

SOUTH MAITLAND RAILWAY RICHMOND VALE RAILWAY

Fleetlist

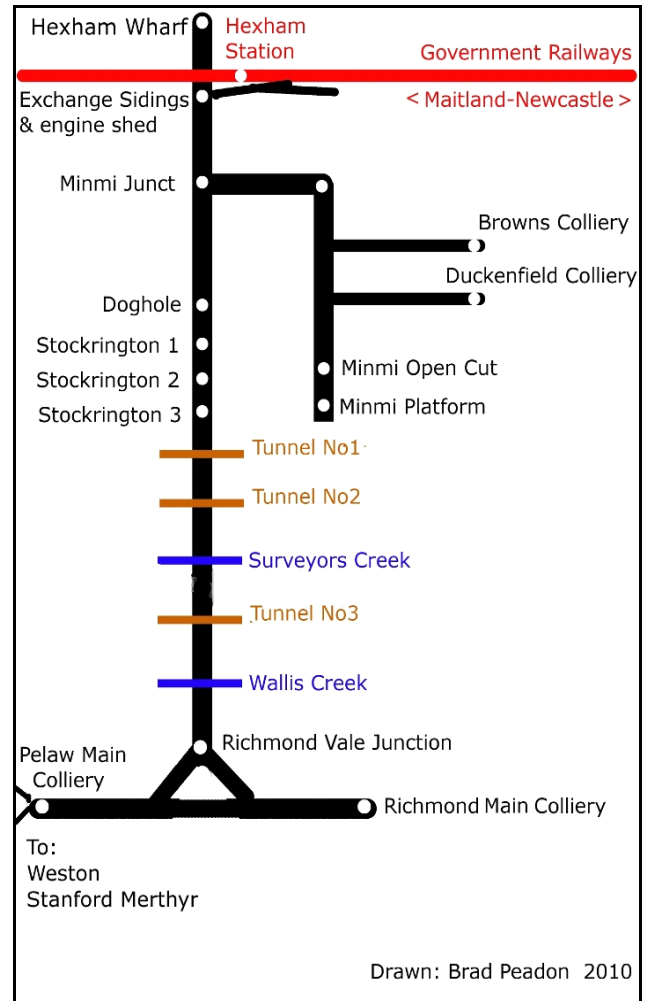
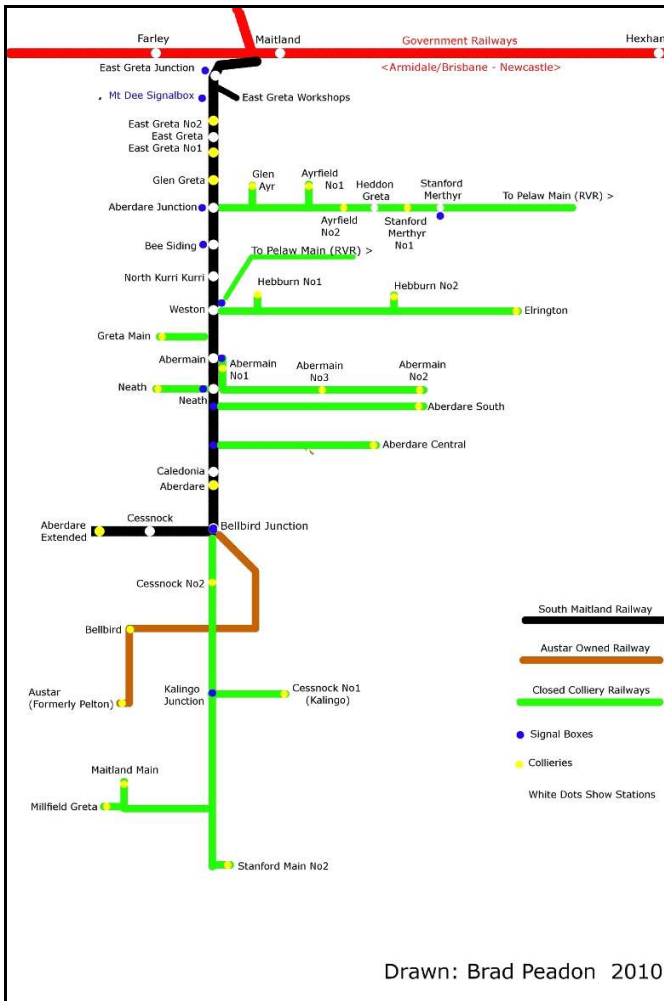
WELCOME HOME
LOCOMOTIVES
No.10 & No.18

Hunter Valley
Train
Compa
Pty L
Celebrating 50



Compiled by - BRAD PEADON
V1 - January 2011





THE FUTURE

South Maitland Railway

The sole surviving section currently in use is that from East Greta Junction to Bellbird Junction, serving the Austar owned railway to Pelton. Most all other rail has been removed.

In recent years there has been talk of branch lines into the Aluminium plant at Loxford and the 'Hunter Economic Zone'. Nothing has yet eventuated.

There has also been a recent plan to reinstate crossing facilities at Neath. This would be on the south side of the level crossing and controlled by crew, rather than via the surviving signal box.

Richmond Vale Railway

The 'Richmond Vale Railway Museum' currently uses the link line to Pelaw Main, as well as a short portion of the Richmond Vale Railway to the west side of Mulbring Road.

For the last couple of years they have been seeking to extend from Pelaw Main on to Weston, which would see the two systems linked again by this short lived connection. If constructed, museum trains would terminate on the former down side platform at Weston..

There has been occasional plans for a freight diversion line from the short north to Hexham. This plan would see significant parts of the former Minmi and West Wallsend Railways used.

Recent mention was also made of reusing the disused line from Hexham towards Stockrington for the Abel and Tasman coal mining operations.

Neither proposal has been confirmed at time of writing.

COVER PHOTOS: All taken by Brad Peadon during November 2010. Main photograph shows class leader #10 outside her traditional home at East Greta Junction workshops after time away for refurbishment.

LOCO	WHEEL	BUILD	BUILD #	YEAR	NOTES
1 (1st)	4-4-0T	Manning Wardle	39	1862	Former GNR 6N,acquired by EGCC in 1895.
1 (2nd)	0-8-2T	Avonside	1596	1911	Sold to Bulli Colliery in 1937, disposal unknown.
2	0-4-0ST	Avonside	1415	1901	Withdrawn as JABAS 27 (1963). Went on loan to Stewart and Lloyds (1965), stored at Hexham until 1975. Preserved: Dorrigo Steam Railway and Museum as a static exhibit.
3	0-6-0ST	Avonside	1436	1902	Sold to Sydney and Suburban Metal Company, scrapped in 1934.
4	0-6-0	Kitson	2118	1877	Purchased second-hand from PWD with 5 (1902), disposal unknown. Once named 'Gang Forward'.
5	0-6-0	Kitson	2299	1879	Stored at East Greta until scrapped in 1927.
6	0-8-0ST	Avonside	1464	1904	Sold in 1930, was used in the construction of Mackay Harbour. Disposal unknown.
7	0-6-0	Kitson	2029	1879	second-hand from Messrs Amos and Co (1904). Scrapped 1927.
8	0-6-0ST	Avonside	1487	1905	Sold to Gunnedah Colliery in 1928. Disposal unknown.
9	0-8-0ST	Avonside	1481	1905	Sold to Mt Kembla Collieries in 1935. Disposal unknown.
10 (1st)	0-6-0	Vale & Lacy	10	1879	Speculation exists as to the true identity of this loco. Most likely to be 21N of the GNR. Sold to EGCC in 1907, scrapped in 1908 and written off in 1911. May also be 62XX.
11	4-4-2T	Beyer Peacock	1629	1877	Ex-NSWGR CC 84 (1907), formerly 4-4-0 C 84. Scrapped 1935.
12	4-4-2T	Beyer Peacock	1628	1877	Ex-NSWGR CC 83 (1907), formerly 4-4-0 C 83. Scrapped 1935.
13	0-8-2T	Avonside	1541	1908	Sold to BHP Newcastle in 1944, converted to an 0-6-0T and numbered 29. Scrapped 1961.
14	0-8-2T	Avonside	1559	1909	Sold to Hetton-Bellbird Collieries in 1936 to shunt their yard at Hexham. Preserved: Dorrigo Steam Railway and Museum as a static exhibit.
15	4-6-4T	Beyer Peacock	5603	1912	Copied from NSWGR 'S' class design. Scrapped 1973.
16	4-6-4T	Beyer Peacock	5638	1912	Condemned 1931, dismantled 1957. Remaining parts scrapped in 1973.
21	4-4-2T	Beyer Peacock	3335	1891	Ex-NSWGR M(40) No. 51. Sold to PWD in 1941 and transferred to Port Kembla. Since scrapped.
29	4-6-4T	Beyer Peacock	6295	1926	Scrapped in 1973

SMR 10 CLASS



SMR22 - Hexham

Photo: Brad Peadon



SMR24 30 - Pelton

Photo: Chris Nelson

LOCO	WHEEL	BUILD	BUILD #	YEAR	NOTES
10	2-8-2T	Beyer Peacock	5520	1911	Preserved operational at East Greta Junction.
17	2-8-2T	Beyer Peacock	5790	1914	Store dismantled at the Hunter Valley Railway Trust in North Rothbury. (2010)
18	2-8-2T	Beyer Peacock	5909	1915	Preserved operational at East Greta Junction.
19	2-8-2T	Beyer Peacock	5910	1915	After many years on display at Carrington, then store on Kooragang Island, 19 was donated to the Richmond Vale Railway Museum where it is on static display.
20	2-8-2T	Beyer Peacock	5998	1920	Stored at the Hunter Valley Railway Trust in North Rothbury. (2010)
22	2-8-2T	Beyer Peacock	6055	1921	Stored at the Richmond Vale Railway Museum.
23	2-8-2T	Beyer Peacock	6056	1921	Stored dismantled at the Hunter Valley Railway Trust in North Rothbury. (2010)
24	2-8-2T	Beyer Peacock	6125	1922	Historically important as the first ex-South Maitland Railway locomotive to steam in preservation. Currently under overhaul at the Richmond Vale Railway Museum.
25	2-8-2T	Beyer Peacock	6126	1923	Historically hauled the last steam powered revenue train in Australia. Stored at the Richmond Vale Railway Museum.
26	2-8-2T	Beyer Peacock	6127	1923	Stored at the Hunter Valley Railway Trust in North Rothbury. (2010)
27	2-8-2T	Beyer Peacock	6137	1923	Stored dismantled at the Hunter Valley Railway Trust in North Rothbury. (2010)
28	2-8-2T	Beyer Peacock	6138	1923	Stored at the Hunter Valley Railway Trust in North Rothbury. (2010)
30	2-8-2T	Beyer Peacock	6294	1926	Dismantled at the Richmond Vale Railway Museum.
31	2-8-2T	Beyer Peacock	6295	1926	Stored at the Hunter Valley Railway Trust in North Rothbury. (2010)

J & A Brown (JABAS)

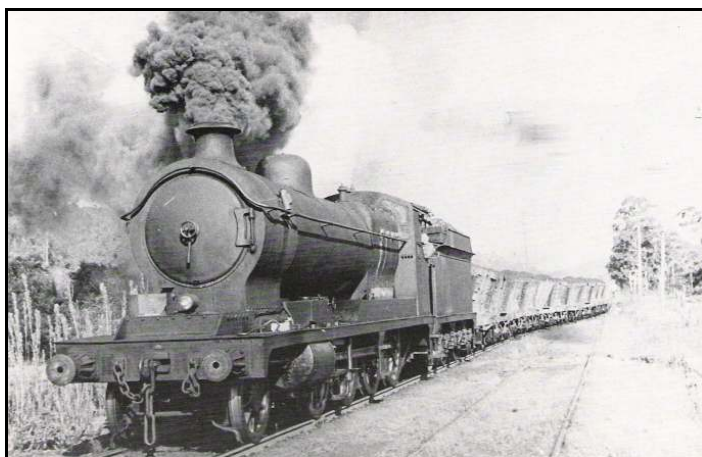


Kitson #9 'PELAW MAIN' at the Richmond Vale Railway Museum. Photo: Jeff Mullier



2 and 3 preserved at the Dorrigo Steam Railway and Museum. Photo: Jeff Mullier

LOCO	WHEEL	BUILD	BUILD #	YEAR	NOTES
1	0-4-2T	Hawthorn	947	1856	Converted to 0-4-2ST in 1922. Spent time as a parts source for sister locomotive #2 before being scrapped in 1942.
1 (2nd)	0-6-0ST	Avonside	1606	1911	Scrapped 1961.
2	0-4-2T	Hawthorn	948	1856	Converted to 0-4-2ST in 1922. Sold to Stewart and Lloyds in 1941 and converted to an 0-4-0ST. Since scrapped.
2 (2nd)	0-6-0ST	Avonside	1916	1922	Preserved statically at the Dorrigo Steam Railway and Museum.
3	0-6-0ST	Kitson	2236	1878	Preserved statically at the Dorrigo Steam Railway and Museum. The locomotive is a copy of #4.
4	0-6-0ST	Kitson	1620	1870	Formerly GNR 20N, purchased in 1891. For many years preserved by the New South Wales Rail Transport Museum, the locomotive has been moved for static display at a revamped Newcastle Regional Museum.
5	0-6-4T	Beyer Peacock	2601	1885	Ex-Mersey Railway No. 1 'The Major', purchased in 1905. Preserved static at the New South Wales Rail Transport Museum, but believed to be under assessment for moving to the Richmond Vale Railway Preservation Society.
6	0-6-4T	Beyer Peacock	2607	1885	Ex-Mersey Railway No. 7 'Liverpool', purchased in 1905. Sold to Kalingo Collieries in 1934. Scrapped in 1947
6 (2nd)	0-6-0	Kitson	2357	1881	Purchased 1939, former Seaham Coal Company locomotive. Scrapped 1954
7	0-6-4T	Beyer Peacock	2782	1886	Ex-Mersey Railway No. 9 'Connaught', purchased in 1905. Scrapped 1942. Utilised as a parts source for #5.
8	0-6-4T	Beyer Peacock	2604	1885	Ex-Mersey Railway No. 4 'Gladstone', purchased in 1905 Scrapped 1968.
9	2-8-2T	Kitson	4567	1908	Named 'Pelaw Main'. This locomotive loaned to Hebburn Collieries in 1969. Statically preserved at the Richmond Vale Railway Museum.
10	2-8-2T	Kitson	4798	1911	Named 'Richmond Main'. Statically preserved at the Richmond Vale Railway Museum.
11	2-8-2T	Kitson	4834	1911	Named 'Hexham'. Scrapped 1966.



A unidentified J & A Brown owned ROD locomotive with a load of coal bound for Hexham. Photographer: Unknown

The J & A Brown ROD

LOCO	WHEEL	BUILD	BUILD #	YEAR	NOTES
12	2-8-0	North British	22213	1919	Ex-ROD 2123, purchased in 1923. Scrapped 1968.
13	2-8-0	North British	22209	1919	Ex-ROD 2119, purchased in 1923. This locomotive loaned to the SMR in 1968. Scrapped 1973.
14	2-8-0	North British	22161	1919	Ex-ROD 2072, purchased in 1923 Scrapped 1966.
15	2-8-0	North British	21866	1918	Ex-ROD 1889, purchased in 1923 Scrapped 1973.
16	2-8-0	North British	21867	1918	Ex-ROD 1890, purchased in 1927 Scrapped 1973.
17	2-8-0	North British	21886	1918	Ex-ROD 1909, purchased in 1927. This locomotive loaned to the South Maitland Railway in 1965. Scrapped in 1973.
18	2-8-0	North British	22038	1918	Ex-ROD 1980, purchased in 1927. Scrapped 1968 after having donated parts to other locomotives whilst in storage.
19	2-8-0	North British	21918	1918	Ex-ROD 1941, purchased in 1927. Scrapped 1973.
20	2-8-0	North British	22042	1918	Ex-ROD 1984, purchased in 1927. This locomotive loaned to the South Maitland Railway in 1968. Statically preserved at the Dorrigo Steam Railway and Museum..
21	2-8-0	Kitson	5201	1918	Ex-ROD 1615, purchased in 1927. Scrapped 1973.
22	2-8-0	Great Central	?	1918	Ex-ROD 2002, purchased in 1927. Scrapped 1973.
23	2-8-0	Great Central	?	1919	Ex-ROD 2004, purchased in 1927. Originally preserved at the Freeman's Waterholes Mining Memorial, now dismantled at the Richmond Vale Railway Museum (arrived in 2006).
24	2-8-0	Great Central	?	1919	Ex-ROD 2003, purchased in 1927. Statically preserved at the Dorrigo Steam Railway and Museum.

LOCO	WHEEL	BUILD	BUILD #	YEAR	NOTES
25	0-6-0	Kitson	5369	1924	Scrapped 1965.
26	2-6-4T	Beyer Peacock	2567	1890	Ex-NSWGR Z20 2013, purchased in 1948. Locomotive was originally an A class 0-6-0. The NSWGR later sold it to Widemere Quarry in 1933, from where it was purchased.
27	0-4-0ST	Avonside	1415	1901	Originally South Maitland Railway #2, purchased in 1934. Loaned to Stewart and Lloyds in 1965 stored at Hexham until 1975. Statically preserved at the Dorrigo Steam Railway and Museum.
3013	4-6-4T	Beyer Peacock	4456	1903	Ex-NSWGR, purchased in 1967. Purchased by David Burke and dismantled at the Lachlan Valley Railway (Cowra) with the intention of restoration. Locomotive was donated to ARHS Canberra in 2010 and is currently stored dismantled.

CATHERINE HILL BAY RAILWAY

LOCO	WHEEL	BUILD	BUILD #	YEAR	NOTES
1801	0-6-0T	Vulcan	992	1884	Ex-NSWGR. Worked the JABAS-owned system at Catherine Hill Bay. Scrapped 1969.
1806	0-6-0T	Vulcan	997	1884	Ex-NSWGR. Worked the JABAS-owned system at Catherine Hill Bay. Scrapped 1969.

SURVIVING ROLLINGSTOCK

DORRIGO STEAM RAILWAY AND MUSEUM

Non-Air Coal Hoppers

A1	A1161		
B60	B531		
CC72			
H791			
JK934			
H330	H3600	H3603	H4103
HB640	HB672		

South Maitland Railways Freight and Other Rollingstock

SMR19	(6-Wheel radial wagon)
"Mammy Dooley"	Side tipping hopper

RICHMOND VALE RAILWAY MUSEUM

Non-Air Coal Hoppers

A89 (Loan Camberwell Coal) A1412 (ex - PWCS)
A1632 Has hopper from A2536 fitted, original hopper burnt out (restored as A2536)
A1647 A1490 (restored as A1490 with yellow markings)
A1729 – ex PWCS hopper only (frame rotten) A1890 Reg No. 9139 (restored as A1890)
A1923 A2536 hopper in underframe of A1632
A2620
B91 Hopper destroyed B527 (Goninan built underframe)
B1022 - ex Abermain 1022 (Restored as Abermain 1022)
B1123 - ex Abermain hopper in welded steel underframe.
B1150 - ex Abermain 1150 (hopper only - frame destroyed)
B1156 - ex Abermain 1156
B1066 – ex Abermain 1066 – ex Port Waratah Coal Services
(Originally displayed at Carrington, then stored at Kooragang Island).
B3815 B3824
B3826 B3834 (Sold)
B3891 B3937
B3946 B4625
B4657 B4732 (Reg No. 6650 of 1926)
B4812 B4836
CC186 (restored as Neath 186) CC253 fitted with hopper out of H1
CC471 CC558 (restored as CC558)
CC587 - ex steel lined hopper (ex Neath wagon?)
E2205 E2209 (grey E2209)
E2283 (red oxide BHP E 2283) E2285



All Photos: Jeff Mullier (RVRM)

H1 (has hopper of CC256 fitted) H147
H154 H181
H195 H244 (Reg No. 644)
H260 H467 short buffers (restored red oxide Hebburn 467)
H542 at Pelaw Main as B2000, was on loan to Sandgate Cemetery
H579 Reg No. 10554 (restored as JJ579) H582 (restored as grey H582)
H1080 H1103
H1178 (828) H1189 (793)
H1192 (940) H1195 (308) Reg No. 8319 (restored as Ayrfield 308)
H1240 (237) Reg No. 8276 H1242 (310) Reg No. 8527
H1253 (912) H1361 (942)



All Photos: Jeff Mullier (RVRM)

J & A Brown Goods Rolling stock

- 4 Wheel Richmond Main water tanker wagon
- 4 Wheel 'D' wagon
- 4 Wheel 'D' wagon
- 2 4 Wheel 'Brickyard' wagon

J & A Brown Passenger and Brake Vans

- 4 Wheel 'Director's Carriage' (John Brown's Carriage)
- 4 Wheel rail jinker (former miner's carriage underframe)
- 4 Wheel rail jinker (former miner's carriage underframe) (chassis frame only)

B4 4 Wheel CHG Type 4 wheel Brake Van

B7 4 Wheel CHG Type 4 Wheel Brake Van

B8 4 Wheel CHG Type 4 Wheel Brake Van

South Maitland Railways Goods Rollingstock

5 4 Wheel Wooden Open Wagon (D Truck)

---- 4 Wheel Wooden Open Wagon (D Truck)

458 4 Wheel Wooden Open Wagon (D Truck)

South Maitland Railways Brake Vans

42 4 Wheel CHG Type 4 Wheel Brake Van (Currently carrying original East Greta Coal Mining Co. markings)



Photos of 458 and Jinker at Richmond Vale by Jeff Mullier

OTHER

Non-Air Coal Hoppers

- A1657 Minmi Public School (Removed by December 2010 for restoration)
- B3952 Hunter Valley Railway Trust
- B4295 NSW Rail Transport Museum

South Maitland Railways

- 39 Steel underframed brakevan at North Rothbury. Owned by Hunter Valley Training Company.
- Breakdown Van (former covered goods van) at North Rothbury. Owned by Hunter Valley Training Company.
- Loco coal BCH (either 32409 or 32530) at North Rothbury. Owned by Hunter Valley Training Company.

J & A Brown (JABAS) Brake Vans

- B1 Minmi - Local Park
- B3 Morpeth

Additional—Numbers Unknown

The Newcastle Regional Museum has a wooden underframed 10-ton wagon that was on display at their former location. It is not confirmed whether or not it has moved to the new site.

The derelict remains of another 10-ton wagon exists behind the clubhouse on Merewether Beach



Both Photos at Minmi—Brad Peadon

Key to rolling stock section.

Non-Air Hopper Codes: A - Aberdare B - J & A Brown CC - Cessnock
E - Elrington H - Hebburn HB—Hetton Bellbird

Underlined - Accredited for use in Richmond Vale Railway Museum non-air demonstration train.

PWCS - Port Waratah Coal Services

Hebburn hoppers formerly from Ayrfield show their former number in (brackets)

SURVIVING STRUCTURES

Despite it being over two and a half decades since the Richmond Vale and South Maitland Railways retired its steam locomotives, ceasing operations altogether in the case of the former, much still exists to be seen.

South Maitland Railway:

East Greta Junction: The most intact location of all, with platforms, signal box, all signalling, manual gates and workshops still intact. The original SMR head office building also stands nearby. A steel signal post, now landmark, exists near Mt Dee.

Weston: Station platform, pedestrian overbridge, water tower, goods crane, one timber signal pole and burnt out second signal box.

Abermain: Station platform and nearby Swamp Creek bridge. The former bi-level track section was removed during the last year or two during work to improve drainage..

Neath: Platforms, signal box and up platform buildings remains. Formation of former Abermain and Neath Colliery lines easily seen. Current photograph shown at bottom left..

Caledonia: Island platform, water tower and empty brick signal box. Current photograph at bottom right.

Bellbird: The former Kalingo lines bridge over the Pelton line in this location has been turned into a bridge for the Pelton Fire Trail. Current photograph of bridge shown at bottom in middle.

Kalingo Junction: The base of this signal box and some of the associated equipment still exists. The level crossing trackage was recently removed.

Aberdare Junction, Heddon Greta, Kurri Kurri North, East Greta: Retain platforms without buildings, a sole signal post believed still standing at Aberdare Junction.

Richmond Vale Railway

Hexham: Some trackage and related buildings survive in this location.

Minmi Junction: Track is still intact, although a small timber bridge is beginning to collapse. The crossover in this location is intact, while a small pile of broken up concrete and the former refuse dump are both easy to identify.

Orangegrove: Most of platform face remains.

Minmi: A platform has been reported as surviving in Minmi, but it has yet to be found by the author.

Richmond Vale Tunnels 1, 2 and 3 all survive and are reasonably accessible.

Surveyors and Wallis Creek trestles both exist in a derelict condition, the former easily accessible.

Richmond Main: Site preserved by the 'Richmond Vale Railway Museum' with most of the site intact, including railway facilities.

Pelaw Main: Platform and base of former locomotive depot intact and used by the 'Richmond Vale Railway Museum' and the Mulbring Road overbridge.

The track is believed to exist from Hexham to Doghole, while a private bridge just north of Doghole existed in 2009.



Acknowledgements

A very big thank you to Nathan Chapple and Jeff Mullier (Richmond Vale Railway Museum) for your great help with locomotive and rolling stock survivors from both owners.

Thanks also to Stephen Carr, Brad Coulter, Tony Meredith, Stephen Miller, Richard Norton, Chris Stratton and the Tenterfield Railway Station Preservation Society.

Australian Steam www.australiansteam.com

Hunter Diamonds Yahooogroup - <http://groups.yahoo.com>

LRRSA Yahooogroup - <http://groups.yahoo.com>

LocoShed Yahooogroup - <http://groups.yahoo.com>

South Maitland and Richmond Vale Railways SIG - <http://hunter-coal.blogspot.com>

Wikipedia www.wikipedia.com

Additional information, photographs and corrections are always welcome for future updates of this fleet list.

If you are able to help please email the compiler at PRHS.Society@gmail.com



J & A Brown water tank preserved at the 'Richmond Vale Railway'. Photo: Jeff Mullier



Orangegrove station on the Minmi line during a walk on December 31st, 2010. Photo: Brad Peadon