longer platform, and a bigger building - made of fibro paneling. Inside the office, was a double needled staff instrument - what I learned later was an "intermediate" instrument, allowing a train such as this to be "locked" in the platform, thus permitting other trains in and out of the grain terminal adjacent - near the site of the original Pinkenba station. As I learned later after my trip, the station where we were at was actually an after thought - and a spur line was constructed to feed into the dead-end suburban station platform, therefore not impeding what was once a busy freight terminal - hence the need for the intermediate electric staff instrument.

The train crew were busy cutting off the loco, and turning it in preparation for the return journey, so I had a chat to the Station Master, and asked to see what Edmondson card tickets he had available for purchase. If my memory serves me correctly, I recall purchasing a half fare single to Eagle Farm - I think it was all of about 75 cents! This was good, because in this era we had only the "Multi-Destination" tickets, that were really only of any value to buy at an "origin" station - and conveniently, this one had only one destination - therefore increasing its appeal in my then juvenile opinion.

Soon after, the train was ready to roll again, and I positioned myself in what was now the lead carriage behind the loco. The sun was starting to slowly set (it was in Autumn after all), as we made our way back toward the city. I noticed "DARRA" was the new destination of the train, and earlier enquiries revealed that it lay over at Brunswick St for 20 minutes before departing towards its western suburb destinations. Again, we stopped at Meandah, Bunour and Eagle Farm - but this time, there was a small sea of people waiting on each platform - mainly factory workers in heavy cotton drill type uniforms. This trains true purpose was now starting to come to light.

Racing back- toward the city, with equally fast pace, but less noise than the outbound journey, I found myself back at Brunswick St - all too quickly. What had started out as a delicious blend of fear of the unknown, and a high excitement of what was a very new and interesting experience for me, had now simmered back to the similar sensation of that last, cleansing ale after a fairly big night on the booze.

From there, I caught the next available train through to Roma St, and conveniently purchased a half single to Gatton, on the 5.26pm Gatton railmotor service - departing from the original platform 3 at Roma Street station. This was another story in itself, so I will leave that part for another time.

In hindsight, I am ever so glad I made the efforts to ride that train, that day. Sadly for my suffering family, it made me want to ride it again - several times much to their anguish of my ventures. The next trip I did - some six or so months after that - I stayed with the train, and got off at Taringa on its way to Darra on the Ipswich line. The remarkable thing about that was, I had always wondered why they bothered maintaining platforms 3&4 at stations from Toowong through to Sherwood, given that those tracks were not electrified, and never seemed to see any use from stopping passenger trains. Now I knew why.

On most occasions when I traveled on it, it had nearly always, a 1502 or 1460 class on the lead, although I have seen photos of heavier engines on that train - 2100's and the likes. I will never forget the delightful sound of the old GM thrashing its way up the Albion bank, and the smells, sounds and sights of the vintage SX cars - still earning their keep more than 30 years after they were built. Sadly, it is an experience that I doubt I will ever get to live again, as diesel



Pinkenba station as she is today. Trains ceased serving this station some years ago and the tracks have now been removed. Freight trains still serve the yard some distance behind where the photographer is standing.

Photo:

David Phillips

14-9-1992

2117D 2118D
Shunting fuel
tanks at Pinkenba
yard on the 9th of
January 1995.
These fuel shunts
remain the main
reason for this
yards existence
today.

Photo:
Brad Peadon

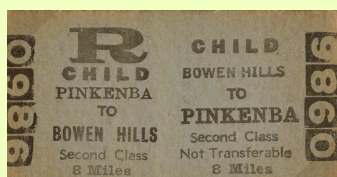
preservation - out-
side of isolated
museum railways -
and certainly out-
side the scope of
mainline diesels, is
something very
much lacking in
Queensland at
present.

Furthermore, there is now only one
SX set that I'm aware of, still accred-
ited for traffic in the Brisbane area -
and the chances of that set being ap-
plied to an all stops suburban train -
behind a vintage mainline diesel is
more than zero.

Such is the life of a railfan who has
such specialized interests!

From what I recall, the Pinkenba
train was abolished from the timeta-
bles in the mid 90's, and replaced
with "Rail-Bus" running from Eagle
Junction station, through to
Pinkenba. even the electric services
to Doomben had been cancelled out-
right, apart from the odd race special
to Ascot and Doomben.

It wasn't until only a few years ago,
that passenger services to Doomben
were re-instated, with the use of
EMU and IMU electric suburban
units. But alas - it wasn't to see the
return of a Pinkenba train - and cer-
tainly not like the one I recall so viv-
idly!



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A 'C' CHASE

CHRIS 'PUDDLES' WALTERS

Using a car to chase a train is not just faintly ironic, but patently absurd. Drawn by the allure of photographing, videoing or even just viewing a train, the most significant thing proven by chasing trains—one's willingness to abide by the speed laws notwithstanding—is just how quicker road transport can be. Chasing trains is about collecting images and impressions of the railway's passage through the landscape, and if you wish to see the Australian landscape, there really is no other way to see it. If that seems like an even more absurd thing for a railway e-zine to say, forgive me, but rail passenger travel in Australia, between our cities at least, is woefully undeveloped.

I often fantasise about a rail passenger service here like that which exists in Europe. Cities linked so efficiently by rail that one could almost travel the continent for months and never once open the door of a taxi.

I wonder who was the first to sit in a car, see a train and think "game on!" Surely there is no more blatant example of why the coming of the automobile all but banished the country passenger train and fragile branch lines, than rail fans racing along between locations to beat the train. And I'm as guilty as the next man, as much as I much rather have my feet up in a deck chair and wait for the trains to come to me, to chase a train is to tour your own country, and to look a little closer at it, even if only fleetingly.

Wednesday 10 October 2007 was one such day on the road with the 'Circus of the Absurd', as a rail set transfer from Melbourne to New South Wales was due to convey three newly refurbished, Alco-owned C Class diesel locomotives for further freight service on lease. I'm not sure what it was about these former Victorian Railways units, but I felt compelled to grab the camera and find a shady spot trackside for their passage.

As details of the run became clearer, it was clear that a trip to Picton was not going to cut it, for this train was going to drop rail between Harden and Galong en route to Goulburn, where the spick n' span trio were to be

stabled and fitted with new radios for working in NSW.

In cahoots with my devious cohort Phil Martin, I thus planned a dash down to Cootamundra and Junee to pick up the train, and follow it back to the Galong work site. The train was due through Junee pre-dawn on the Wednesday, and then early morning out of Cootamundra. All being equal, we could give the train up at Galong around 09-09.30 and head for home.

When is everything equal?

We left the coast at 18.30 on Tuesday 10 October and were onto the Hume within an hour. Around 22.30 we slipped into Cootamundra to find ARTC's re-signalling work here all but done. We haunted the station for maybe ninety minutes before continuing south to Junee to await our train, and anything else that may flitter through. By dawn the timetable had been more or less ticked off by the ensemble of scheduled trains, leaving only the rail set to come.

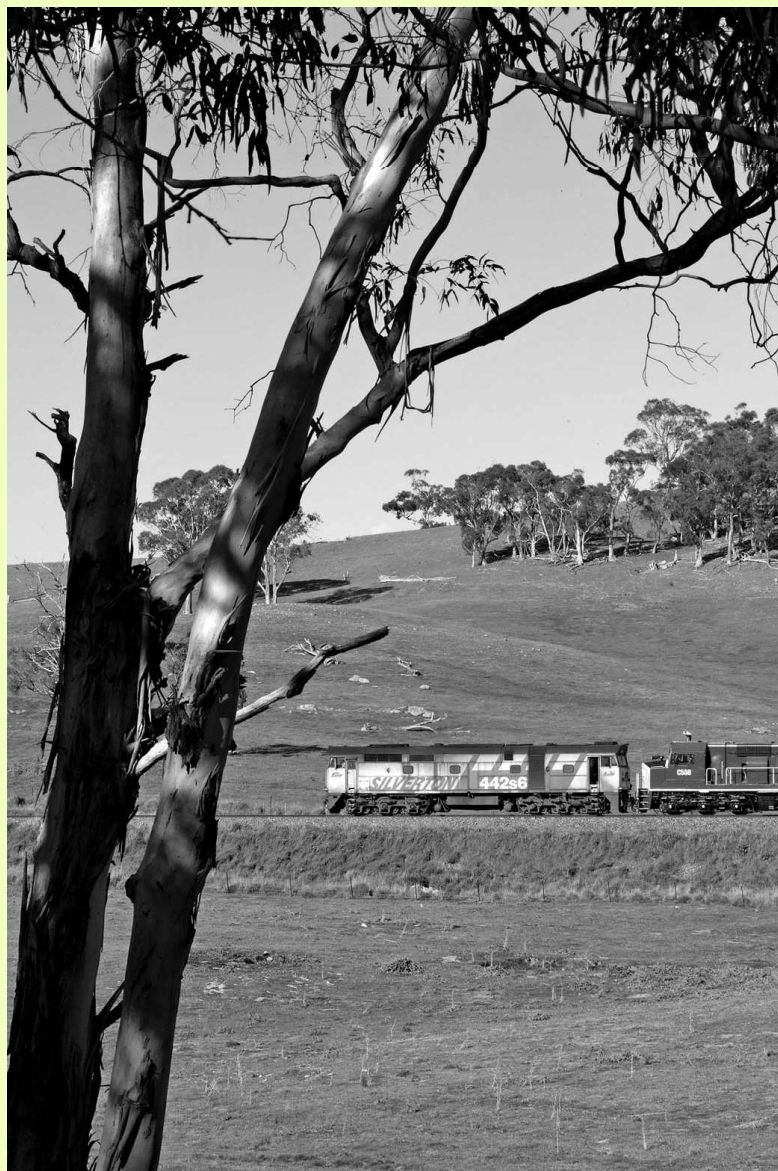
We knew this to be true, for the signals into Junee from the south said so! With skies in the east growing warmer, we headed south looking for Cs and sunrise. As we headed south, I was soon astonished by the amount of progress that had been made on the new 'passing lane' north of Bomen, and wondered aloud about the possibility of an all-double track Melbourne to Sydney main line in my lifetime.



442s6 leads dead attached C508, C503, C502 and a railset train through Jindalee (north of Cootamundra) on October 10th, 2007.

Photo:

Chris Walters



The same train as on page 8 is now seen at Cullerin Top Bridge.
Photo: *Chris Walters*

Looking to kick the chase off with a bang, we eventually backtracked from Bomen, and pulled off the road at the Shephards grain siding between there and Harefield to try a sunrise glint shot. Expecting a long wait, and fear of an even longer one, imagine our surprise when 442s6 and its fancy-dressed entourage made their entrance from the south. The jumbo was sounding a little sick, but C508 and C503 were in fine voice as the small train rumbled through, although it was clear that C502 was just along for the ride. The eight-wagon rail set hissed and whined as the long rail lengths bent with the train around curves and through dips. Oh how I hoped the rail set wagons were well built!

We picked up the chase and paced the train through Harefield, before opening up a lead near Junee. A new crew came onboard in town, and were required to shutdown C508 and C503 for the journey north. Sure enough the train's progress was profoundly sluggish by the time they caught us at Illabo and the game of leapfrog was rejoined. The rail set crawled up Bethungra spiral, which, like many of the hillsides we were encountering, was decorated with slashes of deep violet thanks to crops of Patterson's Curse in full flower. The train was brought to a halt near Coota-

mundry Creek on the outskirts of Cootamundra before it could be flagged through the train-ordered yard working within the town itself. By this time a Pacific National driver had joined us near the creek, waiting to take his own photos, and between the three of us we speculated on all things rail and not rail for the better part of 20 minutes while the rail set waited nearby for clearance to proceed. Even more photographers were to be found in town, as word (mobile phone, email etc) was obviously passing word of the train's slow progress north.

An interesting impression of such a railway route is discerned from chasing trains. Almost intrinsically you come to understand the shortcomings of the railway's alignment as your roadway speeds you through and over hills as the tracks veer around. You appreciate the safe working vagaries as a train negotiates controlled locations and skates through automatic territory. The ARTC work between Harden and Galong robbed us of the train eventually, and hundreds of stashed concrete sleepers trackside hinted at the extent of the upgrade in this section. As is usually the case too on these jaunts, a number of opposing trains rolled by unchallenged, although on occasion with a foul-mouthed accompaniment decrying missed opportunities.

A midday rest break at Yass, on our way home, yielded a discussion about the pros and cons of actually waiting for the 'jumbo' and its C Class entourage here, and then following them through the Cullerins. This was a section of track I'd always considered somewhat 'old school'. Hills and valleys, tight curves, creek viaducts, semaphore signals and even an old water tank at Fish River. Wouldn't it be terrific if more trains would run through here, I often thought.

Already over two hours late the rail set was closer to three by the time it caught us at Yass. Despite the long wait, we felt somewhat rested and resumed our haunting of the poor train.

Gunning was next stop, but the train's climb through the Cullerins was something less than a sprint. Intriguingly, only a handful of the rail lengths had clearly been unloaded for the rail set at the worksite, all of which begged a few questions, which I am sure are not lost on you dear readers.

By the time the train ground to a halt in Goulburn late in the day, what Phil and I had experienced along the way was a full day immersed in a modern railway. As seen out of a car window. It was a nice drive though.



442s6 C508 C503 C502 round the curves on the approach to Junee. The C's were dead attached and being taken to Sydney.

Photo:

10-10-2007

Chris Walters



BACK TRACK



A REGULAR LOOK AT INTERESTING BRANCH LINES AND ABANDONED RAILWAYS



Last Tuesday, on the 1 April 2008, like a rather obnoxious and unfriendly April fool's joke, what was one of the last ever train, ran to Rozelle yard.

Rozelle once served Sydney's former major inner harbour port, and thusly was always busy with trains, at all hours. Sadly an influx of yuppies into the area, and demographic change, caused the big container ships to stop coming, until finally, there was none at all, and Rozelle simply became a location to run around and store wagons, and park withdrawn rollingstock.

In December 2007 an unthinking truck driver, possibly in a deep and dark conspiracy, clobbered the Parramatta Road bridge, closing the line to the yard to all use, and trapping a rake of wagons within.

After much negotiation, T385 and T387 crawled down the line this fine and sunny April the first, shifted the wagons around so they could be loaded onto trucks for removal....

And then departed in a subdued fashion, in that decades of service, tens of thousands of trains, and thousands of workers....had finally come to this.

Since this was written by David Phillips, two more trains have run to Rozelle, both on the same day. The line was again declared open for a service to collect the last remaining items still in the yard (EMU shed shunters, two ballast wagons etc).

On this day, the Mungos took advantage of the temporary reopening and ran to Rozelle to run round.

The line was subsequently closed again, the future still up in the air with at least one company being told it will again be available.

Maikha Ly inspected the long closed line between Richmond and Kurrajong last year. The above view shows the formation at Drummond Road in Kurrajong.

Photo: 2007 Maikha Ly



Nobbys

It was a rather decrepit looking day outside in Newcastle when the wife informs me of a family plan to walk the foreshore around Newcastle City and out along the breakwater at Nobbys.

Agggghh I am in the city of coal trains and historical old railway guff, but today was to be spent in the pursuit of being a proper family person.

A pathetic sort of whine achieved little more than a cold harsh stare that can only mean "Do as I say - Or don't expect a pleasant life in coming weeks".

Surprisingly, given a view of my railway hobby that is less than glowing in nature, it was the

sister-in-law who first brought my attention to this short piece of trackage almost covered in sand dune.

Situated between Foreshore Park and the start of the Break-wall, it is believed this bit of line was used for sand haulage. It is likely the whole line is still under the sand dunes which appeared to be up to a metre or more in depth at times.



A number of shots were taken of this great find and a search, that proved fruitless, was conducted on the return for possible further relics.

ABOVE: A rather hurried look on May 29th revealed what is likely the platform of the former Heddon Greta station (South Maitland Railway) between Maitland and Kurri Kurri township.

Photo: 29-05-08 Brad Peadon

Please send in your news and photos regarding branch lines ,and closed railways ,to the 'Lubricated Flange' email address!

lubricated_flange@yahoo.com.au

PHOTO ESSAY



Negros—Philippines 1974

All photos from the David Phillips collection!

Left:

Insular Lumber Company #1 is seen with a loaded log train arriving at the company's timber mill.

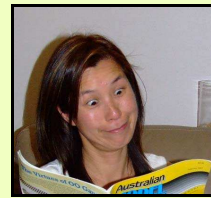
Below Left:

Hawaiian-Philippine Company #5 approaches the mill with another rake of whole stick sugarcane.

Bottom:

Victorias Mill #5 (Henschel 0-8-0T+T) is seen shunting loaded sugarcane trucks in the mill yards





SMALL SNIPPETS OF INTERESTING RAILWAY NEWS FROM AROUND AUSTRALASIA

AUSTRALIA

* The Rozelle line continues to refuse to die.

In an event that was widely expected to be the last heavy rail movement, Silverton took T385 and T387 out to the overgrown yard on Monday April 1, to shunt flat wagons into a better position for scrapping.

However on Tuesday the 22nd, Southern Shorthaul were contracted by Railcorp to head down and retrieve the few remaining wagons and to EMU shed shunters that had been trapped there.

A safe notice was issued for the line and T363 and T381 finally arrived there during the afternoon and retrieved the stranded items. The line was immediately closed again following there being clear of the Parramatta Road overbridge on the return.

Interestingly, the Mungo Scott shunt made use of the safe notice and also proceeded to Rozelle to run around, instead of running wrong road back to Campsie which has been the case for some time now.

The future of the line is still unknown. It is believed the long grass had made the rails very slippery resulting in problems for these two trains. Rozelle yard is also on prime land and would be very attractive to any developer, not to mention those who will benefit from money raised by its sale.

However all operators have been notified that the grass problem will be solved and that the line will again be available to them.

Time will tell.

* T385 and 387 have been very busy of late. Not only were they involved in the above, they also created history on the South Maitland Railway, becoming the first EMD locomotives to traverse the line.

Regular runs of containerised coal commenced between Pelton and Kooragang Island in early April after an early problem regarding container height under the loader was solved.

T387 was later relaced by T383 following ground relay problems, but my months end both had been replaced by 48 class in the form of 'South Spur' 48s33 and 'Junee Railway Workshop' 4816.

The EMD invasion was a brief, but popular, affair. Railfans from around the state all descending on this otherwise often overlooked line.

* April also saw the first train to travel the new Epping to Chatswood railway.

This great honour fell to Railcorp ALCos 4819 and 4827 which push pulled the AK cars through.

* Railcorp recently announced its intention to dispose of numerous non-core heritage assets.

The full details can be found at: <https://tenders.nsw.gov.au/>

However some of the more interesting (for those not into freight wagons) items are:

EMU:

C3082, 3237, 3444

CF5008, 5036, 5037

C3650, 3660 (Wash Bugs)

DMU:

NPF636 NTC736 (Currently located at Valley Heights)



T385 and 387 are seen passing light engine under the Lewisham viaduct, and signs of disuse are being clearly seen here. Although it was previously thought this was the last train, others have since visited this once busy yard.

1076 (Currently located at Thirlmere)

1308 (Currently located at Thirlmere)

3214 (Currently located at Thirlmere)

3616 (Currently located at Thirlmere)

FJI

Derailments are occur near daily on the cane systems in Fiji.

The major factors is the rundown state of both track, and rolling stock. Following any cane line will soon reveal cane trucks scattered here and there, awaiting recovery.

In this photo, taken by **David Phillips**, from Sept 2007, Clyde "10", from Lautoka mill has been collecting trucks from just north of Lomolomo loop, and Clyde "12", has been held in her return to the mill with a full load of fresh cane whilst "10" clears the section.

An urgent investment is needed on Fiji's railways, so as to make scenes like this the exception, rather than the rule. Approaches made to India for help appear to have been met with a positive response.

It is proposed that a restored railway system would be used for goods and passenger haulage, along with the seasonal sugarcane traffic.



NORTHRAIL

Progress on this project has been slow at best. The continual delays due to legal problems has seen very little work done and must bring into question future projects like Southrail.

Recent reports have said that the Chinese were planning to walk off from the project, however these were later said to be false and the departures are mainly Chinese workers.

A local visited Caloocan and some points north and has noted that no change had taken place since a look some six months earlier.

LINKAGE PROJECT

In contrast to Northrail, the linkage project continues apace, although not at the rate previously expected.

Contrary to earlier reports that the entire system would be closed for rebuild, only one track now gets closed during the day and all services use the second line.

All rebuilding is being done by a small group of workers and in a mostly manual fashion. Progress is thus slow and it is now very unlikely that it will be completed in the twelve months President Arroyo stated at the start.

The Blumentritt area was recently cleared of all squatters,. This was the most intensely developed squatter area along the whole PNR and the difference needs to be seen to be believed.

Some before and after photos of Blumentritt appear on the Philippine Railways SIG blogsite.

<http://philippinerailwayhistoricalsociety.blogspot.com>

While much work continues in the areas around Espana-Blumentritt, Pandacan, Paco-Pasay Road, many areas still remain untouched, with work south of Alabang still being non-existent.

PNR is to make available land around Paco for the building of a hospital. The sale of which is to offset earlier debts owing by the rail operator.

The following photos were taken during April by **Mithril Cloud**.



Pandacan station looking north towards the bridge of the same name. The north track has been removed as part of the rebuilding with trains using south track in both directions.



Twelve months ago this location at Pandacan station was entombed in line side shanties. The transformation is nothing short of astounding.



Buendia station is currently in the middle of a major rebuild!



Hanjin workers busy with track renovation as part of the linkage project. While most of the work is done manually by a small team of workers, locals have reported good progress being made. This view is taken near Paco.

YOU CAN MAKE LIFE EASIER FOR THESE LOVELY LADIES!

Lubricated Flange brings you the latest news items from around the Australasian region, in every issue, and it is the job of Anna and Ana to compile this for you.

As you could well imagine, covering the whole region is not an easy task for the LF girls and they seek your help with any contributions. That's right, you can help these girls with just a little railway information, or newsworthy railway photos. Don't let it weigh on your conscience.

HELP EASE THEIR SUFFERING!



BORNEO

A normally-serene journey in interior Sabah turned into a nightmare for 41 people on Wednesday April 9th, when a train plunged into the fast-flowing Padas River, killing two passengers.

Four others on board the two-carriage train were injured as passengers scrambled up a steep slope in the tragedy that occurred after a landslide in Kampung Pangi near Tenom, about 170km from Kota Kinabalu.

Police have identified the two dead as a local woman from Kg Melalap in Tenom, and a Timorese man.

In an immediate statement, Chief Minister Datuk Musa Aman ordered a thorough investigation.

I want a full probe, he said, in extending his condolences to the families of victims and promising to provide whatever assistance possible.

He also ordered the state Infrastructure Development Ministry to check the tracks of the entire route before Sabah Railways resumes service.

The only railway service in Borneo is in Sabah between Tanjung Aru in Kota Kinabalu and the indigenous Murut heartland of Tenom.

MALAYSIA

* New Delhi - The Indian Railways has won a 1-billion-dollar contract to construct a 103 kilometre high-speed rail segment in Malaysia, a newspaper report said Friday.

IRCON International Ltd., a subsidiary of the Indian Railways was awarded the project for building an electrified double line (two parallel tracks) between Seremban and Gemas in southern Malaysia, the Indian Express daily reported.

The formal signing of the contract is scheduled to take place on May 16, during Indian Railway Minister Lalu Prasad Yadav's visit to Malaysia. Malaysia's Transport Minister, Ong Tee Keat, will also be present at the event, the report said.

"The project is significant since we will be executing it on a turnkey basis. In addition to designing and building the double line, we will be doing the electrification and signalling works too," a senior IRCON official told the Express.

The official added that the project, which involves construction of 34 river bridges and 13 road overbridges, was to be completed within four years.

The Seremban-Gemas stretch is part of the double-tracking of Malaysia's north-south railway. The project was postponed in late 2003 as part of measures to trim the national budget deficit.

IRCON is India's third largest construction company and specializes in railways, railway electrification, signal and telecommunication and construction of roads, highways and airports.

It has completed more than 280 infrastructure projects in India and 90 projects globally in 21 countries including Algeria, Indonesia, Iran, Israel, Nigeria and Britain.

* THE Rawang-Ipoh doubletracking project, costing taxpayers more than RM4 billion, took 13 years to build and was finally commissioned last November but there are no trains to run the route.

The trains are expected to arrive next year, and can only service the entire route in 2010.

Ironically, while Keretapi Tanah Melayu Berhad (KTMB) stutters, the Transport Ministry had already awarded the RM12.5 billion Ipoh-Padang Besar double-tracking project to MMC Corp and Gamuda last June.

The shortage of trains has also led to the steady deterioration of the

KTMB Komuter service in the Klang Valley, with thousands running the risk of being late daily due to the irregular service.

Malay Mail learnt that KTMB could have lost millions of ringgit in revenue as the passenger volume had dropped by eight per cent in the last one year due to the irregular service.

This does not factor in the cost of maintenance and electricity bills to power the double-tracking project. The stations along the route are brightly lit, despite the stations being under-utilised.

Since it was commissioned in November, only three test trips were made to Ipoh, one of which ferried the former transport minister, Datuk Seri Chan Kong Choy.

Malay Mail began investigations to ascertain the whereabouts of the trains after learning that only 21 of the original fleet of 62 were servicing the Klang Valley last month.

Our probe led us to a train graveyard at the KTM depot in Sentul where several trains were being cannibalised for parts while others were undergoing repairs or refurbishment. Some had been decommissioned after being involved in major accidents.

During our visit to the shunting yard last Wednesday, a KTM personnel said since several old trains had been decommissioned, KTMB had no choice but to play around with what we have to cope with the some 100,000 passengers that depend on them daily.

We are also using the same trains to cater to commuters outside the Klang Valley loop, especially those staying between Rawang and Kuala Kubu Baru. On many occasions, he said, KTMB had to face the wrath of commuters in Serendah, Batang Kali, Rasa and Kuala Kubu Baru who were late for work because there were not enough trains to keep the schedule.

Currently, the KTM Komuter service in the Klang Valley is being run with only 30 trains. Even so, the Rawang- Kuala Kubu Baru trips are severely affected as KTMB struggles to cope with Klang Valley's requirements.

The heavy usage of the limited number of trains is taking its toll as more and more trains are sent for repairs or even decommissioned.

CHINA

Seems China is getting involved in the rebuilding of all the world's railways now days.

While it is well outside of the usual scope of our ezine, it is interesting to read that they are now helping to revive the long closed railway system in Jamaica.

SOUTH KOREA

The Azerbaijan State Railway Company (ASRC) recently received a proposal from the South Korean Party for creation of high-speed railway from Baku through to the Georgia border.

ASRC chief engineer Gurban Nazirov said that this latest proposal requires an increase of operating speed on railway section Baku - Beyuk Kesik up to 100-150 km/h.

The cost of this proposal is expected to be AZN 2 bn and the Koreans have already offered use of their current lines as part of the construction. The project can be completed within the framework of State Railway Development Programme 2008-11.

A working group consisting of the Transport Ministry, ADDY, and the Korean consultants had met in the past, this proposal being for a 503km high speed line between the same locations.

Cost of project primary stage alone was estimated at \$2.4 billion and its full cost was expected to be up to \$3.5 billion. Speed of trains via this railway route should have made 160-200 km/h.

Space sadly precludes us from including all that's happening in Australasia, however we do like to include a small variety of interesting events. Please email us some of the latest news from your region!

We would also like to hear from anyone who would like to be a news editor from New Zealand, or, any of the Asian countries!



By : Agung Ajunks

In late May 2008, the Indonesian railfan group had another trip, to central Java. Here in true gunzel fashion, and in a way impossible in the west these days, the branch from Solo, south to Wonogiri was enjoyed.

This is Java's last true branch line, and daily a single BB300 class loco trundles down to the terminus, and return, with it's solitary coach.

These photos, taken again by **Agung Wicaksono**, shows another rarity, a more tram rather than train style location, next to one of Solo major roads, Slamet Riyadi.

Agung's photos can be found at

http://www.flickr.com/people/agung_ajunks/



By : Agung Ajunks

AUSTRALASIAN NEWS NEEDED

Email us with all the latest news from your area or anything that has been happening across Australasia.

Lubricated_Flange@yahoo.com.au

We always appreciate contributions from our readers to keep your e-zine going!

CORRESPONDENCE

The correspondence section is for you, the reader. Please feel free to give us your thoughts on the e-zine, ask railway questions of other readers, or request help for articles.

The lovely Gina eagerly awaits hearing from you.



There was no correspondence during the last couple of months—we thank you for your interest!

However given we are in the railfan world, it is safe to assume that not hearing from anyone means we are doing something right :-)

One error would of course throw open the railfan email flood gates!



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TIME WARP



THEN & NOW PHOTOGRAPHS SHOWING THE SAME ITEM OR LOCATION MANY YEARS APART



The Neath Colliery branch junctioned just before Neath signal box and station. It immediately crossed the Cessnock road, which it then followed some distance before curving away towards the colliery. Recent road works have obliterated all trace of the level crossing location, however the embankment opposite the hotel is still intact and is believed to have a heritage order on it.

ABOVE: SMR22 taken on the branch back in November 1977 taken by Warren Dibb
BELOW: The exact same location taken during April this year. Brad Peadon.



OLD COOT'S



One would expect to find a station such as this in Switzerland, or perhaps another European country. However, this is the former station of Yongsan, just south of the Seoul city centre. Originally known as South Gate, then Ryuzan, Yongsan was a major locomotive depot as well as shunting yard, a short distance north, from the large bridges over the Han River. Korea once had a fascinating range of station buildings, and the major towns had unique designs of red and white brick, as well as some very strange local temple type variations. The vast majority were wiped out in the Korean war, and many smaller stations were rebuilt, in a very "small town USA" depot style. As for the larger buildings, these tend to be drab, and uninspiring concrete monstrosities. Yongsan today is a massive glass and steel mall, and no trace remains of this most attractive building.

END IS NIGH



T385 and T387 take time out from their more recent duties on the South Maitland Railway to do a history making run to Rozelle.

This was the first run to Rozelle since a truck collided with the Parramatta Road bridge and was in order to shunt South Spur wagons prior to scrapping.

It was believed that this will be the last operation to Rozelle of a heavy rail train. However one train has operated since, while it has been reported that it may again see some use.

Still the future is bleak and every additional movement is a bonus.

It is likely the land will be redeveloped and the light rail system extended towards Petersham.

Photo:

David Phillips!

BUFFER STOP

SLOW DOWN WE ARE APPROACHING THE END OF THIS ISSUE



The powers that be in the Asian railway industry are obviously reading our publication. Following the people powered locomotive experiment covered in issue #1, the Korean railways have decided to cut their fuel bills by removing all shunters from service. The trials have been a success, however may be short lived with world rice prices threatening to rise above oil prices, thus making the new human shunters far less economical.

Photo: Inchon Yard (Seoul)

David Phillips

We hope you found something of interest in our fourth issue of 'The Lubricated Flange'.

While we hope to bring this new e-zine to you regularly, it really depends on contributions from our readers. If you have any articles, short stories, good photos, interesting news or any other item of railway interest from Australasia, then please send it in. Short stories, branch line reports, time warp photos, and newsworthy photos, from elsewhere in the world are also welcome.

The rapid rise in subscriptions has already been of great surprise, but of course we always would like more. So if you know someone who may like to subscribe please forward it on or tell them about us. Till next time, best wishes, Brad and David.

THE BORING BUT NECESSARY STUFF!

All articles and illustrations appearing within The Lubricated Flange remain the copyright of the author/photographer. If you require use of something please contact us, in most cases we will be able to put you in contact with the original contributor of the work.

Please don't contribute photos that have been published in a magazine unless this occurred over 24 months ago or the photo is required as part of an article.

Photographic contributions can relate to any railway topic from the Australasia region (Australia, New Zealand, Fiji, Asia), while newsworthy photos and photos accompanying articles from elsewhere in the world are also very welcome.

Please email smaller sized photographic contributions and any articles to Lubricated_Flange@yahoo.com.au We will advise if a hi-resolution version is required for larger use in the e-zine.