DO YOU KNOW ....?
When the last passenger train visited Pensnett

A "Peak" diesel on the Pensnett branch near Kingswinford Junction in 1985

(David Ronstance)

The last passenger service to traverse the Pensnett branch ran on 25 November 1995. It was organised by the Branch Line Society at a cost of £45 per ticket. This charter train, which originated at London Euston, ran from Stourbridge Junction to Pensnett, reversed to Kingswinford Junction, then went to Round Oak Rail before reversing back to Stourbridge Junction. The tour also visited another Stourbridge line branch when it ran from Langley Green to Oldbury Town and back.

WHERE ARE WE ? - NO. 3

The following are views taken from the driver's cab between Worcester Shrub Hill and Smethwick Galton Bridge taken in 1988. Can you name the locations?

HAVE I GOT OLD NEWS QUIZ FOR YOU - ANSWERS

1 - CRADLEY HEATH STATION - On 13 January 2014, the lorry demolished the level crossing barriers. The level crossing was closed for over 6 weeks afterwards with wheelchair users arriving from Birmingham advised to travel to Stourbridge Junction and then back to Cradley Heath to exit the station.
2 - LANGLEY GREEN STATION - On 9 May 2008, a car burst through a fence onto the platform at Langley Green. 2 men, aged 21 and 28, were later questioned on drugs offences.
3 - CORNGREAVES ROAD, CRADLEY HEATH. On 1 February 2009, a service 139 bus took the wrong route and a 14' 5" high bus came second when it attempted to pass under a 13' clearance road bridge. 9 passengers on the bus were injured.
4 - LYE STATION - On 16 June 2016, persistent heavy rain caused flash flooding and the space between the platforms was flooded almost to platform height.

PLATFORM 2

STOURBRIDGE LINE USER GROUP

Issue 15 March 2019

A Midland Metro tram passes the site of Hawthorns Halt at the divergence of the lines to Stourbridge Junction and Wolverhampton

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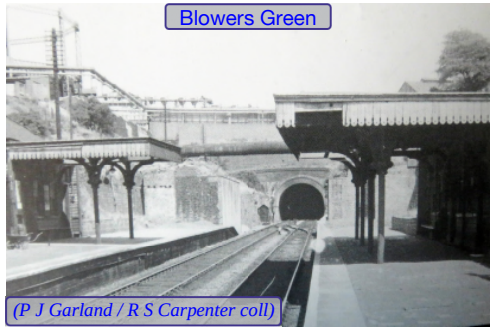
DUDLEY'S RAILWAYS
5. DUDLEY TO STOURBRIDGE JUNCTION by Roger Davis

The line from Oxford to Wolverhampton, constructed by the Oxford, Worcester & Wolverhampton Railway (OWW), was extended northwards from Stourbridge to Dudley in late 1852, opening to goods on 16 November and passengers on 20 December. Intermediate stations were opened at Brettell Lane, Round Oak and Netherton.

In 1858, an additional station at Brierley Hill opened. On 1 March 1878, a branch line left the Dudley to Stourbridge line south of Dudley Tunnel and north of Netherton station, operating to Old Hill. As a result, the original Netherton station was closed and replaced by a new station north of the junction to enable the Old Hill trains to use the station. This new station was renamed Dudley Southside & Netherton within months of opening. A further station, on the western side of Pedmore Road and named Harts Hill & Woodside, opened in 1895. The 1895 Bradshaw's Timetable Guide showed that 20 trains operated in each direction on Mondays to Saturdays with 6 in each direction on Sundays. Most services started from or continued to Wolverhampton.


Blowers Green

(P J Garland / R S Carpenter coll)

Round Oak

(Stephenson Locomotive Society coll.)

Brierley Hill

(Stephenson Locomotive Society coll.)

Brettell Lane

(R G Nelson / T Walsh)

Harts Hill & Woodside only lasted 21 years and was closed as a wartime economy measure in 1916 and never reopened. In 1921, Dudley Southside & Netherton station was renamed Blowers Green. The following year saw the following timetable in operation.

ALL CHANGE AT ... STOURBRIDGE JUNCTION
The changing scene at one of the Stourbridge line stations

1975

2016

1978

2014

1955

(N Stead /M J Stretton)

2014

1965

(David A Flitcroft)

2018

However, the CHR has purchased much of the necessary land, comprising of the former bay platform line, sidings alongside the main line at Gobowen station, a section of the former coal yard and approximately ¾ of a mile of land plus sidings that connect the main line to the section of the Oswestry branch already under CHR control.

The CHR is effectively a railway in two halves and accordingly, CHR is currently promoting two separate standalone projects. ***One is to achieve a sustainable transport service between Oswestry and Gobowen.*** The second is to develop a Heritage tourist railway from Oswestry to the Llynclys South site. I have put an emphasis on the first ambition as there is a possibility that it could be a light rail commuter link. It is well documented that Parry People Movers Ltd, manufacturers of the Class 139 units based on the Stourbridge Town Branch are keen to be involved in such a project. A station or halt at the Orthopaedic Hospital on the site of the long-closed but extant Park Hall Halt, with a service from Gobowen, is an aspiration.

Gobowen Station

Let's revert for a while to the mainline. In his book, "The Slow Train", author Michael Williams describes a journey from Wrexham Central to London Marylebone on the now defunct Wrexham and Shropshire Railway train service. He alights at Gobowen where he meets Martin Evans, Chairman of the Shrewsbury and Chester Rail Users Association. Martin runs the booking office at Gobowen, not as a railway employee but a private individual who rents part of the building. It now serves as a travel agency as well as a ticket office. If this is not a Community Rail Partnership arrangement, then it is certainly in the spirit of such an enterprise. Without the efforts of his Rail User Group, Gobowen would be like other stations along the line – boarded up and staff-less. The CRUA strongly support the re-opening of the line from Gobowen to Oswestry.

Rob Hebron waits outside Gobowen station for the taxi to complete his journey

I cannot conclude my article without paying tribute to the Robert Jones and Agnes Hunt Orthopaedic Hospital. Though difficult to reach, it is without doubt, one of the finest specialist health care establishments in the country. The staff and facilities must be rated greater than excellent if such superlatives exist. We will return to the hospital for outpatient appointments. Who knows? One day we may be able to arrive at its doorstep by train.

Recommended further reading online: -
http://www.cambrianrailways.com/
https://www.facebook.com/ShrewsburyChester/
https://www.rjah.nhs.uk/About-Us/Hospital-History.aspx
http://www.michaelwennwilliams.co.uk/portfolio/on-the-slow-train/

MONDAY TO SATURDAY															
Starts from	*WVL*	*WVL*	*WVL*	*WVL*	*WVL*	*WVL*	*WVL*	*WVL*	*WVL*	*WVL*	*WVL*	*WVL*	*WVL*	*WVL*	*WVL*
Dudley	0623	0726	0803	0845	0920	1105	1138	1230	1340	1505	1535	1632	1645	1717	1750
Blowers Green	0627	0729	↓	0849	0924	1109	↓	1234	1344	1508	1538	1636	1649	1721	1754
Round Oak	0632	0735	0809	0855	0929	1114	↓	1239	1349	1513	1543	↓	1655	1727	1759
Brierley Hill	0635	0738	0812	0858	0932	1117	1146	1242	1352	1516	1546	1642	1658	1730	1802
Brettell Lane	0638	0741	0815	0901	0935	1120	1149	1245	1355	1519	1549	1645	1701	1733	1805
Stourbridge Junction	0642	0745	0819	0906	0939	1125	1154	1250	1400	1523	1553	1650	1705	1737	1810
Continues to	*KID*	*PAD*		*PAD*		*HBY*			*WOS*			*PAD*	*KID*	*KID*	

MONDAY TO SATURDAY	SX								
Starts from	*WVL*		*WVL*	*WVL*	*WVL*	*WVL*		*WVL*	
Dudley	1825	1852	1905	1955	2050	2140	2210	2240	2320
Blowers Green	1828	1856	1909	1959	2054	2144	2214	2245	2323
Round Oak	1834	1901	1914	2004	2059	2149	2219	2250	2328
Brierley Hill	1838	1904	1917	2007	2102	2152	2222	2253	2331
Brettell Lane	1841	1907	1920	2010	2105	2155	2225	2256	2334
Stourbridge Junction	1845	....	1925	2015	2110	2200	2230	2300	2338
Continues to									

SUNDAY				
WVL	*WVL*	*WVL*	*WVL*
0840	1455	1618	2026
0844	1459	1622	2030
↓	↓	↓	↓
0851	1505	1628	2036
↓	↓	↓	↓
0857	1511	1634	2042
		WOS	

MONDAY TO SATURDAY															
Starts from								*WOS*		*WOS*		*PAD*	*WOS*		*PAD*
Stourbridge Junction	0535	0617	0705	0720	0808	0857	0945	1031	1125	1234	1330	1410	1509	1605	1648
Brettell Lane	0540	0622	0710	0725	0813	0902	0951	↓	1131	↓	↓	1416	1515	1611	1654
Brierley Hill	0543	0626	0713	0728	0816	0906	0955	1039	1135	↓	1337	1420	1519	1615	1658
Round Oak	0546	0629	0716	0731	0819	0909	0958	↓	↓	↓	↓	1423	1522	1618	1701
Blowers Green	0552	0635	0722	0737	0826	0915	1004	↓	↓	↓	1344	1428	1527	1623	1706
Dudley	0556	0639	0725	0741	0829	0919	1007	1048	1145	1247	1347	1432	1530	1626	1709
Continues to		*WVL*	*BSW*	*WVL*	*WVL*	*WVL*	*WVL*	*WVL*	*WVL*	*WVL*	*WVL*	*WVL*	*WVL*	*WVL*	*WVL*

MONDAY TO SATURDAY	SX						
Starts from					*WOS*		*WOS*
Stourbridge Junction	1715	1740	1815	1850	1926	2020	2125
Brettell Lane	↓	1745	1821	1856	↓	2026	2131
Brierley Hill	1722	1749	1825	1900	1934	2030	2135
Round Oak	↓	1752	1828	1903	↓	↓	2138
Blowers Green	1729	1758	1833	1908	↓	↓	2145
Dudley	1732	1802	1836	1911	1942	2038	2150
Continues to	*WVL*		*WVL*	*WVL*	*WVL*	*WVL*	*WVL*

SUNDAY			
WOS	*WOS*		*WOS*
1157	1524	1945	2123
↓	↓	↓	↓
1205	1532	1953	2131
↓	↓	↓	↓
1212	1539	2000	2139
1216	1543	2003	2143
WVL	*WVL*	*WVL*	*WVL*

Codes : SO - Saturdays only, SX - Saturdays excepted, BSW - Birmingham Snow Hill, HBY - Hartlebury, KID - Kidderminster, PAD - London Paddington, SBJ - Stourbridge Junction, WOF - Worcester Foregate Street, WOS - Worcester Shrub Hill, WVL - Wolverhampton Low Level

Up to World War II, services on the line remained at about 23 in each direction on Monday to Saturday while Sunday services doubled from 4 to 8 in each direction. However, the line that had been built as a main line connecting Wolverhampton with London Paddington had lost its importance as a through route, being superceded as the primary route between the two cities by the alternative route via Bicester. After World War II, service levels declined on Monday to Saturday, reducing to 17 in each direction after nationalisation in 1948 and to 11 in each direction by the mid-1950s. The rot had really set in and the stations along the line were in a poor state of repair. By 1961, the following timetable was in operation.

MONDAY TO SATURDAY				SO	SO						SX	SX
Starts from	*WVL*	*WVL*	*WVL*	*WVL*	*WVL*	*WVL*	*WVL*	*WVL*	*WVL*	*BSW*	*WVL*	*BSW*	*BSW*
Dudley	0716	0840	1030	1240	1319	1430	1616	1715	1749	1802	1828	1845	1936
Blowers Green	0719	0843	↓	↓	1322	↓	↓	1718	1753	1805	1831	1848	1939
Round Oak	0724	0849	1037	↓	1327	↓	↓	1723	1758	1810	1836	1853	1944
Brierley Hill	0728	0852	↓	↓	1330	↓	1623	1725	1801	1813	1838	1856	1947
Brettell Lane	0731	0856	↓	↓	1333	↓	↓	1728	1804	1816	1841	1859	1954
Stourbridge Junction	0737	0902	1047	1253	1339	1447	1631	1734	1810	....	1847	....	2001
Continues to	*WOF*		*WOS*	*WOS*			*WOS*		*WOS*				

SUNDAY						
Starts from	*WVL*	*WVL*	*WVL*	*WVL*	*WVL*	*WVL*
Dudley	0748	0933	1408	1933	2123	2223
Blowers Green	↓	↓	↓	↓	↓	↓
Round Oak	↓	↓	↓	↓	↓	↓
Brierley Hill	0755	0940	1415	1940	2130	2230
Brettell Lane	0758	0943	1418	1943	2133	2233
Stourbridge Junction	0804	0949	1425	1949	2139	2239
Continues to						

Stourbridge Shed
(R S Carpenter)

MONDAY TO SATURDAY					SX				SO			SX	SO
Starts from									*WOS*		*WOS*		
Stourbridge Junction	....	....	0710	0755	0841	1038	1150	1338	1528	1635	1727	1907	2100	2105
Brettell Lane	0640	0705	0716	0801	0847	↓	↓	1344	1535	1642	1733	1913	↓	↓
Brierley Hill	0643	0708	0719	0804	0850	↓	↓	1347	1539	1646	1736	1916	↓	↓
Round Oak	0646	0711	0722	0807	0852	↓	↓	1350	1541	1650	1738	↓	↓	↓
Blowers Green	0652	0717	0728	0813	0859	↓	↓	1356	1546	1657	1744	1923	↓	↓
Dudley	0655	0720	0731	0816	0902	1055	1209	1359	1549	1700	1747	1926	2119	2124
Continues to	*BSW*	*BSW*	*WVL*	*WVL*	*WVL*	*WVL*	*WVL*	*WVL*	*WVL*	*BSW*	*WVL*	*WVL*	*WVL*	

SUNDAY						
Starts from						
Stourbridge Junction	0930	1107	1445	1955	2045	2155
Brettell Lane	0936	1113	1451	2001	2051	2201
Brierley Hill	0939	1116	1454	2004	2054	2204
Round Oak	↓	↓	↓	↓	↓	↓
Blowers Green	↓	↓	↓	↓	↓	↓
Dudley	0947	1124	1502	2012	2102	2212
Continues to	*WVL*	*WVL*	*WVL*	*WVL*	*WVL*	*WVL*

Stourbridge Junction
(R G Nelson / T Walsh)

Passenger services along the line were withdrawn on 30 July 1962. The line from Stourbridge Junction to Dudley (and onwards towards Walsall) remained open for freight until 19 July 1993, when traffic north of Round Oak ceased and the line mothballed. The following photographs were taken in 2012 and show the Stourbridge to Dudley line at that time. These, and other photographs, are viewable on the Stourbridge Line User Group website.

Blowers Green

Parkhead Viaduct

Pedmore Road

Kingswinford Junction

MOTHBALLED
by Rob Hebron

There are episodes in our lives which we would prefer to forget. The last three months of 2018 were personally a difficult period but cannot be erased. It will suffice to say that I spent most of that time visiting my wife in hospital. The first seven weeks were relatively smooth in terms of travel arrangements: Russell's Hall Hospital is easily reachable by car or by the frequent number 6 bus service. However, when she was transferred to the Orthopaedic Hospital at Oswestry, the situation changed dramatically.

In theory, the hospital could be reached in three stages by bus, but the connections would be poor and overall journey time would be horrendous. Fortunately, my family and friends drove us to Oswestry when they were available and, on a good day, we could arrive in about ninety minutes. Of course, there were days when I had to use the train service. My itinerary consisted of: - Stourbridge Town to Stourbridge Junction, Stourbridge Junction to Smethwick Galton Bridge, Smethwick Galton Bridge to Gobowen and then by taxi to The Orthopaedic Hospital.

The return trip by taxi from the hotel where I stayed was interesting because the road took us over a disused single track railway line. This was the branch line from Gobowen to Oswestry which would have been very useful if it was still operational!

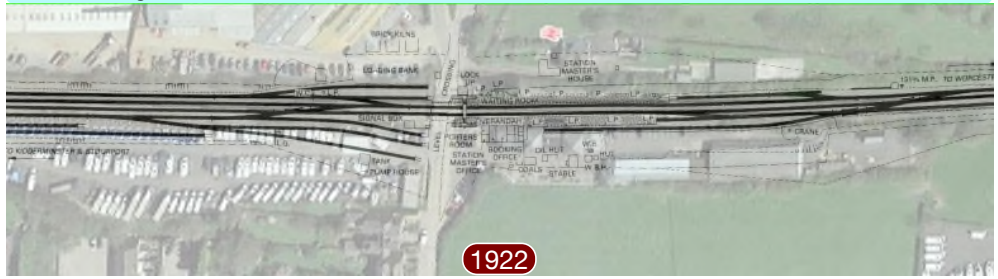
Originally part of the Cambrian Railway, the branch was transferred to the Great Western Railway in 1854 and after grouping in 1923, the Cambrian Railway itself became a constituent of the GWR. Eventually, in 1966 the branch lost its passenger services which happened during its final tenure under the London Midland Region of British Railways. Luckily, the line was mothballed and not torn up.

Oswestry had an impressive station in the 1960s and boasted a good bus service even after closure

The station building at Oswestry has survived and is now under the ownership of Shropshire County Council which has leased it to Cambrian Heritage Railways. A steam-hauled service is now planned between Oswestry and Weston Wharf, following a £120,000 grant from Oswestry Town Council to allow the CHR to restore the track bed beyond Gasworks Bridge. A complete re-opening from Gobowen to Llynclys South station is highly unlikely soon due to problems with reinstating level crossings on busy main roads.

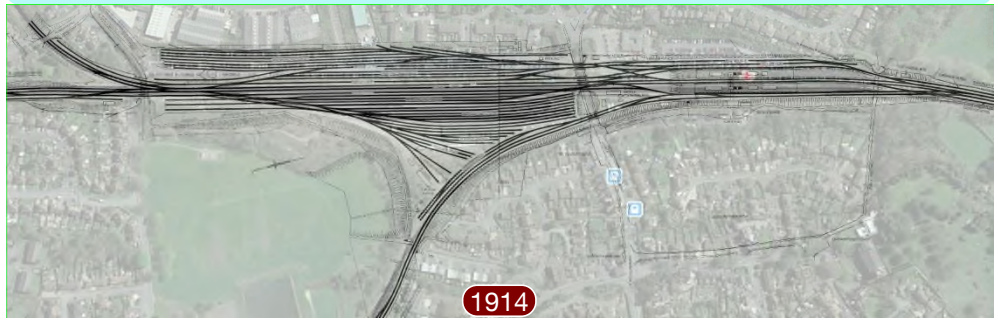
HARTLEBURY

Goods sidings existed at both ends of the station.



STOURBRIDGE JUNCTION

The extensive sidings on the site of the modern car park can be seen while the sidings on the site of the current Chiltern depot were more extensive. The station also had 4 through platforms and a through carriage siding alongside the current platform 1.



Part 2 from Stourbridge Town to Birmingham will be published in the next edition of Platform 2

NO LONGER STOPPING AT ... HAWTHORNS HALT
by John Warren

This is the fourth in a series of articles that looks at the stations between Birmingham Snow Hill and Worcester that have closed since 1960, working down the line from north to south.

HAWTHORNS HALT

The Wolverhampton line platforms looking towards Snow Hill

(Tony Harden Collection)

Date Opened	25 December 1931
Final Passenger Services on	27 April 1968
Number of Platforms	4
Number of Trains (1959)	No scheduled trains
Number of Trains (1968)	No scheduled trains

The Stourbridge bound platform

(John Evans)

Station Name : Hawthorns Halt (December 1931 - April 1968)

Hawthorns Halt station was situated either side of Halfords Lane. There were four platforms - three to the west of Halfords Lane for services to and from Wolverhampton and from Stourbridge. The platform for services to Stourbridge was situated where platform 1 of The Hawthorns station is today. The station was not mentioned in timetables, being used solely for football specials. It opened on Christmas Day 1931 for the home Division 1 match against Birmingham City which the Albion lost 1-0 in front of a crowd of 37,906. The station was used for the last time on Saturday 27 April 1968 when the Albion again played Birmingham City, but in the semi-final of the FA Cup at Villa Park, a match they won 2-0 before beating Everton 1-0 in the final. Presumably, it was used to convey Albion fans to Villa Park. Surprisingly, it was not used two days later when the Albion beat Manchester United 6-3 in the league. The opening of The Hawthorns station in September 1995 and the adjacent Metro stop has restored regular rail-based services to the ground.

GIVE MY REGARDS TO BROADWAY
by Rob Hebron

On Wednesday 21 June 2018, my wife and I were invited for a day out with friends Linda and Michael on the Gloucestershire Warwickshire Steam Railway (GWSR). We travelled by car to Cheltenham Racecourse station where the excitement and adventure began. The station, as its name suggests, is in the grounds of the famous racecourse but no admission fee or pass is required.

Cheltenham Racecourse station booking office

The ticket office is at the same level as the car park but the station itself is accessed by a ramp leading to a waiting room, shop and toilets. These facilities are all contained within one building on the nearside platform which was in use for both arrivals and departures. A second platform is sited opposite and would seem to be necessary only when an intensive timetable is in operation. The Cheltenham Racecourse station buildings are in heritage style and embrace typical GWR railway architecture.

A rake of brown and cream carriages drawn by steam locomotive, Foremarke Hall pulled into the platform, allowing a good ten minutes for passengers to settle into their seats. The Hall (No. 7903) gleamed in the sunlight. Although there was no visible sign of soot, the smell was unmistakable. The carriage interiors were clean and roomy with tables between each pair of facing seats. The upholstery, I would guess was probably late British Railways surplus material. I won't quibble about authenticity because the contemporary cloth would have been discontinued long ago.

Our first stop was at Gotherington. The station building here is privately owned but the residents have retained and restored the features which we would expect to see. The platform used by GWSR trains is opposite to the private dwelling. This platform has merely a pagoda waiting shelter. Trains are able to cross at Gotherington by means of a passing loop, at the southern end of the station site. It is surprising that this station was the first to close on the line (in 1955). Perhaps the footfall was insufficient in those days.

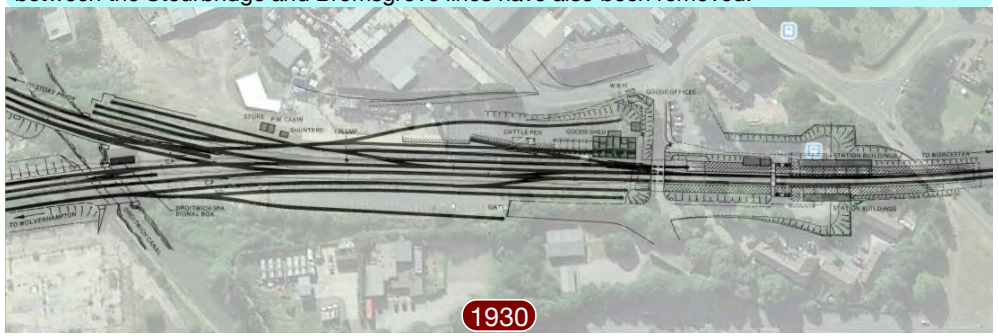
The train continued, curving eastward through luscious green countryside and briefly passed through the darkness of Greet Tunnel, before arriving at Winchcombe. The facilities at Winchcombe include a 1950s style café, a carriage and wagon works, model railway displays and a large picnic area. Many passengers disembarked here.

WORCESTER FOREGATE STREET

Crossovers existed each side of the station which meant that the lines through the station were genuinely double track rather than the two parallel single tracks that exist at present. Hopefully, this restrictive means of operation will be consigned to history in the next few years. In addition, a line ran down from the main line to the river's edge and skirted the racecourse before reversing and heading south under the main railway line along the river bank. This line was known as the Butts Branch. Parts of the viaduct that carried this line can still be seen on the north side of the main line.

DROITWICH SPA

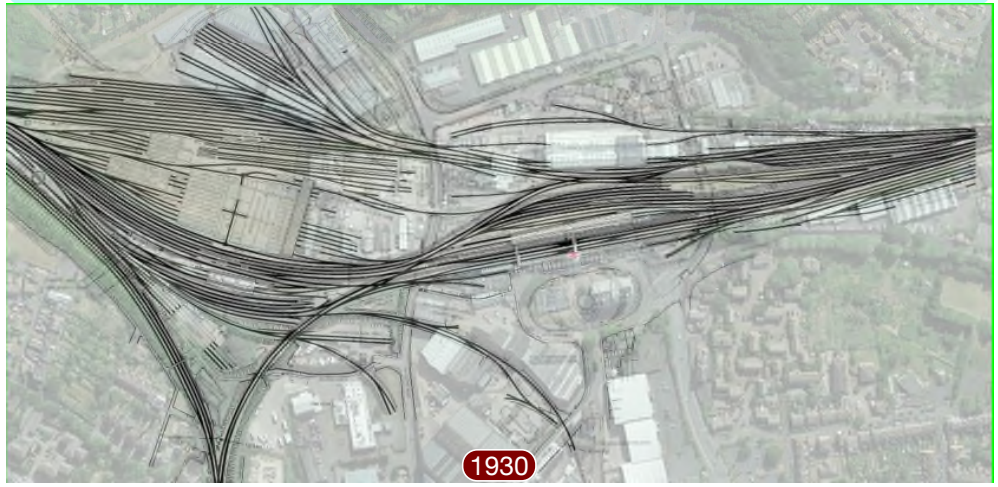
Goods sidings occupied land now used for car parking. Other sidings close to the junction between the Stourbridge and Bromsgrove lines have also been removed.



TRACK RATIONALISATION ALONG THE STOURBRIDGE LINE
Part 1: Worcester to Stourbridge Junction by Roger Davis

Over the last century, track layouts along the Stourbridge line has been rationalised with the removal of sidings, goods sheds, marshalling yards and passenger lines. The following maps overlay an old track plan from the early/mid 20th century on a current Google map. The first map shows the current layout, with the old layout shown very faintly, while the second map shows how the track network looked in the past.

The 1920s map shows just how extensive the railway network used to be. Sidings at the bottom of the map served the Gas Works in Tolladine Road, while one siding continued over Shrub Hill Road to serve the Vinegar works. To the west of the Shrub Hill to Droitwich Spa line, in the triangle, was the engine shed, while the Wagon Repair Works occupied a large area to the east of the line. The Goods Shed was immediately east of the station.



The next stop was Hailes Abbey Halt, located near the English Heritage property nearby. The Halt itself is unremarkable, with a single platform and pagoda. I doubt if this halt was ever extensively used by locals or tourists.

Toddington station

The train was now proceeding in a north-easterly direction. The next stop was Toddington which up until 2018 was the terminus of the railway. This station is the headquarters of the GWSR. At this location there is a magazine stand, memorabilia shop and the Flag and Whistle Café. There is another railway here! The North Gloucestershire Narrow Gauge Railway was established in 1985 and runs for half a mile alongside the main line. The locomotives have various histories which include serving the German Army, carrying sugar for factories in Poland and Natal and (of course) being employed on English heritage railways.

Our final stop was Broadway. The re-opening of this beautiful Cotswold station is a remarkable accomplishment. It has been completely rebuilt in period style on a barren site. As far as I could see, Platform 2 was not yet in use but was to be linked to Platform 1 by a magnificent footbridge which had been recovered from Henley-in-Arden. A brand new signal box has not yet been commissioned but will enable locomotive crews to run around the train when everything is connected. On Platform 1, the café looked splendid even while the interior was being painted. The attention to detail is commendable: Cast iron lamp standards bearing the station name enhance the platform and a heritage style red public telephone box is positioned on the station drive.

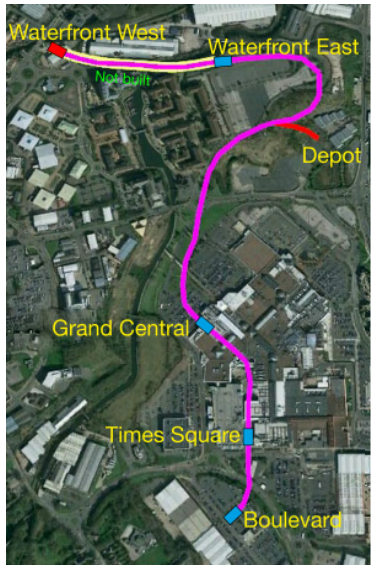
A cast iron lamp standard at Broadway station

For practical purposes, a shuttle bus runs between the station and Broadway village itself. As we had plenty of time, we walked into Broadway, admiring the picturesque scenery. It is like stepping back in time – except for the very modern prices in shops and restaurants! I will not describe the village any further because it really does need a personal visit which includes other Cotswold locations.

On our return journey, I examined the questionnaire which had been handed to us by the conductor. I can honestly say that I could not criticise any aspect of our trip. I am full of admiration for what has been accomplished by GWSR, even more so for what they have created out of so little which had been left.

FROM ROUND OAK STEELWORKS TO QUEENSLAND ... BY MONORAIL
by John Warren

In the 1980s, the Government created a number of enterprise zones which gave incentives to firms wishing to set up business in areas which had been affected by a downturn in the manufacturing industry. One of these zones was on the site of the Round Oak Steelworks which had closed on 23 December 1982. The site was bought by Richardson Developments who started on the construction of a large retail centre. From 1984, the centre opened in phases with the final phase of the complex opening on 14 November 1989.



As part of the development of the new Merry Hill Centre and the separate Waterfront development on the other side of Level Street, an elevated monorail was constructed during 1988 and 1989 alongside the final phase of the shopping complex. The monorail cost £22 million to construct but, due to health and safety concerns, it did not open until 19 months after the centre was complete - on 1 June 1991. The line was to have five stations - Boulevard, Times Square, Grand Central, Waterfront East and Waterfront West - with a maintenance depot built between Grand Central and Waterfront East. As it turned out, the extension from Waterfront East to Waterfront West was never built as the intention was for the latter station to connect with Metro or heavy rail services at Round Oak station and, as we know, we are still awaiting these services a quarter of a century later.

The remains of Grand Central station on the roof of M&S

The old entrance of Grand Central station outside M&S

After operating for a short while, the monorail was temporarily closed again in 1992, but ran sporadically until 1996, when it closed permanently. The closure was due to technical problems and safety concerns (especially the difficulty of evacuation), exacerbated by a dispute between the owners of Merry Hill and The Waterfront which at this time were owned separately. The infrastructure was later removed, leaving only one disused monorail station and part of the old railings visible - on top of the Marks and Spencer store roof.

The monorail in operation on the Gold Coast just before closure

After the system was put up for sale in 1996, the trains and track were transferred in 2001 to the Oasis Shopping Centre, in Broadbeach, Queensland, Australia. This enabled the expansion of its own monorail system, which had opened in 1989 and connected the shopping centre to the beach, Gold Coast resort and Conrad Jupiters Casino. Originally known as the Gol'Coasta, the monorail closed for maintenance in late 2013 reopening to passengers on 18 December 2014. It finally closed permanently on 29 January 2017.

The following photographs bring back memories of the monorail during the short period that it operated at Merry Hill.