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LIGHT RAILWAYS

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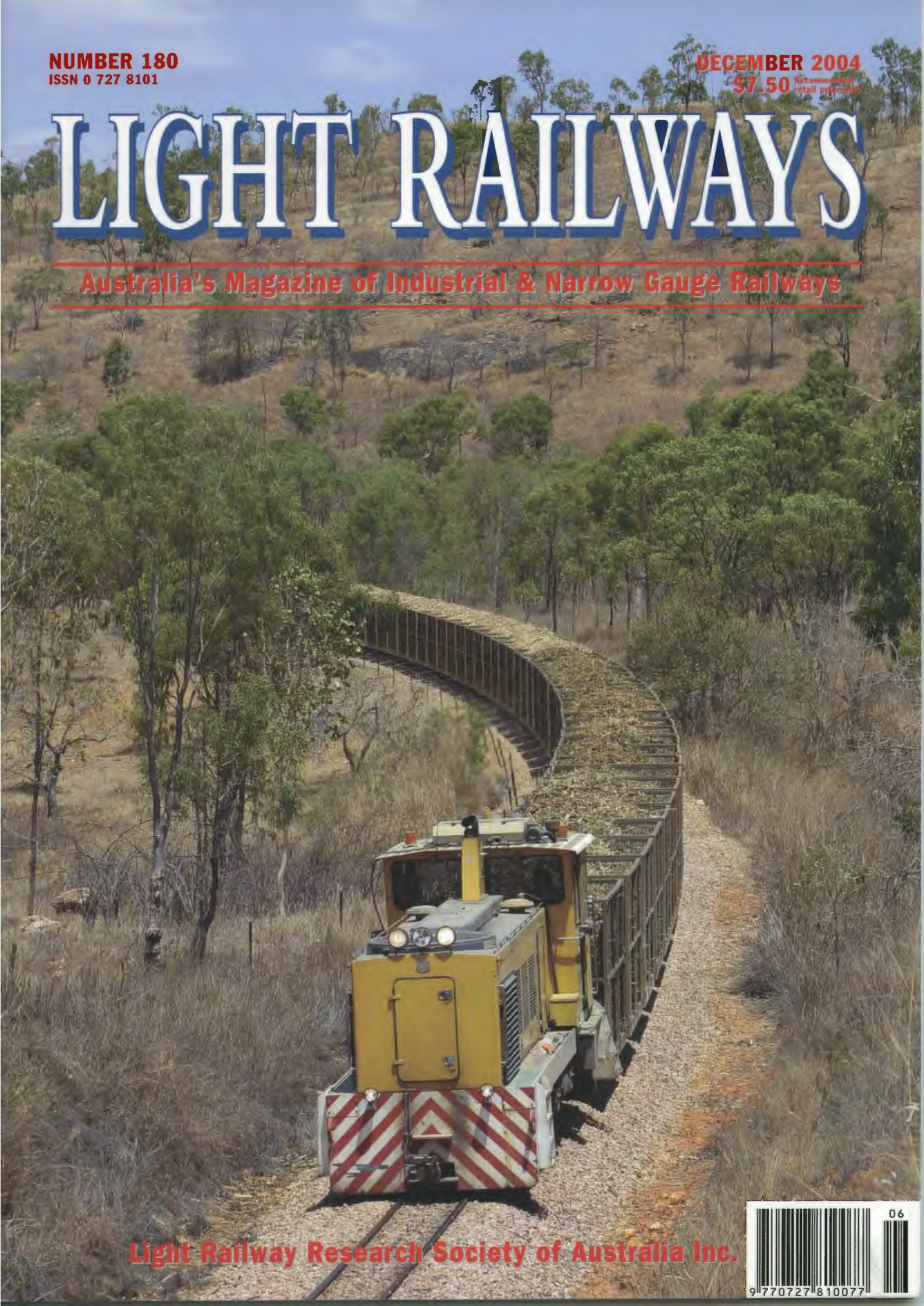

Light Railway Research Society of Australia Inc.

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Australia's Magazine of Industrial and Narrow Gauge Railways

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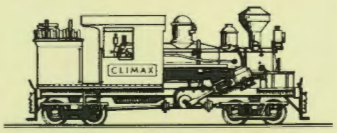

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Conversions:

1 inch (in)	25.40 millimetres
1 foot (ft)	0.30 metre
1 yard (yd)	0.91 metre
1 chain	20.11 metres
1 mile	1.60 kilometres
1 super foot	0.00236 cubic metre
1 ton	1.01 tonnes
1 pound (lb)	0.454 kilogram
1 acre	0.4 hectare
1 horsepower (hp)	746 Watts
1 gallon	4.536 litres
1 cubic yard	0.765 cubic metres

Contents

Comment

For those of us who admire that wondrous creation of Herbert Garratt, 2004 has proved to be a bumper year.

April saw the official recommissioning, on the Puffing Billy Railway, of former Victorian Railways 2-6-0+0-6-2 G42 (Beyer Peacock 6268 of 1926), following a long (25 years) and costly ($1.7m) restoration. G42 has since proved to be a valuable and popular addition to the Puffing Billy fleet.

On the other side of the world, another great project is nearing its conclusion. The very first Garratt locomotive, former Tasmanian Government Railways 0-4-0+0-4-0 K1, recently ran trials at the Boston Lodge Works of the Festiniog Railway, then at its new home at Dinas, on the Welsh Highland Railway. (See our report on page 31.) For commercial reasons, and to give plenty of time to iron out the bugs, K1's official launch is planned for March 2005.

As was the case with G42, the restoration of K1 has been a lengthy affair - so much so that, in recent years, some people at Boston Lodge had begun referring to it as "K-when?". With the successful completion of the project now in sight, such jibes can now, hopefully, be laid to rest.

Finally, in answer to a recent query: Yes, we do welcome advertising, of suitable goods or services, in our pages. Please contact the Society, or myself, via the addresses on this page, and we'll send you details of rates, deadlines, etc. *Bruce Belbin*

The Light Railway Research Society of Australia Inc. was formed in 1961 and caters for those interested in all facets of industrial, private, tourist and narrow gauge railways in this country and its offshore territories, past and present.

Members are actively involved in researching light railways in libraries and archives, interviewing knowledgeable first-hand participants and undertaking field work at industrial sites and in the forests.

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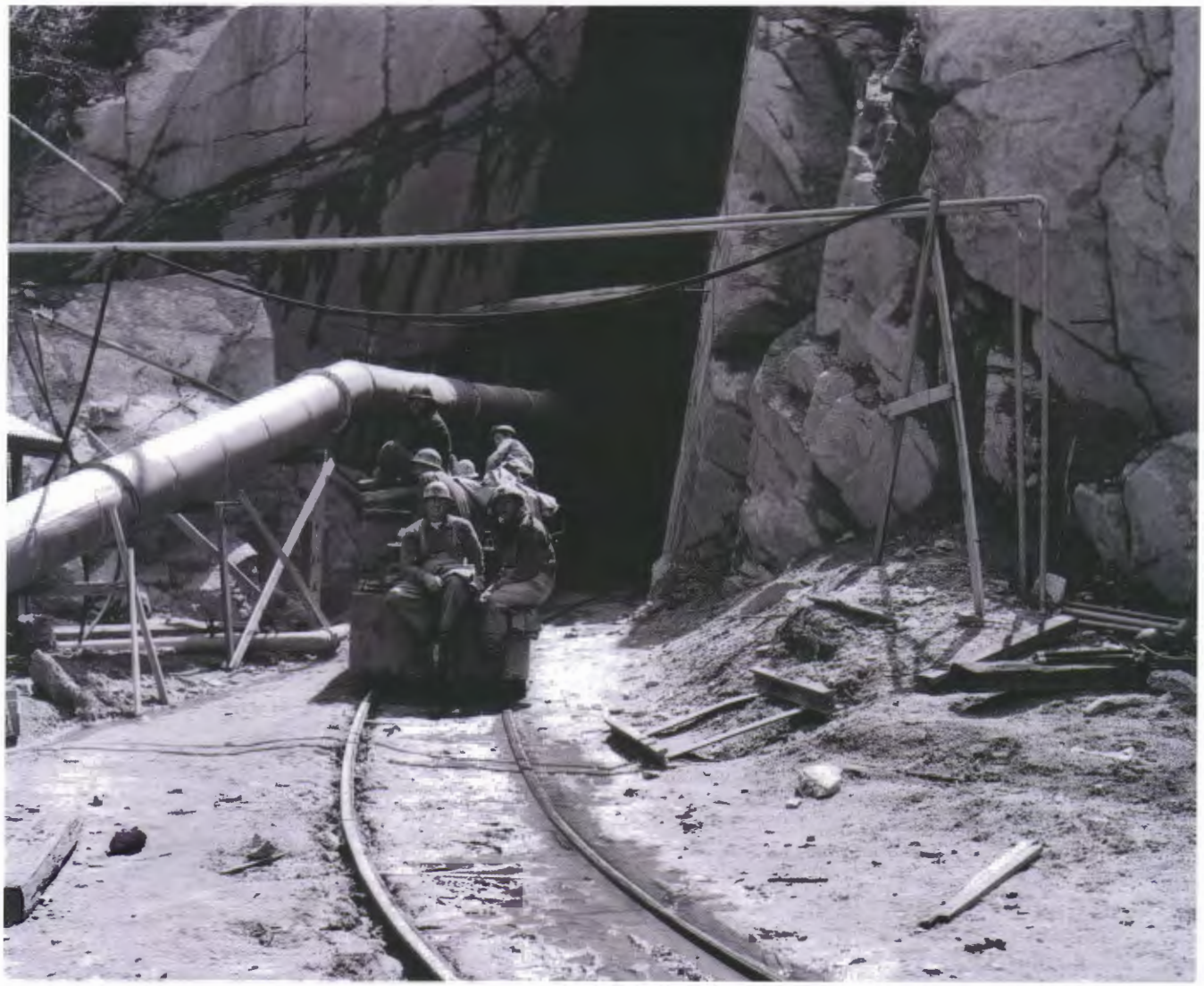
Articles, letters and photographs of historical and current interest are welcome. Contributions should be double spaced if typed or written. Electronic formats accepted in the common standards.

Material is accepted for publication in *Light Railways* on the provision that the Society has the right to reprint, with acknowledgement, any material published in *Light Railways*, or include this material in other Society publications.

Front Cover: *On Friday 15 October 2004, Invicta Mill's Westfalia B-B DH* STRATHALBYN *(13863.1 8.91 of 1991) is in typical Australian scrub country between Millaroo and Clare as it heads a train of 136 six-tonne bins and a brake wagon towards the mill.* ***Back Cover:*** *Bound for Invicta Mill from Dalbeg on the same day, Walkers B-B DH* SCOTT *(669 of 1971 rebuilt Bundaberg Foundry 1995) crosses the Expedition Pass Creek bridge hauling a load of six tonne bins and a brake wagon. The run to Dalbeg and return is the longest cane railway haul in Australia, approximately 100 kilometres in each direction. Photos: Scott Jesser*



A Logan battery locomotive with a cargo of miners poses amid the sound rock of the adit entrance during 1953. NAA: A11016, 2997

Snowy Mountains Scheme construction railways 50 years on

1. The Guthega - Munyang tunnel

by John Browning

Introduction

The Snowy Mountains Hydro-electric Scheme is well known as Australia's greatest engineering feat. The scheme involved diverting the headwaters of the Snowy, Eucumbene, upper Murrumbidgee and Tooma Rivers through the mountains to provide additional water for irrigation in the Murray and Murrumbidgee valleys, and a source of hydro-electric power for south-eastern Australia. The various projects involved the blasting of many tunnels through the Snowy Mountains, some many kilometres in length. These tunnelling works required the extensive use of construction railways. Although the Snowy Mountains Hydro-electric Authority had the overall responsibility for the scheme, the various component projects were largely undertaken by contractors, many from overseas. The sheer scale of the operations meant that modern American technology and business methods came to be used to complete the projects in reasonable time and cost.

This is intended to be the first in a series of brief articles providing some basic information on each of the main segments of the scheme that utilised construction railways, marking the 50th anniversary of each project. It is hoped that this will stimulate interest and lead to some deeper research being done. Hopefully this research will extend to the risks associated with the work and the social lives of the men who operated the construction railways. The National Archives in Canberra are thought to hold large amounts of relevant material.

The Guthega project

The Guthega-Munyang project was undertaken as a stand-alone preliminary to the main works of the Scheme, about 12 kilometres from the summit of Mt Kosciusko. It involved the construction of Guthega Dam, on the upper Snowy River, and the construction of a pressure tunnel and pressure pipelines to a hydro-electric power station about 5 kilometres downstream at the confluence of the Snowy and Munyang rivers. Also included was the interception and diversion of feeder streams below the dam, either to the dam pondage or to the pressure tunnel, in order to increase the catchment area for water available for power generation. All the water was returned to the Snowy River at the power station.[1]

The Norwegian civil engineering contractors F.Selmer A/S of Oslo successfully tendered for the job in 1951. They set up a subsidiary company, Selmer Engineering Pty Ltd, to undertake the works. Specialist labour was brought into the country as

Ruston & Hornsby locomotive 13-C-2 at the site of the diversion tunnel outlet in early 1952. The photograph is taken from the bed of the Snowy River and the dam site is upstream to the right. A four cubic yard tipping wagon is being winched up the incline, with excavated material destined to be used in construction concrete. *NAA: A1200, L14600*

part of the contract, with 400 Norwegians brought out to work on the project. The completed work was officially opened in April 1955.[2]

The main components of this hydro-electric diversion scheme are:

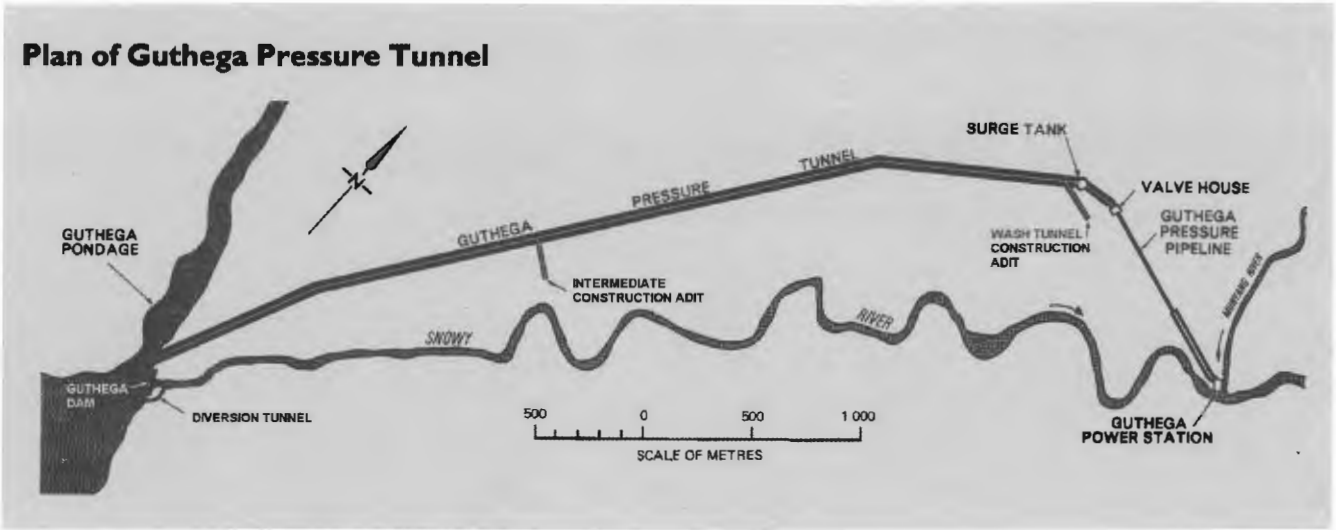
- The Guthega Dam on the Snowy River just below its junction with the Guthega River, which holds the waters of the upper Snowy River in the Guthega pondage.
- Interception works and aqueducts to capture waters from the catchments of Pipers Creek, Perisher Creek and Falls Creek to augment the Guthega pondage.
- A pressure (headrace) tunnel, running roughly parallel with the river at a slight inclination, carrying water from the Guthega pondage to a surge tank at a point in the mountains above the site of the Guthega power station.
- Interception works and aqueducts to bring waters from the catchments of Rams Flat Creek and the Munyang River to the surge tank.
- A pipeline tunnel forming a continuation of the pressure tunnel from the surge tank to a valve house at the top of the slope above the power station.
- Penstock pipelines running from the valve house down the mountainside to the turbines in the power station below. The pipelines run at a steep inclination in pipes of decreasing diameter to increase the pressure caused by gravitational effect. After turning the turbines, the exhausted water returns to the Snowy River via a tailrace.

The surge tank is basically a vertical shaft and header tank extending upwards from a large chamber along the course of the tunnel. It is designed to accommodate the effects of a sudden shutting or opening of the outlet water flow. A wash tunnel, upstream of the surge tank, allowed for an outflow of water from the tunnel for flushing out purposes and was thereafter closed off, although it can be used to access a sand trap in the surge chamber.[3]

Tunnelling works

The pressure tunnel is about 4600 metres in length and was constructed making use of 3ft gauge railway equipment with diesel and battery locomotives. The unlined dimensions of the tunnel are 5.87m wide and 5.74m high, with some sections being lined using steel rib supports and concrete.[4]

The tunnel was driven from four faces. The first was from the inlet (Guthega) portal near to the dam wall, and the second and third from a 145 metre intermediate adit about 1800 metres from the inlet end. The fourth face was initially driven from the outlet (Munyang) portal. The first 150 metres of tunnel from this end extended to the site of the surge tank, and later became the pipeline tunnel, accommodating a 4.3 metre diameter steel pipe leading from the surge tank to the surface penstock pipelines. On the completion of this pipeline tunnel, construction access beyond the site of the surge tank was by a short adit that on completion formed the wash tunnel. Excavation began at the inlet and outlet portals in December 1951, although very



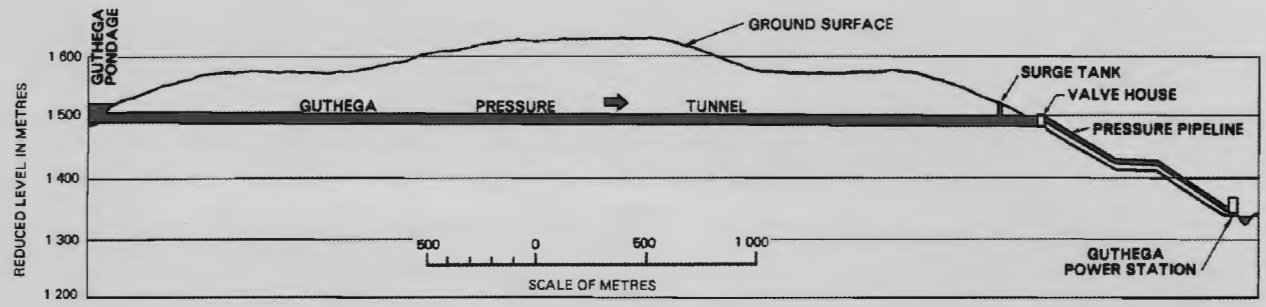
poor rock conditions near the surface meant that access underground was not fully achieved until mid 1952. Progress was much better from the intermediate adit, where tunnelling began in May 1952, and good rock was encountered near the surface. The final breakthrough was on 5 May 1954, and the first train traversed the tunnel two days later.[5]

The pressure tunnel was driven by the Scandinavian method, with the number of men employed on facework being no more that 12 per shift. Single-shift day labour was used. Six to eight miners worked from a two-platform jumbo (drilling platform) using individual Atlas drills and airlegs. When the 80 to 90 3-metre deep drill holes were completed in the correct pattern, explosives were used to shoot the face. Mechanical rail-mounted loaders, an electrically driven Goodman-Conway Type 100 loader at each end of the tunnel, and an air-operated Salzgitter Type H.L.400/5 loader at each of the intermediate headings, were used to load spoil into 4- or 6-cubic yard side dump rail trucks. Between 33 and 45 truckloads of spoil had to be removed after each firing.[6]

In addition to the pressure tunnel, a separate 155 metre diversion tunnel was driven through the right abutment to the dam commencing in December 1951. This was very difficult to construct because of the poor quality of rock, with open cut construction required at each end, and concreting of the lining required as construction progressed. Approximately 12 months was required to complete this short tunnel, which

Drilling at the face from the two-platform jumbo using light air leg drills. Each miner would perform many tasks during each round of excavation. *Photo courtesy F Selmer A/S*

Profile of Guthega Pressure Tunnel



became the river overflow on completion. A Ruston & Hornsby diesel locomotive and Robert Hudson 4-cubic yard double side tipping wagons were used on this excavation as well as a small Joy-Sullivan air-operated loader. On the outlet side of the diversion tunnel, spoil was hauled up a winch operated incline in the direction of the dam site.[7]

Rail operations

As mentioned previously, the track gauge in use was 3ft, a fairly common gauge among construction contractors, and both diesel and battery locomotives were used, on 60lb rail. It appears that at least some of the locomotives and rolling stock were obtained from material ordered for the State Electricity Commission of Victoria's Kiewa Hydro-electric Scheme. Items of rolling stock appear to carry SECV numbers, including 6-cubic yard side dump car 18-B-33 and 4-cubic yard double side tipping wagon 18-C-4.[8]

Trains of from 10 to 12 Hudson four-wheel 6-cubic yard Granby side dump cars were used for spoil removal from the pressure tunnel. Battery locomotives were used to shunt the wagons near the face, and diesel locomotives were used outside and near the portals. The normal Granby side tipping ramp arrangement for unloading does not appear to have been much used. Large spoil stockpile tips were established at the adit entrances. A Granby system would not have been suitable here because the tipping point would have to be changed frequently and the track shifted as the tip grew. As a result, an air hoist on shear legs was used to tip each wagon body in turn.[9]

At the inlet (Guthega) end, the spoil was not hauled out of the tunnel, but dumped from the trucks into a "boot" a short way inside the tunnel entrance. From here it was taken to the surface by a rock hoist up a 30 metre shaft and to the top of a timber headframe.[10]

Forty Granby 6-cubic yard wagons and 20 Hudson 4-cubic yard side tipping wagons were used for the tunnelling work. This seems rather a small number if four faces were in operation at the same time. For tunnel lining, two specialized vehicles carrying 18-foot long mobile formwork units were used in addition to a 1-cubic yard capacity concrete mixer and thirty 0.5 cubic yard side discharge skips for batches of dry material. Other vehicles would have been used for the transport of men and materials, but no information on these is to hand.[11]

Five 4wBE locomotives built by the Logan Mining Machinery Co Ltd, Dundee, Scotland, were used on the project. They were quite large, probably 10 tons in weight, with a welded chassis incorporating curved ends. Knuckle couplers and

A Logan battery locomotive at the outlet portal of the pressure tunnel with a couple of 6-cubic yard Robert Hudson Granby cars and a Goodman-Conway Type 100 loader. The work required because of the poor rock at this portal can be noted. *Author's collection*

Two steel pipe sections being winched up the penstocks incline on a specially-built bogie vehicle during 1952. *NAA: A1200, L16285*

headlights were fitted. A diamond-shaped builder's plate was fitted midway along the side of the chassis. It appears that they may have been ordered for the Kiewa Scheme because one locomotive carried the number 13-BA-6. It seems that a consignment of Logan locomotives was despatched to Australia in early 1949, which could have been for the SECV. This would place the builder's numbers in the range 1017 to 1033. However, not much more is known, possibly in part due to the scandalous situation that from 1949 to 1953 Logan appears to have been building locomotives using designs pirated from Greenwood & Batley of Leeds, and the records of this episode seem to have been largely destroyed.[12]

Details of the six diesel locomotives used by Selmer are better known. They were long low 100hp 15-ton 0-6-0DM locomotives built by Ruston & Hornsby of Lincoln, England. Designated as Model 100DLU, they were equipped with exhaust conditioning equipment. 251063 was built for stock in 1949 and was exhibited at the Underground Mining Exhibition at Earls Court in London in July of that year. Its classification at that time was recorded as 100DLG, meaning that it would have been fully flameproofed for use in gassy coal mines. Evidently it was not sold and was returned to stock until being supplied to the order of Ruston & Hornsby (Australia) in 1951 as Model 100DLU, along with 266288 and 266289, which may also have originally been intended to be 100DLG locomotives. These three were ex works on 27 June 1951, and were followed on 12 October 1951 by 319281 and 319282. Last to be delivered was 319283, ex works on 7 July 1952. They were all fitted with "half size Alliance couplers, dial thermometer (5000ft altitude) and flame starter". The Alliance was an automatic knuckle coupler. Headlights were also fitted.[12]

The Ruston & Hornsby locomotives appear to have been reused by other contractors on subsequent projects, but the fate of the Logan battery locomotives is not clear.

A single track 975-metre inclined haulage was used to put the penstock pipelines in place. It was constructed, at least in

Snow scene. A Ruston & Hornsby locomotive at the completed outlet portal of the diversion tunnel in mid 1952. Its pristine condition suggests it may be the last one to be delivered. Alongside is a four cubic yard wagon and a Goodman-Conway Type 100 loader. The trestled portion of the spoil incline can be seen far up on the left hand side. *NAA: A11016, 2110*

A Ruston & Hornsby locomotive bearing Australian and Norwegian flags takes pride of place beneath the triumphal arch at the ribbon-cutting ceremony, 7 May 1954. Eileen Hudson, wife of the Scheme's Commissioner, does the honours. Photo courtesy F Selmer A/S

part, on timber trestles. Pipes and materials were hauled up by winch on what appears to have been 3ft gauge track. Workmen were transported the same way.[14]

At the dam site, concrete was placed by an overhead cableway. It was taken from the mixing plant in a 2-cubic yard Armstrong Holland bottom dumping concrete bucket, carried on a rail vehicle along a short length of 3ft gauge track to a position under the cableway hook, hauled by a rubber-tyred jeep.[15]

Conclusion

As mentioned earlier, this initial article is intended only to whet the appetite and will hopefully lead to some more thorough research. Special thanks are extended to Norm Houghton and Colin Harvey for their assistance. The next article, scheduled for 2005, will be on the Eucumbene-Tumut Tunnel constructed by the American consortium Kaiser-Walsh-Perini-Raymond. Any material suitable for inclusion may be forwarded to the Editor and will be received with thanks.

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A ride on the Deep Lead ballast railway

From the Pleasant Creek News, *October 22, 1878.*[1]
Submitted by Neil Bennett

The Stawell and Horsham Railway.

The completion of the new line of railway extending from Stawell to Horsham by way of Glenorchy and Murtoa is at present exciting interest and attention of farmers in the Wimmera district whose sole desire is that it should be ready for traffic in time for the ensuing harvest. That such should be done is a matter of moment not only to the residents of the district to be benefited but also to the general community.

Labouring under the idea that the line should be completed by the 31st of January 1879, the farmers and especially those in the Murtoa, Rupanyup and Horsham districts, have this season increased their cultivation acres to more than treble that of the previous years, the consequences being that with such a favourable season as that with which the season has been favoured this year, and the increase of selection, the yield of grain will be by far the most important that has yet been known in this district. Within the last two or three years a number of people have been settled on the land whose operations hitherto have been confined to clearing, fencing, and all those preliminaries necessary to the proper cultivation of the soil.

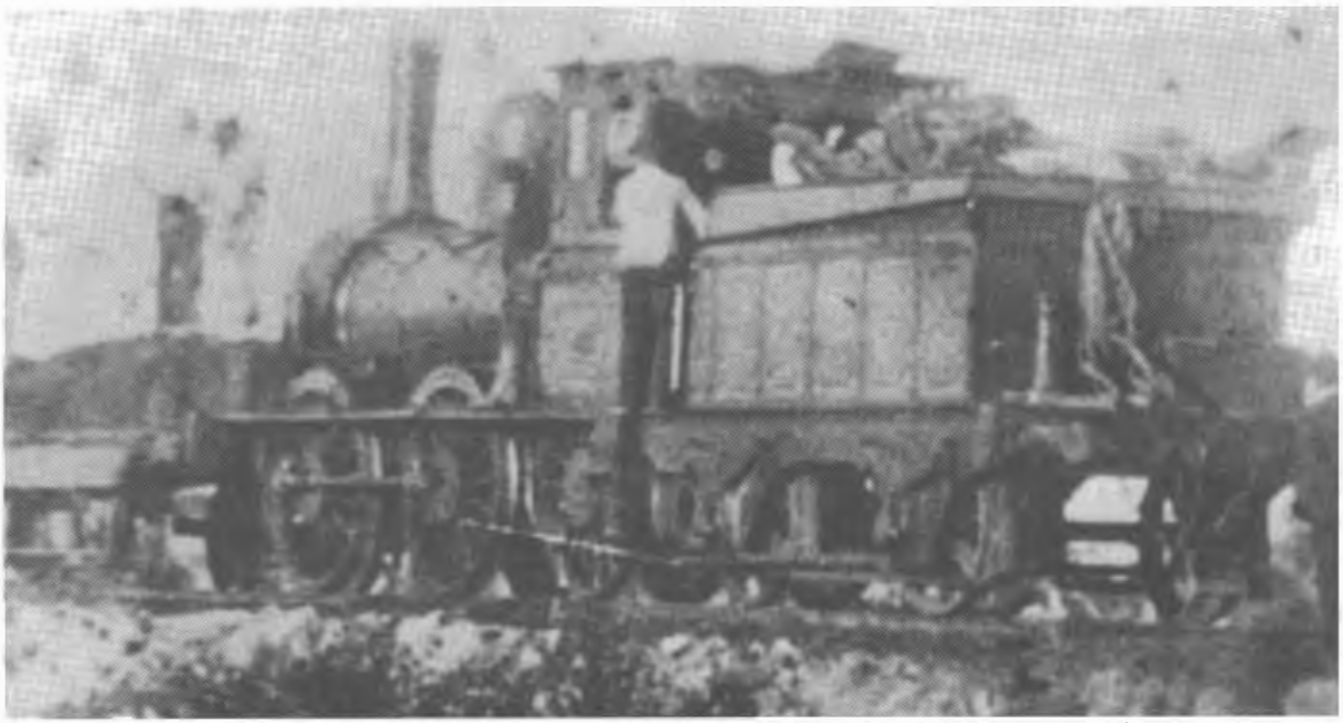
These operations, however, have been hastened by the talked of advent of the "Iron Horse", and it would be interesting now to know the number of persons benefited, directly or indirectly, and the acreage under cultivation in the district which the railway is to traverse.

If at the time the line was first mooted it was thought to be of such paramount importance it must now be doubly imperative to have it opened at any cost, and as soon as possible before the ensuing harvest.

Horsham is at present actively stirring in the matter and apparently will spare no efforts in its endeavour to obtain the opening to the end of the first month of the approaching year. However desirable that this should be done there is no doubt but the opening to Murtoa alone by the period mentioned would be beneficial to the majority of the residents of the Wimmera district. The latter township is destined to be for a long time yet the great agricultural centre of, I may so term it, of the new line, and Horsham knowing of this is jealous of its rapidly advancing rival. Being aware then of the interest at present centred in the construction of this new line of railway, and having, fortunately, a few hours at my disposal one day last week, I determined upon taking a trip by rail to Glenorchy, and if possible further.

Early in the morning I started from Stawell station on one of the Government engines, which was then doing duty in place of that belonging to the contractors, the old *Phoenix*[2], which had been forwarded to Ballarat for repairs. A number of the employees who reside in Stawell, and go to and fro daily to the scene of their labours, were also on the engine. There was nothing much to note on the line until Deep Lead station[3] was reached, save that the cottages which have been erected for the gatekeepers are exceedingly neat and comfortable looking, and a marked improvement on the old style. The Deep Lead station, at the rear of the State School, is almost completed, and has a very neat appearance.

Short of a mile further on, and just below Mow Fong's hotel[4] and store, the engine stopped and backed upon a 'road' which led to the Band of Hope Company's mine, whose immense quantities of ballast are at present being moved up the main line. Here was indeed presented a busy scene. Two gangs of men were busily engaged filling a number of trucks from the immense deposits lying at the mouth of the Band of Hope Company's shaft. These, after being loaded, were forwarded and empty ones took their place. The material used in ballasting the lines is a very good description, great care being exercised by the Government Inspector, who is always on the spot, that



On the day of his visit, the correspondent from the Pleasant Creek News *rode on the footplate of a hired Government locomotive, as contractor D Leslie's 0-6-0 locomotive* Phoenix *(Phoenix Foundry 27 of 1875) was under repair in Ballarat, probably at the Phoenix works. No photograph of* Phoenix *at work on this contract has ever surfaced. However, this photo is believed to show the same loco, renamed* Ivanhoe *and running as an 0-4-2, working for contractor George Buckley in 1891. Photo: collection of the late Dr K Bowden, courtesy ARHS (Vic) Archives*

nothing but the best is taken away. The men employed at the work for the most part live in the immediate neighbourhood, and to one of the original prospectors of the old Deep Lead and Four Posts diggings[5], the picture presented by the number of tents dotted here and there would tend to bring up recollections of olden times - that is, were he to confine himself to the spot inhabited. In close proximity to the ballast workings I came across one of Stawell's old identities, and a former resident of the township of Glenorchy, in the person of Mr WB Pine, who will be remembered as a "jolly good fellow" by frequenters of the Constitution[6] and Royal Mail[7]. He appears to be hale and hearty, and will probably participate in the 'good things' to be derived from such a number of 'navvies' being in the vicinity.

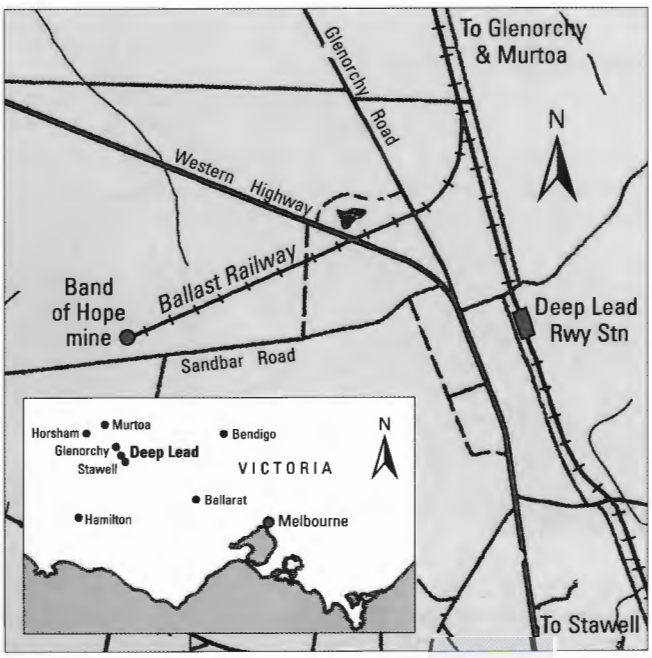
The engine upon which I rode from Stawell only ran as far as Glenorchy station, with from fourteen to sixteen trucks, whence they were taken to the end of the line by one of the contractor's engines. [8]

After a stay of a little more than an hour, during which the engine had run one trip, I started en route to Glenorchy. The rail from the ballast to the main line is over a mile in length, and the travelling, of course, not of the easiest description. From the junction to the Glenorchy Bridge, the line passes through country of a very ordinary description, it being adopted neither for agriculture nor grazing purposes. The line just before reaching the Bunyip, passes over a hill, the gradient here being one of the steepest on the whole route, namely one in fifty.

I had to hold on, so to speak, like 'grim death' to avoid a good shaking. [We] arrived at the bridge over the river Wimmera. Within one mile and a half of the township of Glenorchy, there is what may be called the heaviest undertaking on the whole line. There is a bridge over the river, over half a mile in length, and which is stated to be the longest in the Colony.

The piles used in its construction were for the most part obtained from the neighbourhood, only those in the river crossing, being nearly fifty feet in length, having been cut at Mt Cole.

The work in connection of the bed of the river may be said to be completed, although a number of men are still employed there. The contractors have erected an office and stables on the south side of the river, and facing the main road to Glenorchy, which here crosses the line by means of a level



A 1.2m high embankment marks the route of the former ballast railway across private property 50m south of Bunyip Creek on 11 June 2000. Much of the formation can still be followed (except for where it crosses the Western Highway) across paddocks to where it joins the Stawell-Horsham railway, close to the present 250km post. Photo: Neil Bennett

crossing. A small township, composed of calico tents exists here, having all the necessary adjuncts to a civilised life, viz butchers and bakers establishments, a post office, a licensed public house, besides numerous stores, boarding houses, &c.

A further lease of existence has been given to this temporary township by the fact of a number of men having been set to work at an extensive ballast pit within a quarter of a mile from the bridge, in a paddock owned by Mr Walter Muir, from whom the contractors have purchased fifteen acres at a price calculated to give the proprietor a very good margin of profit. The opening of this pit so far up the line must not only be a source of profit to the contractors, but will necessarily assist in enabling them to push the works on to completion. It has been stated that work is scarce in this locality, in that a number of men are going about idle. That this is false may be proved by the fact that the contractors, as I was informed, had found it necessary to advertise for men to work the pits. At present a number of hands are employed in opening the ground, and as soon as possible a road will be run in from the main line, when a large number of men will be put on.

Crossing the bridge on the engine was by no means so difficult a task as I had imagined it to be, and the contractors have, I think, every reason to congratulate themselves upon the manner in which it has been constructed. It is essentially a wooden bridge, there being but little iron work with the exception of the bolts and other necessary iron articles. The engine went over smoothly. [We] arrived at the Glenorchy railway station, about a mile from the bridge, the engine was detached from its carriages and proceeded back to Deep Lead.

At the station everything appeared to be in a forward condition. Some difficulty was experienced in obtaining a suitable site for it owing to the level nature of the country. It is situated about two hundred yards from the Post Office, and to form it properly, from three thousand to four thousand yards of earth had to be used in order to raise the platform a suitable height from the line. The station master's house is commodious enough for a station such as Glenorchy will be. It contains six rooms and a passage, and appears adopted for all seasons. It will be finished and ready for use in about a fortnight's time. Concerning the quality of the land in the neighbourhood of the station, it is known to be admirably adopted for the cultivation of wheat, more especially that bordering the river. Only recently a good sound allotment in the vicinity was sold, with improvements, for the sum of £2.11s per acre. But this price, it was considered, was far below its true value. Land on the Wimmera had long before this been known to have changed hands at from £4 to £5 per acre, and even at this price considered to be a bargain. The ground is crab holey and the soil black loam. Some distance from the Glenorchy station the soil changes, and where the line passes through the 'Swinton' estate it appears admirably adopted for grazing purposes. Three miles or so from the Wimmera the line passes what is known as the long waterhole on the Dunmunkle Creek. Here are situated several selectors, the appearance of whose crops is of the most promising nature. From what I could see, several hundred acres appear to be under heavy crop.

The ballast engines, at present, run a distance of nearly ten miles beyond Glenorchy railway station, or about twenty two miles northward of Stawell, and it was to this point I travelled.

From forty to fifty men were here employed unloading trucks and spreading ballast. The country at this point is pretty heavily timbered, and like the land along the whole route is as level as a bowling green. In fact throughout to Horsham, as I am informed, there is no cutting of any size, save that at Murtoa station, and with the exception of a few inches of earth thrown on and an inch or so removed, there is no variation in the line after passing the Glenorchy station. Some distance further on, I believe, commences the real point of selection, and when Murtoa is reached, the centre of the agricultural district will be tapped.

The rails are laid for over two miles further on, but owing to the lateness of the hour I could not proceed further that day. At the rate at which the work is being carried on, Murtoa should be reached, at the latest, early in December.[9] The platelayers can easily put down over half a mile a day, and as the ballast is now being spread sixty chains per diem, which might perhaps be increased with more truck accommodation, the remaining ten or twelve miles to Murtoa should be speedily bridged.

The Minister for Railways has, I believe, expressed his intention of assisting the contractors to the utmost in order to have the line opened in time for the coming harvest, and as the latter have entered into an arrangement with the Railway Department, by which they will obtain ample remuneration for their trouble, there can be little fear for the ultimate result.

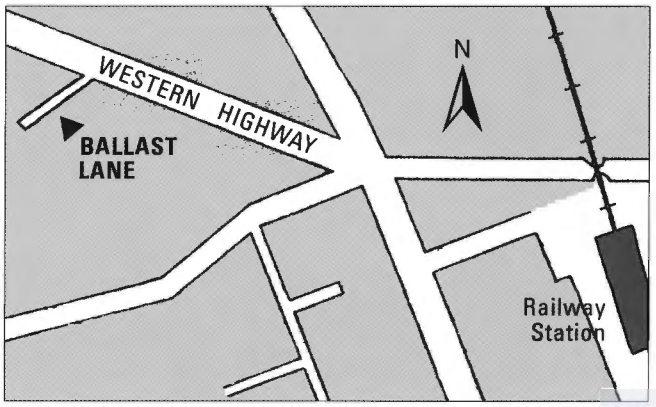
Returning at sunset the same day, the scene was truly an Australian one. The air was close and heavy, and as the engine passed on its way through which, not long ago, was a wilderness, there could be seen on either side traces of rapidly advancing settlement. Here and there were dotted comfortable homesteads situated in the middle of a large clearing, and surrounding fields of waving wheat. Through openings in the timber, occasional glimpses were obtained of the blue outline of the Grampian mountains, which loomed grandly in the distance. An additional charm was imported by the numerous camp fires along the line, around which were gathered the 'navvies' engaged in the work, and who doubtless were regaling one another with choice tales of colonial life, or else indulging in the never ending pastime of the bush - a game of euchre. The engine stopped several times on the road to deposit and take up different parties, and I finally reached Stawell safe and sound about eight pm, feeling the better for a trip of twenty two miles from Stawell by rail, and having a much better idea of the country that I had before been able to obtain. Of this I feel confident, that the line can be finished in time to suit the agricultural interests, and that northwards, the residents of Stawell will in time be able to take pleasure excursions at once cheap and healthful to its town-sick inhabitants. Glenorchy alone, and the banks of the Wimmera, during the heat of summer will be a temptation too strong to resist, and as Runnymede and Ravenswood were to Sandhurst, so will these resorts be to Stawell during holiday time.

Notes:

1. *Pleasant Creek*: Name of a gold mining area - renamed Stawell.
2. The locomotive *Phoenix*, which was indisposed on the day of our correspondent's visit, was an 0-6-0 machine built by Phœnix Foundry Co. Ltd, Ballarat, B/No. 27 of 1875, for Thomas Doran, contractor for the Victorian Railways' Bendigo to Inglewood line. In *ARHS Bulletin* No. 488 June 1978 p.132/133, in his article 'Locomotives of the Victorian Railways' Contractors', author Keith Turton states that *Phoenix* is thought to have been a reincarnation of the former locomotive *Cornish* (R&W Hawthorn 929/1855, ex Geelong & Melbourne Railway Co. 0-6-0WT *Tubal Cain*) with new cab, frames, boiler and tender. Doran used the loco on his Bendigo to Inglewood contract until October 1876, then it was acquired by Overend & Robb for their Hamilton and Portland contract, completed in December 1877. D Leslie then purchased *Phoenix* and used it on his Stawell to Murtoa, Murtoa to Horsham, Inglewood to Korong Vale, Korong Vale to Charlton and Charlton to Wycheproof contracts. Its movements between 1884 and 1891 are unknown, but Turton believes that, renamed *Ivanhoe*, it appeared in the service of George Buckley, contractor for the Toora to Port Albert section of the Great Southern Railway in Gippsland in 1891. Its ultimate fate remains a mystery.
3. *Deep Lead*: Gold mining area 8km NW of Stawell. One of the three original stations on the Stawell to Horsham railway - the others being Glenorchy and Murtoa.
4. *Mow Fong's*: Nickname for the well known Junction Hotel at Deep Lead.
5. *Four Posts*: An area of diggings at Deep Lead; east of the railway, opposite the junction of the ballast line. The original name for Glenorchy.
6. *Constitution*: A hotel at Stawell West.
7. *Royal Mail*: A hotel at Glenorchy.
8. The identity of the second locomotive used by D Leslie on this contract is something of a mystery. In his *ARHS Bulletin* article (see Note 2 above) Keith Turton suggests that it may have been a locomotive named *Ararat*.
9. Contract No.992, awarded to D Leslie for the contruction of 36.2 miles of railway between Stawell and Murtoa at a cost of £78,000, was completed on 17 December 1878.

Postscript:

In October 2003, the Shire of Northern Grampians, as part of its road (re)naming project, named the short lane off the Western Highway at Deep Lead "BALLAST LANE" in recognition of its original use as part of the roadbed of the railway leading to the Band of Hope Company's mine.



The first train to be acquired consisted of this 15in gauge 4-6-0 steam outline unit of all-metal construction, powered by an Austin 7 petrol engine, a long four-wheel tender and three four-wheel passenger cars. It is thought to have been built by the well known Victorian engineering firm Thompson Engineering & Pipe Company of Castlemaine.

Memoirs of a Fairground Railway Operator

by Keith Vanstan (with photos by the author)

Editor's Note: Fairground and amusement park railways with a gauge of 15-inches (381mm) or greater are a topic of interest to Light Railways, *but our coverage has been intermittent and patchy. We have had some reports on railways that operated at various Australian zoos from time to time, while the railways that serve theme parks such as Dreamworld, Sea World, Timbertown and Coal Creek Village are regularly reported in the Heritage & Tourist section. Apart from Jim Longworth's piece on 'Tom Thumb at Botany' (LR 158), however, there has been little forthcoming on fairground railways. We are therefore pleased to have received this offering from Keith Vanstan about his very own fairground railway in Victoria.*

Origins

I have fond memories of rides on miniature trains at Melbourne Zoo and near Luna Park, St Kilda, or on those that came to the local show in my home town. I remember one that was steam, a 4-4-2 English outline locomotive I recall, and others powered by car engines, mostly from Austin 7s. So, when the opportunity arose to purchase a 15-inch gauge fairground railway, I jumped at the chance.

In 1968 whilst caravanning at Port Fairy, my children rushed back all excited to report that they had found a miniature train in the park and could they have a ride? When I asked the caretaker when it would be running, he responded that it never ran and they wanted it removed. I was advised that it belonged to the Port Fairy Hospital, so I rang them. The train had been acquired as an attraction and revenue-generating feature at fetes, but the novelty faded and the train fell into disuse. It was for sale and would I like to make an offer? Wow, ask a kid if he wants and ice cream; ask a train buff if he wants a train to ride on! I made an offer on the spot and was asked to ring back in four days. I did so promptly and was told that it was mine, but the train had to be removed within the next two weeks. This I did with the help of three friends, a large tandem trailer and cold chisels to remove the fish plate bolts that had been corroded by the sea air.

The train was the one that had been built for the Warracknabeal District Hospital in the late 1950s as a fund-raiser. I was familiar with the train as I had lived in that town up to 1959. The locomotive was an all-metal 4-6-0 steam outline unit of heavy construction with checker plate frames, powered by an Austin 7 engine. There was a complicated power train comprising an Austin gearbox, a chain to a right-angled gear box, another chain to the centre driving axle, connecting rods to other driving axles and then rods to the dummy cylinders. All up, too many parts to wear.

This 15in gauge 'pushbike' utilised old car brake drums as wheels, and carried a white 'end of train' disk on the rear.

A loaded firewood train parked on the siding near the wood box. The four-wheel wagon has brake drum wheels, while the bogie wagon has wheels taken from old mine skips.

The loco hauled a large metal and timber four-wheel tender that carried the driver and four passengers, and three passenger cars. These were constructed of timber and each carried four passengers in pairs. All wheels had ball races and were sprung. Couplings were link and pin.

It is my understanding that the train set was constructed by the staff at Thompson & Company at Castlemaine. Evidently they made another set for use at Vaughan Mineral Springs near Castlemaine. I visited the Springs, where the caretaker showed me their locomotive. He said it was not the original, but I believe two sets were made.

The track originally comprised an oval about 55ft by 75ft made up of 14 curved sections and four straight sections. The rail was very light, probably only 7lbs per yard. The track sections had been fabricated by volunteers at Roll's Implement works at Warracknabeal. At Port Fairy, two additional lengths each 16ft 6in long using heavier rail (about 10lbs/yard) had been added. I believe this rail came from the Griffith Island tramway at Port Fairy, which was used to transport rock to line the Moyne River. I picked up another length of this rail from the park as we were departing with our new treasure.

Early Operations

We had just moved into a new house at Horsham. I laid the track around the house, but it would not quite fit. The additional length of rail was just perfect to make up two straight sections, which did the trick. To assemble the track required each join to be matched by numbers painted on the rail as the joins were not uniform. Flat plates with four bolts were used for fishplates.

We soon had the train in operation. The air-horn on the locomotive served as a magnet for children from the neighbourhood and we all rode the train until 'She who must be obeyed' said: "Enough". The noise of the train was a strain for those inside the house.

A number of organisations approached me to operate the train at their events. I attended fetes, Christmas parties, agricultural shows and various fund-raising activities. While I charged a fare, usually 20 cents, I soon found that I was working for little or no profit.

It was hard work. My son and I would take about 45 minutes to set up, then we would operate the train during the event, before taking another 30 minutes to pack up and load the train onto the trailer. The train proved to be a heavy towing task and, at first, we used a hired trailer, which meant we had to unload it at home then return the trailer. I built a special trailer with a central track that held the complete train. Racks on either side held nine sections of track each.

I would lay the track, loosely bolted until the last join was made, then tighten the bolts and pack-up any uneven ground. I carried six drums of packing pieces. Then the trailer was run over a straight section of track and the rolling stock run down a ramp. Likewise, the rolling stock was loaded at the end of the day and the trailer was then placed in the centre of the area and the track sections were loaded in order on each side.

The reliability of the 4-6-0 locomotive was also a problem. One day, the rear-driving axle broke and I had a 4-5-0. I took off the coupling rods and finished the day as a 6-2-1! The blacksmith who did my heavy repairs was bewildered when

The level crossing, in August 1989, looking towards the house. The Z-class brake van and the hand-powered trolley are on the left.

The 4-6-0 steam-outline locomotive in action, May 1987.

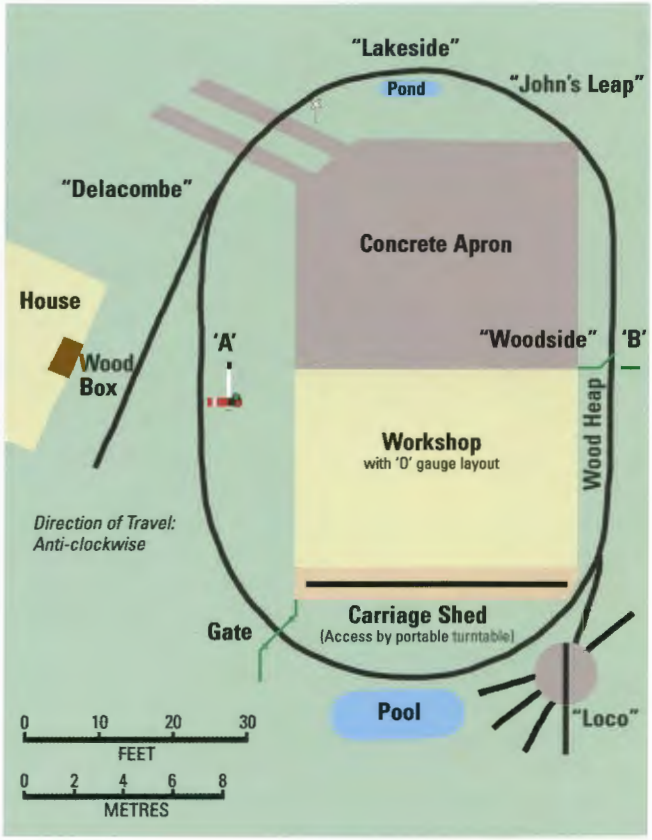
I asked him if he could fix a locomotive axle. He made a new one, but I had to explain quartering to him. It turned out his father had built the locomotive on the McKenzie Creek Tramway at Horsham in the 1920s using a Daimler engine and a VR I-type goods wagon.

The locomotive had a rubber vernier coupling to the magneto with 20/21 teeth to allow fine adjustment. It stripped after 40 years! I went to a machinery agent and when I showed it to him; he reached into a bin and produced a replacement. The same part was used on Howard rotary hoes!!

A change of work location meant that the train had to be stored for several years. We moved to Ballarat in 1979, where I bought a home on a ½ acre block. We could now set up and expand the railway.

Expansion

The train was set up around the large workshop and garage adjacent to the house at Ballarat. I located some additional rail and used 1½-inch angle iron to make up more tracks, two sets of points and a turntable to provide sidings and storage. The points used the layover method.



I still took the train to fairs and shows. A regular problem was that event organisers would assure me that they had a level space large enough for the railway, but on arrival I found that this was not so. If I had a slope, I would only use two cars and descend the downgrade with extreme caution; if the area was too small, I would leave out the straight sections of track.

Going to a fete or picnic was the easiest, as everyone helped and I merely became the supervising engineer. On these occasions, we could set up in 20 minutes and pack up in ten minutes.

The turntable and surrounds, seen in August 1989. On the left is the electric Trolley, with the 4-wheel truck behind. Next is the bogie wagon and, in the centre, the 4-6-0 locomotive. The 'layover' points in the foreground are set for the turntable.

The Ronaldson Tippet powered locomotive in its final form seen hauling the GY wagon, one of the original passenger cars and the Z-class brake van.

Eventually it became apparent the locomotive was not sufficiently reliable for fairground work. I built a four-wheel locomotive using the wheels and parts from a 2ft gauge quarry truck. A Ronaldson Tippet air-cooled 2¾hp engine powered it, linked to a 1926 Chrysler gearbox with slipping Vee-belts supplying a dead-man's handle. The driver sat on the front and it had a simple body.

At a show, a man stepped in front of the train. Luckily, I was driving the 4-wheel locomotive in its original configuration, so I was able to pick him up on the move and carry him to a stop.

Later, using washing machine panels, I built a new body that resembled a sugar cane locomotive. There was now a cab for the driver. I also built additional rolling stock at Ballarat. For wheels, I used car brake drums and welded ball races onto them. Using these wheels, I constructed a hand-powered trolley, a bicycle powered vehicle and an electric trolley that used a car starter motor. I built a small trailer for the bicycle and hand-powered trolleys, while wheels from a gold mine skip found in a scrap yard were used to make a large bogie wagon. Two of the original passenger trucks were used to make 4-wheel vehicles resembling a VR GY open wagon and a Z-class brake van.

Usually we only had one train running. If two trains were operated, the rule was one train to wait at Point 'A' (on the map) until the other train became visible at Point 'B'.

The pushbike-powered trolley was top heavy. One day a friend trying to break the speed record came off, ending up stunned around a tree that still bears a plate: "John's Leap" On another occasion, my son parked his car on the level crossing, not knowing that my grandson was 'having a run', but was not keeping a good watch. The collision resulted in a caved-in car door. When my son went to work next day, his boss offered him the day off after he said he had been in a level crossing accident!

Final Curtain

They railway gave me a great deal of pleasure over the years. At home, I rode it most days, usually on the bike or hand-powered trolley, and we used it to bring up the firewood. Family gatherings or visiting groups such as Brownies or kindergarten classes provided the opportunity for more extensive operations. At fairs and shows, I was owner, operator, track-layer, driver, ticket seller, guard and, at times, repair engineer. They were some of my happiest days.

Eventually advancing age, the thought of what my estate would do with 2-tonnes of train and a planned extension to the home brought an end to my railway operations. I advertised the train and it went to an enthusiast who has set it up on his property. He has extended the track using re-gauged 2ft gauge track that came from a salt lake in the Mallee region.

I do miss my fairground railway, but I am an active 'O' gauge modeller and, when the urge builds up, I travel on the 7¼-inch gauge model railway at Cobden or on the preserved railways at Daylesford or Maldon.

Centre pages: *As noted in our Heritage & Tourist pages, the long awaited restoration to working order of pioneer Garratt locomotive K1 (Beyer Peacock 5292 of 1909) is finally nearing its conclusion, with the former Tasmanian Government Railways 2ft gauge 0-4-0+0-4-0 machine moving under its own power for the first time since 1929. In this evocative painting by the late Phil Belbin, K1 brings a short mixed train across the trestle bridge at Montezuma Falls in 1912, on the TGR's North East Dundas Tramway. Since this image first appeared in* LIGHT RAILWAYS, *on the cover of our February 1998 issue, many readers have asked that we reprint it, without the distractions of headings and barcode. With K1 back in action, albeit on the other side of the world, there could hardly be a more suitable time to do so than now.*

Industrial Railway NEWS

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Special thanks to contributors to the Locoshed and Cane Trains e-groups
http://groups.yahoo.com/group/Locoshed
http://groups.yahoo.com/group/Canetrains

NEW SOUTH WALES

BLUESCOPE STEEL LTD, Port Kembla

(see LR 179 p.18)
1435mm gauge
The workshops yard at Steelhaven provided an interesting scene on 24 September when BlueScope English Electric Australia Bo-Bo DE D27 (A.040 of 1960) and GEC Australia Bo-Bo DE D41 (A.269 of 1974) were noted in company with South Spur Rail Services English Electric Australia Co-Co DE D47 (A.146 of 1967) and GEC Australia Co-Co DE D49 (A.243 of 1972). The two larger locomotives previously saw industrial service with Goldsworthy Iron in Western Australia and for coal haulage to the Port Kembla steelworks.
Chris Walters 9/04

QUEENSLAND

BUNDABERG SUGAR LTD, Bingera Mill

(see LR 178 p.19)
610mm gauge
Com-Eng 0-6-0DH *DUNETHIN* (H1022 of 1958 rebuilt QGR 1974) had arrived at the Mill from Moreton Mill by 13 September and was noted on the siding outside the loco shed. By 27 October it had been moved down near the old workshops, its clean yellow paint contrasting with the very dull and weathered colours of the adjacent EM Baldwin 0-6-0DH *ST.KILDA* (6/2179.1 6.67 of 1967).
Lincoln Driver 9/04

BUNDABERG SUGAR LTD, Moreton Mill

(see LR 179 p.19)
610mm gauge
Demolition work on the north and south Punt lines had been completed by a contractor by the end of August. Lighter rail was being cut up for

Top: *English Electric stronghold at Steelhaven, where United Goninan have their maintenance facilities for BlueScope Steel's Port Kembla operation. BlueScope Bo-Bo DE locos flank the pair of newly turned out South Spur Co-Co DE locomotives. Left to right are D41, D47, D49 & D27 on 24 September (see report for more loco details). Photo: Chris Walters* ***Centre:*** *Built on the chassis of a Ruston & Hornby 0-6-0DM from the Guthega project of the Snowy Mountains Scheme (see elsewhere this issue) is Bingera Mill's EM Baldwin 0-6-0DH* ST.KILDA *(6/2179.1 6.67 of 1967). It is seen here on the left on 27 October with Com-Eng 0-6-0DH* DUNETHIN *(H1022 of 1958 rebuilt QGR 1974), a recent arrival from the closed Moreton Mill. Photo: John Browning* ***Above:*** *On 9 September, the Moreton mill "destructo" train moved from its base at Philbrook's, north of Bli Bli, to the Coolum line where track demolition was to progress rapidly over the following weeks. Here EM Baldwin 0-6-0DH twins* BLI-BLI *(6/1257.1 7.65 of 1965) and* PETRIE *(6/2300.1 6.65 of 1965) head Malcolm Moore 4wDM* JIMPY *(1051 of 1943) and the rest of the work train across the Maroochy River over the big lifting bridge. Photo: Carl Millington*

Top: *Moreton Mill's Malcolm Moore 4wDM* JIMPY *(1051 of 1943) would do credit to a Rev. Awdry tale as it hauls the 9.15 metre container navvy wagon into Philbrook's Siding on 19 August. Photo: Edward Millington* ***Centre:*** *South Johnstone Mill's Prof B-B DH 33* NYLETA *(P.S.L.25.01 of 1990) runs through Austin's Loop, near Japoon, on 28 September with 92 five-tonne bins and bogie brake wagon 6, built at the mill in 1990. The locomotive was built in Zimbabwe as a diesel-hydrostatic and was rebuilt at the mill with a conventional torque converter in 1993. Photo: Scott Jesser* ***Above:*** *Mulgrave Mill's Clyde 0-6-0DH Model HG-3R 19 (65-435 of 1965) with low-profile cab kicks up the dust as it leaves Stratford for the mill with 64 four-tonne and 8 ten-tonne bins, 28 September 2004. Photo: Scott Jesser*

scrap with only the 40lb and 60lb rail being sent to Bundaberg. The line from the junction of the Punt lines back towards the David Low bridge was then removed during the first week of September with the line on the bridge being removed on the weekend of 4-5 September.

The Coolum line was next, with almost all of it up to the river being removed by September 21, and the following week demolition work was in progress on Fisher's line, with removal finished by the end of the month.

Not long after, it was stated that a heritage listing had been placed over the entire rail system, which meant that demolition work was suspended. The line between Nambour and Dunethim Rock picnic ground, and the crossing of the river at the big lifting bridge, was still intact at this point.

Com-Eng 0-6-0DH *DUNETHIN* (H1022 of 1958 rebuilt QGR 1974) was loaded onto a road trailer at the mill on 9 September ready for transport to Bundaberg, and left shortly after.

A bogie navvy wagon was delivered from the mill to the Nambour Historical Society Museum on 5 October, and Malcolm Moore 4wDM *JOE* (811 of 1942) has also gone to the Museum, possibly around the same time.

Sunshine Coast Sunday 5/9/04; Carl Millington 8/04, 9/04; Brad Peadon 9/04; Zane Hackney 10/04

BUNDABERG SUGAR LTD,
Innisfail district mills
(see LR 179 p.19)
610mm gauge

Mourilyan Mill's Clyde 0-6-0DH 12 (55-60 of 1955) was at **Babinda** receiving attention in the workshops from late August to late October.

On 31 August, a breakdown at Babinda resulted in cane transfers to the other two district mills. It appears that cane for Mourilyan was worked as far as Goondi for Mourilyan locos to pick up. Cane for **South Johnstone** seems to have been worked through by Babinda locos as far as Currajah. There is now just the one traffic office at Mourilyan to control all movements on the tramway systems.

The former Moreton Mill Clyde 0-6-0DM *MORETON* (63-289 of 1963) was noted in early October at Mourilyan Mill repainted, renumbered 20, and with its hood gull wing doors cut back in common with the other Mourilyan Clydes. Because of its light weight and consequent lack of haulage power, it was initially decided to allocate it to tramway maintenance duties pending ballasting up to 18 tonnes during the next slack season. However, it was soon pressed into cane haulage, replacing Babinda's Com-Eng 0-6-0DH 4 *HARVEY* (AD1138 of 1960) and 5 *BRAMSTON* (AH2460 of 1962) at Goondi in the second week of October while they were receiving workshops attention. Following the return to service of 4 and 5, 20 was based at Babinda, replacing Clyde 0-6-0DH 11 (55-64 of 1955) which was out of service during the last week of October.

Industrial Railway NEWS

On 12 October, Babinda Mill's Clyde 0-6-0DH 3 (56-90 of 1956) suffered a serious engine failure. A replacement engine from Mourilyan Mill's dismantled Clyde 0-6-0DH 18 (56-83 of 1956) was quickly fitted. On Saturday 23 October, a derailment took place at Bartle Frere on the Babinda system involving 3 and Clyde 0-6-0DH 2 *GOONDI* (55-56 of 1956) resulting in cab damage to both locos. The following day, Mourilyan Mill's Clyde 0-6-0DH 14 (63-288 of 1963) was borrowed for use at Babinda. It was returned to Mourilyan early on Sunday morning.

The 4-tonne bins ex Moreton Mill can be tipped satisfactorily at Mourilyan Mill but caused problems at Babinda because the automatic detector system tried to tip two at a time and they didn't fit.

Local people have demanded that Bundaberg Sugar remove unsafe disused trackwork and derelict bridges in the Wangan area, remains of the section of the Innisfail Tramway between Innisfail Station and Currajah which closed more than 25 years ago.

Late in August, Malcolm Moore 4wDM 17 (1060 of 1943) left South Johnstone Mill by road transport for Newington Armory at Sydney Olympic Park. It had been refurbished at the mill for the "Turtles Express" tourist operation from 1991 and had been in storage for a number of years.

Innisfail Advocate 30/9/04; Shane Yore 9/04, 10/04; Peter Lukey 9/04; Len King 9/04; Carl Millington via Chris Hart 10/04

CSR LTD, Herbert River Mills

(see LR 179 p.19)

610mm gauge

The sugar trains from the mills to Lucinda Terminal have operated at 100 boxes from **Victoria** and 60 boxes from **Macknade** from the later part of the season. Although a shortage of boxes means that the Victoria locomotive has to wait for some boxes to be tipped at Lucinda before returning to the mill, the longer train length means that there is enough capacity to meet sugar production. Victoria trains operate approximately to a 5 hour turnaround and Macknade 3 hours.

Macknade Mill's Clyde 0-6-0DH 18 (DHI.5 of 1954) was used at Victoria Mill for navvy duties in September and October, while EM Baldwin B-B DH 20 (7070.4 4.77 of 1977) was at Victoria for cane haulage duties from 24 September to 1 October because of breakdowns there.

Preserved Hudswell Clarke 0-6-0 *HOMEBUSH* (1067 of 1914) received attention in the Victoria Mill workshops and ran trials in the yard on 22 October, in preparation for its hauling passenger trains on the Nyanza line for the annual Maraka Festival on 23 October.

Victoria's Clyde 0-6-0DH *INGHAM* (64-382 of 1964) was sent to Macknade for cane haulage duties on 27 October because of loco breakdowns at Macknade.

Top: *The newest cane locomotive in service, Walkers B-B DH* TULLY-8 *(606 of 1969 rebuilt Bundaberg Foundry 2004) approaches the mill from the south hauling a rake of 112 five-tonne and 9 ten-tonne loaded bins on 25 September.* ***Centre:*** *Victoria Mill's Walkers B-B DH* CAIRNS *(681 of 1972 rebuilt Bundaberg Foundry 1997) now operates the Lucinda Point sugar train in driver only mode. Here it crosses Lagoon Creek, near the Four Mile on 7 October, returning to the mill with 100 empty 11-tonne bulk sugar boxes and brake wagon BV13.* ***Above:*** *Still slumbering after 35 years, 2ft 2ins gauge EM Baldwin 4wDH 6/2245.1 3.68 of 1968 at the Dawson Valley Colliery site, Baralaba, on 2 August. Photos: Scott Jesser*

Industrial Railway NEWS

Victoria Mill's Hansen linecars LCAR3 (1930 of 1978) and LCAR5 (34 of 1973) were moved from the navvy area to the locoshed during September. Steven Allan 8/04, 9/04, 10/04; Peter Murray 9/04; Chris Hart 9/04, 10/04.

Dawson Valley Colliery, Baralaba
(see LR 149 p.20)
661mm gauge
Scott Jesser visited the colliery site on 2 August and photographed EM Baldwin 4wDH 6/2245.1 3.68 of 1968 still in the resting place where it has been since the colliery closed in 1969.
Scott Jesser 9/04

HAUGHTON SUGAR CO PTY LTD, Invicta Mill, Giru
CSR LTD, Kalamia Mill
(see LR 179 p.21 & 172 p.21)
610mm gauge
Trails with single-operator remote control locomotives at **Invicta** Mill have been deemed to be successful, and from mid September Walkers B-B DH *CROMARTY* (708 of 1973 rebuilt Bundaberg Foundry 1996) was in use on the Mitchell and Mulgrave runs in RSU (remote shunting unit) mode. It was to be joined by Walkers B-B DH *HODEL* (687 of 1972 rebuilt Bundaberg Foundry 1995) when brake wagon repairs were complete. It is planned that next year four drivers on each shift will be trained RSU operators.
During the first two weeks of November (the last two weeks of the season) it was planned for **Kalamia** Mill to service the McLean and Allan Road spurs on the Invicta system. These are the two branches on the Bruce Highway about six kilometres east of the Haughton River road bridge. This will involve Kalamia locomotives running almost the entire distance between the two mills, and operating through the section of mixed gauge track, approximately 24 kilometres in length, shared with Pioneer Mill.
Jason Lee 9/04; 10/04

ISIS CENTRAL SUGAR MILL CO LTD
(see LR 177 p.20)
610mm gauge
EM Baldwin B-B DH 10 (7267.1 6.77 of 1977) was noted in use on cane haulage in late October, substituting for Walkers locomotives in need of workshops attention. This unit is normally used on track maintenance duties. Its use followed the failure in service of Walkers B-B DH *ISIS No.2* (598 of 1968 rebuilt Walkers 1994) on 15 October.
A run of derailments occurred in the first half of October, the most spectacular taking place between Childers and Huxley on 5 October, when about 15 full bins went over a 10 metre embankment.
Rod Milne 10/04; Brian Bouchardt 10/04

THE MULGRAVE CENTRAL MILL CO LTD, Gordonvale
(see LR 179 p.21)
610mm gauge
On the evening of 15 October, Clyde 0-6-0DH 19 (65-435 of 1965) with its Clyde brake wagon was noted leading Walkers B-B DH *MULGRAVE* (612 of 1969 rebuilt Bundaberg Foundry 1995) hauling a loaded train over the Brinsmead Gap from Freshwater. The train was made up of 60 4-tonne and 18 10-tonne bins with EM Baldwin brake wagon 13 in the rear, and the Clyde locomotive cut off to run light once the summit was passed.
Scott Jesser 10/04

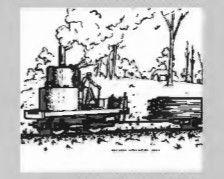
TULLY SUGAR LTD
(see LR 178 p.22)
610mm gauge
A semi-trailer was shunted across the Bruce Highway and about 100m into a cane paddock on 26 September after the driver stopped his vehicle foul of the tracks in order to answer his mobile phone. The 500 tonne cane train of 188 bins was unable to stop in time after sighting the vehicle near Davidson Road..
All five tonne bins at the mill are permanently coupled as pairs, with a single identifying number, and referred to as a "unit", corresponding to a single 10-tonne bin.
Innisfail Advocate 28/9/04; Scott Jesser 10/04

WESTERN AUSTRALIA

BHP BILLITON
(see LR 179 p.21)
1435mm gauge
Tentative identification has been made of the following General Motors Co-Co DE Model SD-40R units imported from General Electric Rail Services in the USA during the course of 2004:

BHP No	B/n	Date
3086	31491	1966
3087	31496	1966
3089	31512	1966
3090	33680	1968
3091	31519	1966
3092	31498	1966
3093	33679	1968
3094	31515	1966
3095	33677	1968

Peter Clark via Richard Montgomery 10/04



LRRSA NEWS

MEETINGS

ADELAIDE: "Christmas Film Show"
The 2003 Christmas Meeting will be a Film Eveening at thew Oaks Theatre. Please bring a plate of supper.
Location: Contact Arnold Lockyer (08) 8296 9488 for details.
Date: Thursday 2 December at 7.30pm.

BRISBANE: "EM Loveday Trophy Night"
Friday 10 December will be the EM Loveday Annual Photographic Competition Night. In addition, there will be a presentation on South American Light Railways by Peter Kennedy.
Location: BCC Library, Garden City Shopping Centre, Mount Gravatt. After hours entrance (rear of library) opposite Mega Theatre complex, next to Toys'R'Us.
Date: Friday 10 December at 7.30 pm. Entry from 7 pm. Contact Bob Dow (07) 3375 1475

HOBART:
There will be no meeting in December.

MELBOURNE: "Bellerive - Sorell Railway"
To help mark Tasmania's bicentenary the Bellerive Historical Society recently ran a series of trips to the site of the Bellerive - Sorell Railway. Isolated from the rest of the TGR by the Derwent River the railway closed in 1926. Frank Stamford went along and found there was still lots to see, including a tunnel and causeway. Most of the "sacred sites" are not normally accessible, as they are on private property.
Location: Ashburton Uniting Church Hall, Ashburn Grove, Ashburton.
Date: Thursday 9 December at 8.00 pm

SYDNEY: The NSW Division's next meeting will take place in February 2005.
See the February issue of *Light Railways* for details, or contact Jeff Moonie, on (02) 4753 6302.

Dear Sir,

Balikpapan
(LR 143, 144, 145, 148, 162, 163, 178)

Please find enclosed a builder's photo of 1000mm gauge Henschel 18980 of 1921 which is of identical design to the locos at Balikpapan in the Australian War Memorial photos. This and a number of other Henschel 0-4-0T locomotives were delivered to Bataafsche Petroleum Maatschappij (BPM), although the location is not shown in the builder's list. There were also a number of Deutz and Porter diesels and these can be seen in AWM photos 111325 and 116817.

Two petrol railcars built by Beijnes at Haarlem in the Netherlands were delivered in 1912. They probably ran a passenger service for refinery employees from the township of Klandassen which was located several kilometres south. The railway was removed when the refinery was rebuilt in 1983.

Marcus Samuel Ltd, which later became part of BPM, also operated a 1000mm gauge line on the Louise Concession near Sanga Sanga north of Balikpapen. Bagnall 0-4-0T 1492 of 1897 was delivered here and probably some of the above locos also went here.

There were also 600mm and 700mm gauge Deutz and Henschel locomotives delivered to BPM. They were probably used at other of their oilfields, but exact locations have not been found yet.

Railways are known to have been used at least 15 locations on Borneo, Java, Sumatra and Dutch New Guinea, but little is known about them.

Five Spoorijzer 0-4-0DM locomotives, copies of the Porters, were delivered in 1953 and three Thomas Hill 0-4-0DH in 1970. They were shown as delivered to Balikpapan, but were 1067mm gauge. It is possible that Balikpapan was the administrative headquarters, but that these locos may have gone to refineries at Pladju, Sumatra, or Cilicap, Java, which would have been connected to the state 1067mm rail system.

BPM/Shell had a monopoly on oil exploration after buying all of the small independent companies until The Standard Oil Co of New Jersey opened a refinery at Soengai Gerong, Palembang, about 1912. They obtained two Davenport 0-4-0DM locos in 1939 and they probably had other locomotives too.

Railways were used for different purposes on the oilfields. Most of the products from Balikpapan were shipped out in 44 gallon drums, so the railway was needed to transport them out onto the wharves and also to run a passenger service. At other locations the railway was used initially for the construction of pipelines and later for inspection purposes. The oil refineries on Java and Sumatra were connected to the State run railways, and oil was shipped out in tank wagons. The railway at Lutong was unusual, being 2ft 6in gauge double track, dead straight and about 3 miles long. One line was used to weld up a pipeline on a series of bogies. The pipeline was then launched into the sea to an offshore oil rig. The second track was used to transport workers, equipment and materials. Four Ruston & Hornsby and one Hunslet 4wDM were used at Lutong.

I would be interested to contact anyone with information on any industrial railways in Indonesia. I am working with Uwe Bergmann from Germany on a book about Indonesian industrial railways, which he plans to publish next year.

Ray Gardiner
Asquith, NSW

Dear Sir,

A Question of Influence
(LR 150 & 151)

In his interesting and informative article on the various agencies for Krauss locomotives in Australia, Peter Evans suggested that Arthur Koppel supplied locomotives to Australia on its own behalf, using as evidence the fact that the Krauss order books show these locomotives as built for Arthur Koppel. This is what the Krauss records say, but at the Queensland end, things look a little more complicated.

Peter states that the O Granowski agency had been established in Brisbane by 1905, but we can confidently put that earlier. Granowski supplied Arthur Koppel locomotives to Queensland sugar mills from 1896 when they supplied Gin Gin Mill's first locomotive, which carried Arthur Koppel plates. A second locomotive was ordered from the same source in 1897; this was Krauss 3423 of 1897. Moreton Mill's first locomotive, Krauss 4687 of 1901, was also built for Arthur Koppel and supplied by Granowski, although it seems likely that this represented a cancelled order.

Krauss locomotives built for Arthur Koppel were also supplied to Proserpine Mill (4298 of 1900) and Plane Creek (4722 of 1902 & 5679 of 1907). I am not able to confirm that these were purchased through Granowski's agency, but I would suspect that they probably were. Granowski were an active local presence who tendered competitively and established a successful sales record to government-controlled or supervised central sugar mills. In any case, as noted by John Kerr, by 1901 Arthur Koppel in London were describing O Granowski as their sole agents (presumably for Queensland).

The other two local Krauss locomotives built for Arthur Koppel were supplied to the Irvinebank Tramway in Queensland (5261 of 1905) and to Pacific Phosphate for Nauru (5671 of 1907). These may well have been supplied by Granowski also, but I don't have any further evidence for this. Granowski later acted as agents for locomotives constructed by Orenstein & Koppel and Maffei.

John Browning
Rockhampton, Q.

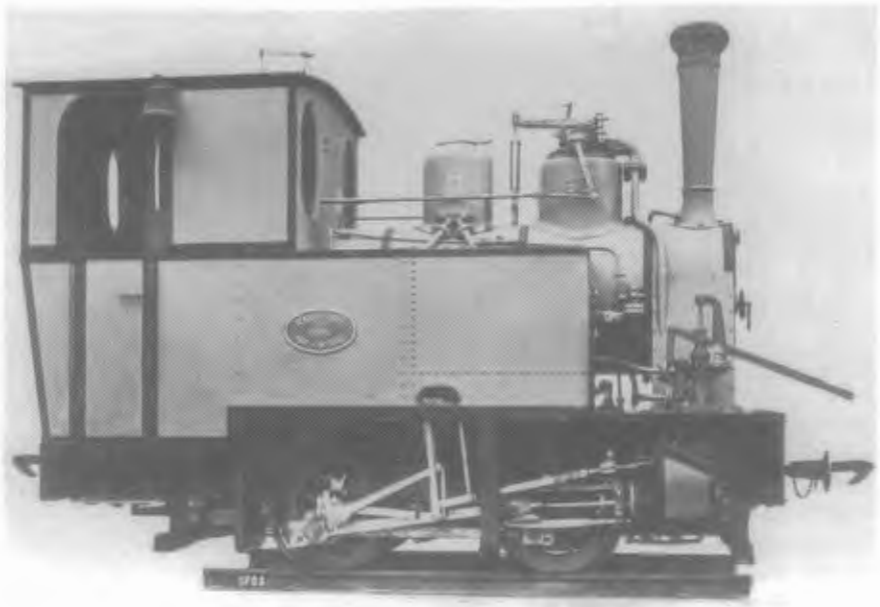
Dear Sir,

Mystery I.C. Locomotives

I recently received a letter from a friend at Port Lincoln, regarding three small internal combustion locomotives that he saw in Victoria and NSW some years ago.

Around 1965, he worked for a machinery business in Victoria: GME Equipment Pty Ltd at 1202 Sydney Road, Faulkner. In the backyard of the property there were two small industrial type locomotives of 3-4 tons. He provided the following details:

(A) Power was provided by a 4-cylinder L.W. series Gardner diesel engine.



Builder's photo of Henschel 0-4-0T 18980 of 1921, which went to BPM, at Balikpapan. The hand pump on the running board is an interesting feature. *Photo: Uwe Bergmann collection*

(B) Gauge was around 18in to 24in (he did not actually measure it).

(C) The driver's seat was set crosswise.

(D) They had a chain drive from the gearbox to the axles.

(E) The cab side windows were of the porthole type.

The last time that he was in Melbourne, "some years ago", he noted that the yard had been turned into a plant hire business.

Uptons Engineering of Corowa, NSW, also had a small locomotive on the scrap heap in their yard, which my friend believed had been used on the Snowy Mountains Scheme. According to the proprietor, Mr Upton, it had been fitted with an International WD.9 petrol-start/diesel-run four-cylinder motor, which had been removed.

He also enclosed two photos, one of which is reproduced at right. Although the undergrowth makes it hard to see the loco clearly, it looks to me like a Malcolm Moore product. Apparently, the yard was cleaned up, and the loco scrapped, in early 2003.

Would any readers be able to throw any light on the history of these three orphans?

Arnold Lockyer
Dover Gardens, SA

The unidentified 4wDM locomotive remains at Corowa, NSW. Photo: AD Lockyer collection

Dear Sir,

Orenstein & Koppel Compound Mallet Steam Locomotive (0-4-4-0T)

I have noted with interest your published letter titled 'Douglas Shire Tramways' in the August 2004 magazine. This article queried the 1st class carriage 'preserved' in the park at Port Douglas, North Queensland.

Yes, the carriage was, in fact, used by the Douglas Shire Council Tramway from Mossman to Port Douglas from 1907, and for many years after. I have enclosed a photograph from Keith and Valda Prince's publication *Early Days of the Douglas Shire*, showing the United Electric Car Co. 1st class carriage in use, with several "happy passengers" ready to depart Port Douglas for Mossman station. Comparison of this photo with that on page 25 of your August edition leaves no doubt as to the ultimate destination of this elaborate car.

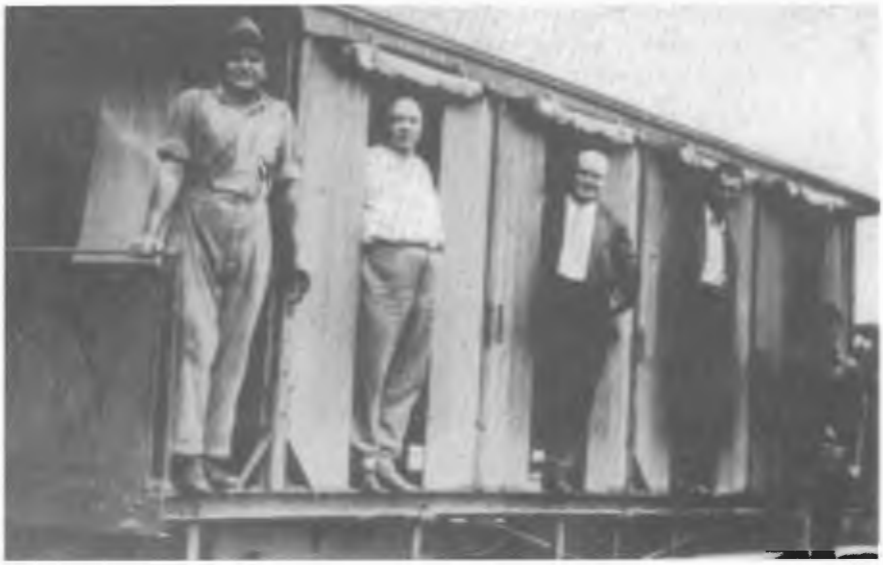
My interest is the Orenstein & Koppel compound locomotive, *DOUGLAS*, which was used by the Douglas Shire Council to draw this carriage (together with several others). It ran on a regular daily timetable (Monday to Saturday); three trips each way Mondays, and two trips each way on the other five days.

The O & K compound was a very special locomotive, in that it had two sets of driving wheels both positioned under the boiler; i.e. the primary piston positioned below the cab driving forwards, and the secondary piston below the smokebox, driving backwards (in the conventional manner).

Can your readers help with any information on this interesting articulated locomotive of 1902-1948?

Lew Jones,
Brisbane, QLD

Passenger train at Port Douglas tramway station c.1908. The locomotive is DOUGLAS, *Mallet compound. Photo by H Euhus in E Loveday collection in "Port of Promise" by Glenville Pike*



The 1st class carriage at Port Douglas with several 'happy passengers' on board.
From Early Days of the Douglas Shire *(Keith & Valda Prince)*

Dear Sir,

5 inch gauge *Holmhurst*

Enclosed is a photograph of my recently completed 5in gauge, 2in scale locomotive based on the 2ft 6in gauge 0-4-0T supplied to Holmhurst sugar mill, Taviuini, Fiji in 1881.

Peter Dyer and Richard Horne were most helpful in providing me with all of what little information is available on *HOLMHURST* to allow me to design the model.

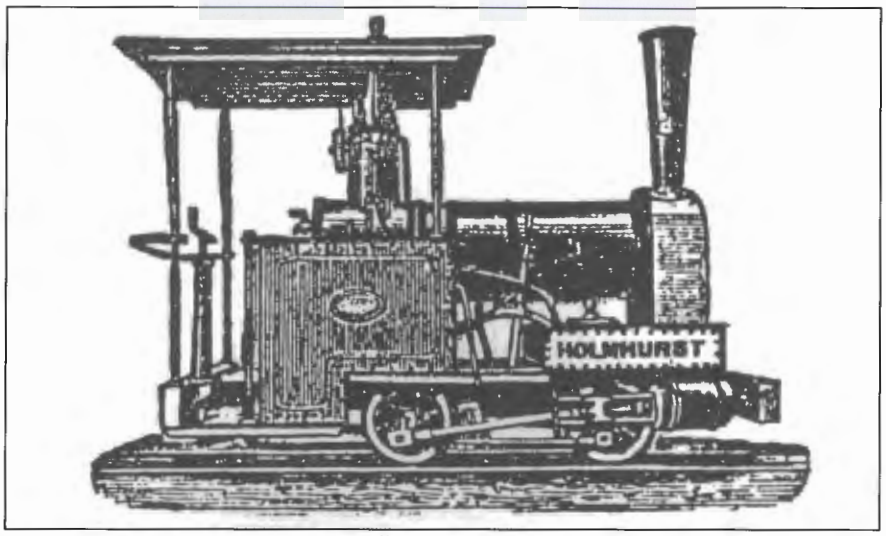
The 'tender' has a chassis that closely follows the larger of the field trucks detailed in McOnie's order book drawings, with a tank and coal space mounted on top.

The name plate design is based on a photographic illustration in *British Builders' Plates* by Keith Buckle and David Love. When Richard saw the photographs, he was quick to point out that No.1070 was McOnie's serial number and not the Falcon Engine & Car Works builder's number. I had deliberately used this number, however, as the FE&CW number is unknown. Richard even suggested that, although *HOLMHURST* appeared in the FE&CW advertisement in the *Colliery Guardian* of 16 June 1882, it may actually have been a product of their predecessor, Henry Hughes.

Chris Hart has advised me that *HOLMHURST* features on a Fijian first day envelope that can be seen on the internet. The illustration appears to be based on the *Colliery Guardian* advertisement.

I would guess that the original finish would have been lamp black applied all over, so my interpretation is painted black, the rods and plates red in good old sugar mill tradition.

Peter Lukey
Babinda, Qld



HOLMHURST *as it appeared in the* Colliery Guardian, *16 June 1882. Richard Horne collection*

The 5in gauge 'live steam' model of Holmhurst sugar mill 0-4-0T HOLMHURST. *Photo: Peter Lukey*

Where is it?

David Whiteford provides this photograph from Western Australia of what appears to be a 3ft 6ins gauge Orenstein & Koppel hauling an interesting goods train at a coastal location. An obvious suggestion is 50hp 0-4-0WT Orenstein & Koppel 4058 of 1910, which worked at Broome, but there seems to be some question about the location shown, and the approximate date. Any comments from readers would be welcome.

A selection of books from the LRRSA Sales Department ...

Built by Baldwin

The Story of E. M. Baldwin & Sons, Castle Hill, NSW - by Craig Wilson

The history of Australia's most successful and innovative builder of industrial diesel locomotives. E. M. Baldwin developed the B-B DH locomotive now widely used on Queensland's sugar railways, 160 pages, A4 size, 148 photos, 16 diagrams, construction listing.

$44.00 Hard cover (LRRSA members $33.00) Weight 1000 gm.

The Aramac Tramway

By Peter Bell & John Kerr

The history of the 41 mile long 3 ft 6 in gauge Aramac Tramway, almost in the centre of Queensland. Built in 1913, it operated for 62 years, providing the Shire Council a major challenge to keep it going.

48 pages, A4 size, 49 photos, 5 maps and plans, references, bibliography and index.

$15.00 Soft cover (LRRSA members $11.25) Weight 350 gm.

Focus on Victoria's Narrow Gauge Beech Forest Line Part 1

Photographs by Edward A.Downs, published by Puffing Billy Preservation Society. Very high-quality landscape format book of duotone photographs dating from 1930s, but mostly from the 1940s. 48 pages, soft cover, A4 size.

$35.95 (LRRSA members $32.35) Weight 280 gm

Echoes through the Tall Timber

The Life and Times of a Steam Man 1895-1984 by Dorothy Owen, published by Brunel Gooch Publications. Life story of Harry Matheson, who drove logging winches, and mill engines in the Warburton-Powelltown area. 176 pages, soft cover, A5 size, 48 illustrations.

$22.95 (LRRSA members $20.66) Weight 375 gm

Focus on Victoria's Narrow Gauge Gembrook Line Part 1

Photographs by Edward A.Downs, published by Puffing Billy Preservation Society. Very high-quality landscape format book of duotone photographs from the mid-1930s to the mid 1940s. 48 pages, soft cover, A4 size.

$35.95 (LRRSA members $32.35) Weight 280 gm

Powelltown

A History of its Timber Mills and Tramways by Frank Stamford, Ted Stuckey, and Geoff Maynard. 150 pages, soft cover, A4 size, 150 photographs, 22 maps and diagrams, references and index.

$22.00 (LRRSA members $16.50) Weight 550 gm.

The Innisfail Tramway

The History and Development of the Geraldton Shire Tramway and the Mourilyan Harbour Tramway by John Armstrong & G.H. Verhoeven. 128 pages, A4 size, 99 photos, 22 maps/diagrams.

$37.90 Hard cover (LRRSA members $28.43) Weight 650 gm.

$29.95 Soft cover (LRRSA members $22.46) Weight 470 gm.

Modernising Underground Coal Haulage

BHP Newcastle Collieries' Electric Railways by Ross Mainwaring. 60 pages, soft cover, A4 size, 18 photographs, 13 maps and diagrams, references and index.

$16.50 (LRRSA members $12.38) Weight 230 gm.

Laheys' Canungra Tramway

by Robert K. Morgan, revised by Frank Stamford Describes Queensland's largest timber tramway. 32 pages plus soft cover, A4 size, 28 photographs, plus maps/diagrams and index.

$9.95 (LRRSA members $7.46) Weight 220 gm.

Mountains of Ash

A History of the Sawmills and Tramways of Warburton - by Mike McCarthy

Describes a network of over 320 km of tramways which linked 66 major mills to the Warburton railway. 320 pages, A4 size, 280 photos, (incl. 52 duotones), 50 maps/diagrams, (incl. 14 four-colour maps).

$59.95 Hard cover (LRRSA members $44.96) Weight 1500 gm.

Settlers and Sawmillers

A History of West Gippsland Tramways and the Industries they Served 1875-1934 by Mike McCarthy

168 pages, soft cover, A4 size, 96 photographs, 17 maps and diagrams, 6 graphs, one loco diagram, references and index.

$31.90 (LRRSA members $23.93) Weight 700 gm.

Bellbrakes, Bullocks & Bushmen

A Sawmilling and Tramway History of Gembrook 1885-1985 - by Mike McCarthy

104 pages, soft cover, A4 size, 71 photographs, 17 maps and diagrams, references and index.

$26.00 (LRRSA members $19.50). Weight 500 gm.

John Moffat of Irvinebank

A Biography of a Regional Enrepreneur, by Ruth Kerr

Published by J.D. & R.S. Kerr

296 pages, 243 mm x 172 mm, 3 maps, 47 photographs, references, bibliography and index.

Not a railway history, but a history of an Australian mining magnate who was very much involved with associated railways and tramways in North Queensland. He was seen as a "monument to honesty".

$45.00 hard cover (LRRSA members $40.50) Weight 950 gm

$30.00 soft cover (LRRSA members $27.00) Weight 820 gm

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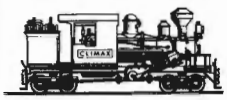

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- If joining in February or March, pay $15.70 ($19.10/$22.10 overseas) and receive 2 issues of Light Railways (Nos 182-183).
- If joining in April or May, pay $54.85 ($66.85/$77.35 overseas) and receive 7 issues of Light Railways (Nos 183-189).

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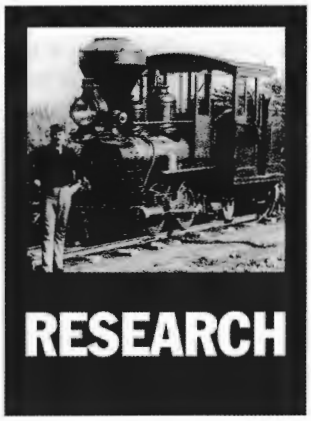


Golden Pioneer train, Lake Sambell, VIC

On 29 September 1980, Paul Simpson visited the 2ft gauge 'Golden Pioneer' train at Lake Sambell, Beechworth. It was situated adjacent to the Lake Sambell Caravan Park. The locomotive was a steam outline 4wPM, powered by a 4-cylinder jeep engine. It was painted green and carried the name *WM. M. LORUM.* There were three 4-wheeled carriages painted red yellow and blue. 30lb rail was used throughout, with approximately 400 yards of track in total. It appears that the line consisted of a section of single track with a balloon loop at each end. There was a shed for the locomotive and rolling stock situated on a siding off the central section of track. Can anyone supply any further information about this line, or what happened to the equipment?

Ray Graf

Mystery Locomotives?

The builder's list for the Belgian manufacturer Société Anonyme des Hautes Forneaux, Usines et Charbonnages de Marcinelle et Couillet, shows builder's numbers 229 and 230 of 1870 for "Union Bank, Perth, Western Australia". There are no other details. Can any reader provide any further information?

John Browning

2004 Forest History Conference, Augusta WA

The 6th national conference of the Australian Forest History Society Inc., held at Augusta from 12-17 September, was titled 'A Forest Conscienceness' and covered awareness of the economic and aesthetic value of forests; and the social and ethical responsibility of their wise management. While there were no papers relating directly to light railway topics – Peter Evans of the LRRSA presented a paper on catchment policy – the conference papers provided attendees with insight into Forest History.

The topics were wide-ranging, covering Australian forests, with an emphasis on those of south-west Western Australia, as well as forests in Korea, Nepal and New Zealand. The conference was a truly excellent event, with the tour highlights including a stop at the Yarloop workshops, a visit to the Karri forests and the remains of the foundry at MC Davies mill at Karridale.

Peter Evans

John Kerr Memorial Reading Room, Ipswich QLD

The Public Reading Room at the Workshops Rail Museum Ipswich was dedicated to the memory of John Kerr on 26 September. John, a LRRSA member and noted researcher and writer on Queensland railway history, died in 2003. The reading room now incorporates his massive computerised database of research notes on Queensland history, an extremely valuable resource for researchers and historians, generously donated by Ruth Kerr.

The official opening was well attended by John's family and friends, including a number of LRRSA members. The guests were welcomed by Andrew Moritz, Director of the Museum. Ruth Kerr gave an address providing many interesting and amusing details of John's life as a traveller, researcher and historian. John Browning delivered a tribute to John on behalf of the railway fraternity, those who benefited from his generosity in the past, and those who will do so in the future through his writings and the use of the database. David Mewes, assistant curator, provided a demonstration of the working of the database. The occasion provided a wonderful opportunity to celebrate John's life and achievements, and the Reading Room is a fitting reminder of his work.

The Library has extensive research materials available for review by LRRSA members in the its collections. Researchers wishing to review this material should contact David Mewes, who will facilitate access to the collection. David can be contacted at : david.mewes@theworkshops.qm.qld.gov.au, telephone (07) 3432 5100.

John Browning

James Hardie, Camellia, NSW

Situated beside Sydney's Camellia railway station, sandwiched between the Sandown Line and Parramatta River, is the abandoned site of the James Hardie factory. The site contains extensive remains of several previous 2ft gauge rail networks, with more recent lines cutting through earlier lines. Both tramway and conventional rail was used. A Siamese pair of turntables, several sets of Y-points and multiple traversers add interest to the tightly convoluted network.

Potential visitors are advised to enter at their own risk as the site may contain asbestos.

Jim Longworth

Artarmon Quarry Tunnel, NSW

The *North Shore Times* of 30 July 2004 carried an article on the use of an old 'railway tunnel' for wine storage in the Artarmon industrial area of Willoughby City on Sydney's North Shore. The tunnel, unearthed during construction of the Austcorp Group's Spare Room Self Storage facility, was originally used to transfer quarried 'rock' to the brickworks in Reserve Road, Artarmon in the early 1900s. It is 37 metres long, four metres wide and 2.4 metres high. A section of the tunnel is now the centre of a 1000-metre wine storage site. It has private vaults ranging in size from 18 cases to walk-ins that hold hundreds of cases.

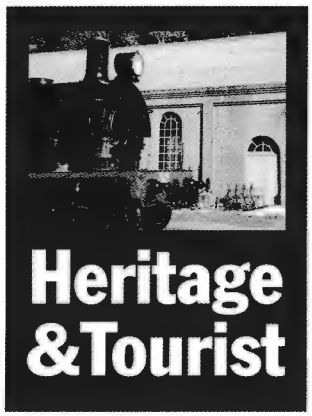
Bruce Belbin

Carson's Timber Tramway, Olney State Forest (LR 98)

After several unsuccessful attempts to locate the double track incline it has now been precisely located. The top is located to the west of where the Null Road opens up to form a turning circle at the end of the ridge. Null Road runs off Middle Ridge Road, that in turn runs off Wyong Ridge /Watagan Forest Road, all of which were readily traversed by 2-wheel drive vehicle. There are extensive remains to be seen including: timber sleepers, timber rails, assorted metal relics, and substantial logs that appear to have been the incline head-frame. Well worth a visit.

Jim Longworth

Ruth Kerr alongside a photograph of her late husband on display in the Reading Room. Image courtesy of The Workshops Rail Museum



Heritage & Tourist

News items should be sent to the Editor, Bob McKillop, Facsimile (02) 9958 8687 or by mail to PO Box 674, St Ives NSW 2075.
Email address for H&T reports is: rfmckillop@bigpond.com
Digital photographs for possible inclusion in *Light Railways* should be sent direct to Bruce Belbin at: boxcargraphics@optusnet.com.au

NEWS

Queensland

ARCHER PARK STEAM & TRAM MUSEUM,
Rockhampton 1067mm gauge
This museum played host to delegates attending the meeting of the Association of Tourist Railways of Queensland (ATRQ) held in Rockhampton on 28-29 August. Lunch on Sunday 29th was provided by the 'Friends of Archer Park' and following this, delegates rode on the Purrey steam tram and toured the museum.
The Archer Park Museum has become an associate member of ATRQ.
Tracks, ARTQ Newsletter, Oct 2004

BRAMPTON ISLAND RAILWAY
762mm gauge
Voyages Hotels & Resorts P/L
A visit to this island from 26 to 31 August 2004 brings a report on its tourist railway last covered in LR 143 (p. 22) and now under new ownership. The railway extends from the main resort complex to the jetty – a distance of approximately 1km. It is used to move patrons and their luggage, together with supplies, from the resort to the jetty, where the daily launch from Mackay berths. The train operates two return trips each day. The first departs the resort at 9.30am for the 'fish feeding' display at the jetty and returns around 10.30am. The next trip leaves the resort around 12.15pm, depending upon the arrival time of the launch from Mackay, to convey patrons leaving the island. The return trip brings in the new guests and their luggage, with the train usually arriving back at the resort about an hour after departure. The train trip from the resort to the jetty takes about 10 minutes each way with the rest of the time taken up transferring people and luggage.
The train is operated by members of the resort's outdoor activities staff, with only the driver in the small cab of the locomotive. This is a 4wDM 'Planet' (FC Hibberd 3476 of 1950), facing towards the mainland. The train comprises two open wagons marshalled in front of the locomotive and a varying number of passenger carriages behind. All rolling stock is 4-wheel. The passenger vehicles are identical and have a centre opening on either side with bench seats running along the half-height sides. There is adequate room for 12 people in each carriage. The entire consist is stabled behind the main function building at the resort between trips but is fairly accessible even if not in a good position for photography.
There was no sign of the second locomotive previously reported here (Hibberd 3475) and the only other item of rolling stock observed was a derelict open wagon (without any superstructure) dumped on a short siding near where the line swings out on to the jetty.
The tracks in the vicinity of the resort are laid in the concrete paths connecting the various buildings and are in excellent condition. From the resort, the line heads in a westerly direction along the water's edge (at high tide the water is only a few metres from the line). In this section the line is flat although a few gentle curves are encountered. The track is laid on the ground, much of which is sandy, leading to a relatively rough ride. Just before the jetty is reached, there is a loop siding but this track is in extremely poor condition. A short siding leads off the main line just before the line swings to the north and out on to the jetty.
Peter Attenborough 09/04, with information from John Browning and David Mewes

BUDERIM-PALMWOODS HERITAGE TRAMWAY
762mm gauge
This group announced in October that it had taken possession of the Buderim-Palmwoods Tramway Krauss 0-6-0T locomotive (B/N 6854 of 1914), which operated from 1914 to the closure of the line in 1935. It is planned to cosmetically restore the locomotive and place it on display in the park at Buderim near the site of the former shire tramway station.
Sunshine Coast Daily, 25 October 2004, via Barry Blair

NAMBOUR & DISTRICT MUSEUM 610mm gauge
Further to the report in LR 179 (p. 27), Bundaberg Sugar has also donated the Moreton Mill's rail-mounted galvanised iron tool/smoko shed to the Nambour & District Museum. It was lifted by crane from the navvy siding into Bury Street and dragged to its new site.
In LR 179 (p.27) it was reported that the Nambour Museum had received a grant of $30,000 to restore *SANDY*. This amount was in fact $3,000, which will only cover the cost of materials for a cosmetic restoration, at this stage. A reversing box is needed for *SANDY*, and any reader who may be able to help should contact Clive Plater on (07) 5445 0054. On Saturday 2 October, *JOE* (Malcolm Moore 811/1943) was moved from Moreton Mill to the Nambour & District Museum. *JOE* is in working order, and will be used to move *SANDY* and *EUDLO* around the museum grounds once track laying has been completed.
Carl Millington, via John Browning, 10/04 Clive Plater 10/04

New South Wales

FURNACE, FIRE & FORGE HERITAGE TRAIL, Lithgow
A number of heritage groups have come together to develop the Furnace, Fire & Forge Heritage Trail to interpret and promote Lithgow's rich industrial heritage. The Trail will interpret the unique history of Lithgow through the development of coherent, linked displays and experiences. The proposed sites include the Zig Zag Railway, Blast Furnace Park, Eskbank House, Lithgow State Mine Heritage Park & Railway and the Small Arms Museum. The project is being supported by publication of the forthcoming LRRSA book, *Furnace, Fire & Forge: Lithgow's iron and steel industry, 1874-1932*, which is planned to be launched concurrently with the Trail in late 2005. Integrated signage is being devised for the sites and a Web site liking all the attractions is also under development. An a major rail event, '*Steel Across the Mountains*', is planned as part of the 150th Anniversary of Railways in New South Wales in September 2005.
Ray Christison, 10/04

ILLAWARRA TRAIN PARK, Albion Park 610mm gauge
Illawarra Light Railway Museum Society
For the open day on the October long weekend, the ILRMS had two locomotives in steam. Ex-Tully sugar mill 0-6-2T No.6 (Perry Eng. 7067/49/1 of 1949) operated the main passenger service, while the ex-Corrimal Colliery 0-4-0ST *BURRA* (Hawthorn Leslie 3574/1923) was in charge of the back road train. Spectators had a treat with the two steam locomotives and a demonstration run by the Lloyd Harnett motor-trike, which completed two circuits of the track. With the honorary vice-chairman, Ted Hutchinson, giving the children a treat by dressing up as 'Curly the Koala Bear', there were smiles all around.
Various restoration and maintenance works have continued on a number of locomotives, including the Shay rebuild via David Jehan which now has the second bogie completed and the cross-bracing cut out. Both the ex-Newbolds Leyland Krauss 4wPM locomotive and the Lloyd Hartnett motor-trike are running again after several years of being idle, with the former providing exhibition runs on 16 October. Work continues on overhauling the 'Green Ruston' diesel 4wDM. The new engine fitted to this locomotive has been started and run as a one-off trial. Through August all steam boilers were down for their annual boiler inspection.
Brad Johns, 10/04

NEWINGTON ARMORY & RAILWAY 610mm gauge
Sydney Olympic Park Authority
Further to LR 179 (p.28), recent reports indicate that this site is now closed to the public, with no open days or railway operations planned for the foreseeable future. The site manager is to finish up on December 23rd. leaving the site with no accredited rail operator.
Russell Casey 11/04

Heritage & Tourist

STATE MINE HERITAGE PARK & RAILWAY, Lithgow
1435mm gauge
Initiation of passenger services on the industrial branch line to the State Mine Heritage Park are dependent on the restoration of ex-South Australian Railways carriage BF343, recently acquired from the Northern Rivers Railroad. In September, the OCTEC Incorporated Work for the Dole team was undertaking this restoration work. In the interior ceilings had been cleaned down and the extensive art-deco timberwork carefully rubbed back in preparation for re-lacquering. Due to increasing rail movements, the Museum is re-timbering the six sets of points at the top of the State Mine yard. Critical points are being dug out and deteriorated sleepers replaced. In some instances missing point levers have been replaced.
Angus Place Colliery recently donated 1067mm gauge Vernier man-riding car No. 149, which previously worked at Cordeaux Colliery, to the museum. It will be restored to operating condition and plans are in place to lay 1067mm track for the operation of this vehicle and 4wBE locomotive No.33 (ex BHP Nebo Colliery) around the State Mine site.
Several leaders in the museums sector have approached the State Mine Heritage Park & Railway for information about its experience in establishing partnerships to grow its capability. This is seen as a significant development showing the way in which museums can help to ensure their viability in an increasingly competitive environment. Good progress is also being made with displays. An interpretive panel titled *The State Mine's Men of Iron* is being developed with assistance from Neville Kerrison, the son of former master blacksmith and champion boxer Reg Kerrison. It will tell the stories of Reg Kerrison and of many other State Mine employees who were actively involved in boxing and body-building. The museum has received a number of large donations towards its proposed 'Underground Experience' display and design options are now being explored with Shirley Spectra.
Ray Christison, 09/04

RICHMOND VALE RAILWAY, Kurri Kurri 1435mm gauge
Richmond Vale Preservation Cooperative Society Ltd
Spring has brought the annual 'Thomas Season' and the RVR event on 18-19 September drew good crowds, who enjoyed the activities in fine weather. A visitor to the open day on 3 October reports that ex-South Maitland Railways 2-8-2T No. 30 (Beyer Peacock 6294/1925) was operating the passenger shuttle trains to Pelaw Main and return. Ex-BHP Newcastle Bo-Bo DE 54 and Torpedo Ladle car 8 were on display opposite the platform. A new display of mining equipment was noted, but a security fence made photographs difficult. Railway items on display included Jeffrey trolley wire locomotives 55 and 57, ex-Stockrington No.2 Colliery and 41 ex-Awaba Colliery; an Atlas 4wBE locomotive ex-Hebburn No.2 Colliery and a Ruston & Hornsby 4wDM ex-Nymboida Colliery, near Grafton.
Graham Black 9/04; Brad Peadon & Jeff Mullier, LocoShed E-Group, 3 and 5 October 2004

Victoria

ALEXANDRA TIMBER TRAMWAY & MUSEUM
610mm gauge
In his annual report for 2003-2004, ATTM President Bryan Slader highlighted the arrival of Kelly & Lewis 0-6-0DM 5957 of 1936 from Sydney as the highlight of the year. (See LR 179, p.28). The museum has scheduled a major event on 14 November, at which this locomotive will to be officially recommissioned by the local Federal member and Minister for Tourism & Small Business, Fran Bailey. The official ceremony is at 11am, with trains operating from 10am to 4pm. Damp weather had delayed the repainting of No. 5957 in readiness for its formal reunification with sister locomotive, Kelly & Lewis 0-6-0DM 4721, thus bringing together at Alexandra the two oldest surviving Australian-built diesel locomotives. The museum experienced a decline in passenger numbers during the year (3554 against 4415 the previous year) and there was a financial loss, which was primarily due to ever-increasing insurance premiums.
Following the annual boiler inspection of John Fowler 0-6-0T (11885 of 1909), difficulties were experienced in sealing the boiler with currently approved gasket materials. After blowing two fibre-glass gaskets on the manhole door, the locomotive was left to sulk in a siding on the August running day while Kelly & Lewis 0-6-0DM 4721 took over train duties. Bryan Slader subsequently made adjustments to the seating surfaces and the boiler is now sealed satisfactorily. During the year 4wPM Simplex (Motor Rail 10058 of 1948) was returned to service following replacement of its cracked fuel line, while the hybrid Malcolm Moore 4wDM locomotive (1049/1023) now has a coupler at each end.
Timberline 80, Oct 2004

PUFFING BILLY RAILWAY
762mm gauge
Emerald Tourist Railway Board
Passenger numbers for 2003-04 were 238,199, down 2.7% on the previous year. In common with most Australian attractions, numbers were down 8.77% for the first six months of the year, but there was a recovery in the remainder, mainly due to an increase in international visitors. The major achievement for the year was the return of the 2-6-0 +0-6-2 Beyer Garratt locomotive G42 to service. Its restoration cost a total of $1.7 million, $1.3 million of which was funded by the Puffing Bill Preservation Society. Donations accounted for 29% of the total funds raised, revenue from the Great Train race 28% and 11%. Came from *Santa Special* trains The Belgrave locomotive workshop extension was handed over by the contractor in August 2004.
G42's first official passenger service run to Gembook occurred on Sunday 5 September 2004 in fine weather. G42 headed a 16-car mixed consist of passenger carriages and goods wagons. The train ex-Belgrave

Coming Events

DECEMBER 2004
4 Wee Georgie Wood Railway, Tullah, TAS. Narrow gauge steam train to Carols, 1500-2100. Also on 5 December, 0930-1600. Phone: Phone: (03) 6473 2228 or 6473 1229 (AH).
4 Puffing Billy Railway, Gembrook, VIC. Daytime *Santa Specials* hauled by Garratt locomotive G42, departing at 1100. Also on 11 and 18 December, with a *Sunset Special* departing at 1745 on 11 December. For information, phone (03) 9754 6800.
12 Cobdogla Irrigation Museum, SA. Open day with narrow gauge steam train rides and heritage engines. Phone (08) 8588 2323.
12 Alexandra Timber Tramway & Museum, VIC. Running Day 1000-1600 with ng trains. Information: Peter Evans 0425 821234 or Bryan Slader 0407 509 380.

JANUARY 2005
8 Cobdogla Irrigation Museum, SA. Saturday night diesel twilight train. (Also on 15 & 29 January.) Phone (08) 8588 2323.
9 Illawarra Train Park, Albion Park, NSW. Operating day with steam and diesel-hauled ng trains, miniature train rides, stationary engines, etc. Also on 23 January. Phone (02) 4232 2488.
9 Wee Georgie Wood Railway, Tullah, TAS. Narrow gauge steam train operations, 0930-1600. Also on 15-16 January. Phone: Phone: (03) 6473 2228 or 6473 1229 (AH).
9 Alexandra Timber Tramway & Museum, VIC. Running Day 1000-1600 with ng trains. Information: Peter Evans 0425 821234 or Bryan Slader 0407 509 380.
23 Cobdogla Irrigation Museum, SA. Operating day, with Humphrey Pump and steam train. Phone (08) 8588 2323.

FEBRUARY 2005
6 Wee Georgie Wood Railway, Tullah, TAS. Narrow gauge steam train operations, 0930-1600. Also on 12-13 and 26 February. Phone: Phone: (03) 6473 2228 or 6473 1229 (AH).
13 Illawarra Train Park, Albion Park, NSW. Operating day with steam and diesel-hauled ng trains, miniature train rides, stationary engines, etc. Phone (02) 4232 2488.
13 Alexandra Timber Tramway & Museum, VIC. Running Day 1000-1600 with ng trains. Information: Peter Evans 0425 821234 or Bryan Slader 0407 509 380.
14 Puffing Billy Railway, Gembrook, VIC. Valentine's Day Special, a fully catered '*Dinner Special*' train for a romantic evening in the Dandenongs – 7pm departure from Belgrave. Bookings (03) 9754 6800.

NOTE: Please send information on coming events to Bob McKillop – rfmckillop@bigpond.com - or The Editor, *Light Railways,* PO Box 674, St Ives NSW 2075.

On Brampton Island, near Mackay, 4wDM 'Planet' (FC Hibberd 3476 of 1950) and its train move guests, their luggage and supplies for the resort over the 1km distance between the jetty and the resort complex. Photo: Peter Attenborough

At Ingham, North Queensland, on Saturday 23 October 2004, Victoria sugar mill's preserved Hudswell Clarke 0-6-0 HOMEBUSH (1067 of 1914) was working a special train for the Maraka Festival. Photo: Scott Jesser

The ex-Newbolds Leyland Krauss 4wPM locomotive was back in action at the Illawarra Train Park, Albion Park on 18 October, providing several demonstration runs during the day. Photo: Brad Johns

comprised 2 x NC, 2 x NBH, 5 x NQR passenger cars, then 5NC and 10NU louvre freight wagons – a weight of 80 tons. At Menzies Creek, six additional goods wagons were added (NQR 96, 186 and 216 loaded with firewood), NU10 (breakdown wagon), NM13 (with firewood) and INN (filled with ballast), an additional weight of 55 tons. This brought the total train weight to 135 tonnes, whilst the length was 148 metres, including the locomotive.

Special trains to transport firewood to Belgrave for lighting up the steam locomotives are regularly run on the line. When trees fall on or near the line, track gangs cut them up and stack the wood near the line. If there is sufficient firewood available, a Firewood Special train is operated to bring it back to the depot, where the trucks are shunted into a siding near the loco shed. Diesel locomotives normally operate these trains, but on 4 September 2-6-2T NA 14 operated the train, providing an interesting change of scene for enthusiasts.

PBRS Annual Report 2003-04; *Narrow Gauge* 174, 09/04; Peter Ralph, 09/04; Bill Hanks, 09/04

Western Australia

BASSENDEAN RAILWAY MUSEUM Various gauges
ARHS (WA Division)

This museum boasts a fine collection of locomotives and rolling stock, most of it under cover. As would be expected, there is a fair representation of equipment from private railways and the classic 3ft 6ins colonial Beyer Peacock 2-6-0 so beloved of timber tramways is well represented. Smaller locomotives include the 3ft 6ins gauge Baldwin 0-4-0ST *KIA-ORA* (7111 of 1884), 2ft gauge Orenstein & Koppel 0-6-0T 4242 of 1910 and 1ft 8ins gauge Freudenstein 0-4-0WT 175 of 1904. There is also the 1924-built Metropolitan-Vickers 3ft 6ins Bo-Bo WE from the East Perth powerhouse and 5499, a standard gauge Co-Co DE (C6096-04 of 1975) ex Mt Newman iron ore railway in the Pilbara.

John Browning, 10/04

Heritage &Tourist

BENNETT BROOK RAILWAY, Whiteman Park 610mm gauge **WA Light Railway Preservation Assoc. Inc.**

This line was visited on 2 October, and can fairly claim to be the premier 610mm gauge heritage line in Australia. The development of infrastructure and the effectiveness of operations is an enormous tribute to those whose imagination lay behind the establishment of the line, and all those who have laboured on it since, as well as the enlightened attitude of governmental authorities who have supported its development. The extensive loop line, out of service for several years, returned to use on the day of the visit, and the train of attractive chocolate and brown carriages, rebuilt from WAGR stock, alternated on the loop and on the branch to Mussell Pool, hauled by ex-Inkerman Mill 0-4-2T BT1 *BETTY THOMPSON* (Perry Eng. 8967.39.1 of 1939). Sleeper replacement on the branch has featured new steel sleepers, and other groups are advised that the manufacturer, OneSteel, is set up to produce these to 610mm gauge.

An outstanding feature of this line is the incorporation of a fine variety of ex-WAGR buildings, ranging from the impressive Central Station to the delightful goods shed at Mussell Pool. The depot is at Mussell Pool, and ex-Whiteman's Brick FC Hibberd "Planet" 4wPM *YELLOW ROSE* (2055 of 1937) was parked outside the loco shed, recently returned to operational condition. Inside the shed were a number of locomotives, including ex-Lake View & Star "Planet" 4wDM 3966 of 1962, recently returned to 2ft gauge after its time operating on the Golden Mile Loop Line at Boulder. Under overhaul in the shed were the two ex-South African Railways NG15 2-8-2 locomotives, with Anglo-Franco-Belge 123 *FREMANTLE* (2670 of 1950) due to be completed first.

In an adjoining shed was found the boiler and underframe of ex Great Boulder Gold Mining Orenstein & Koppel Mallet 0-4-4-0T 2609 of 1907. The chassis has been restored to running condition, and work on the Perry Engineering built boiler is the next step in the restoration of this classic locomotive. Sharing

At the Richmond Vale Railway's Friends of Thomas *event, on 18 & 19 September, former Lysaghts 0-4-0ST* MARJORIE *(Clyde 462 of 1938) was in action hauling recently restored passnger car FG 662. Photo: Graham Black*

Vernier Manriding Car No. 149 was recently donated to the Lithgow State Mine Heritage Park & Railway by Angus Place Colliery. Plans are in place to restore it to operating condition. *Photo: Ray Christison*

Puffing Billy Railway: 14A with an UP firewood pickup train on Bridge 8 between Cockatoo and Lakeside, on Saturday 4 September 2004. *Photo: Steve Holmes*

A Walhalla Goldfield Railway train, hauled by Henschel 0-6-0T 103 (26427 of 1956) crosses a wooden trestle bridge in Stringers Creek Gorge. The car behind the loco is NQR 146, on loan from Puffing Billy Railway. Photo: Peter Ralph

1ft 8ins gauge Freudenstein 0-4-0WT 175 of 1904 in 'tourist mode' at Bassendean Railway Museum. Photo: John Browning

K1 in steam at Dinas station, Welsh Highland Rwy, on Monday 8 November. Photo: ©Andy Rutter WHRS K1 group

the shed was 4wPM "Planet" 2055 of 1937 in unrestored condition as received from Lou Whiteman.

Preparatory work has also been done for the restoration of Krauss 0-4-0WT 2181 of 1889, with the boiler having been separated from the chassis in the depot compound.

A busy day was anticipated the next day for "Friends of Thomas the Tank Engine", with an intensive service of trains to be operated.

John Browning, 10/04

KEITH WATSON, Willeton

Keith's 610mm gauge 0-4-0ST *PHOENIX* (built 2001, see LR167, p3) is stored at a local engineering works and is available for sale. It would be a marvellous addition to a backyard railway, or a centrepiece for a tourist attraction. John Browning, 10/04

Overseas

WELSH HIGHLAND RAILWAY, United Kingdom 597mm gauge

Further to LR 175 (p.31), the drawn out restoration task on the ex-Tasmanian Railways pioneer Beyer Garratt 0-4-0+0-4-0 K1 (Beyer Peacock 5292 of 1909) has finally come to a close, with the locomotive undertaking trial runs in steam during late August 2004. On the evening of 22 August, a fire was lit in the firebox and the locomotive moved under its own power for the first time since 1929, using the high-pressure cylinders. Short shakedown runs were undertaken and, two days later, the loco ran from Boston Lodge half-way across the Cob, the mile-long embankment carrying the Festiniog line to the terminus at Porthmadog. This time all four cylinders were in use in simple and compound modes. Several minor problems arose and the loco returned to the works with some items running hot. Further adjustments and test runs were made.

On 12 September, K1 was steamed again, for visitors, running up and down in both modes. The locomotive was moved by road to its new home at Dinas on the Welsh Highland Railway on Saturday, 2 October 2004. K1 was steamed on the WHR for the first time on Thursday 4 November. Michael Chapman, 10-11/04. John Haupt 11/04, Andy Rutter 11/04

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