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## Hazelwood engine is given new life on the Walhalla Railway

A D348 Caterpillar diesel engine, once used in the Hazelwood Mine, will have a new life carrying passengers along the Walhalla Goldfields Railway.

Walhalla Goldfields Railway Engineering Manager, Graham Vallance, said the donation of the diesel generator set by ENGIE was a “massive boost” in the not-for-profit group’s efforts to restore its most important locomotive – the 10 Class Diesel Hydraulic.

Mr Vallance said with two other locomotives needing an expensive gauge conversion, the 10 Class was the only locomotive powerful enough to propel four carriages along a continuous 1:30 gradient. This steep slope exists for the entire four kilometres from Walhalla to Thomson station and once the line is extended beyond Platina, will double in length.

However the current 250hp MWM diesel engine in the Queensland manufactured locomotive has been unreliable.

“After inspecting the ENGIE motor generator set, its engine size and configuration were identified as being absolutely perfect to replace the ageing MWM engine,” Mr Vallance said.

The D348 was used in the Hazelwood Mine to power mobile slews and dredgers when they were required to be relocated for operational use. Rated at 638KVA, it was retired when the ageing generator became unreliable however was replaced with a new 1030KVA unit.

Now the plant and equipment in the Mine is being decommissioned, the engine would most likely have gone to scrap.

Mr Vallance said once the engine was donated, the next challenge was to organise for the transfer from Hazelwood to a storage location for necessary maintenance.

“Everything went smoothly, thanks to RTL transport with assistance from Boom Logistics cranes,” he said. “We will take the 10 Class locomotive out of operation for a major service and at the same time, do some body work repairs and a complete new paint.

“We are fortunate to have several volunteers in our maintenance team with heavy diesel experience so the project will be substantially handled in-house. When external contractors are required, we are



fortunate to have the necessary trade skills in the Latrobe Valley.”

Mr Vallance said his group was facing an “enormous cost” to purchase a similar engine to the D348. “Once revamped, the engine will restore the appropriate power output for the 10 Class to provide the power to propel four carriages at times when we need to meet demand.”

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