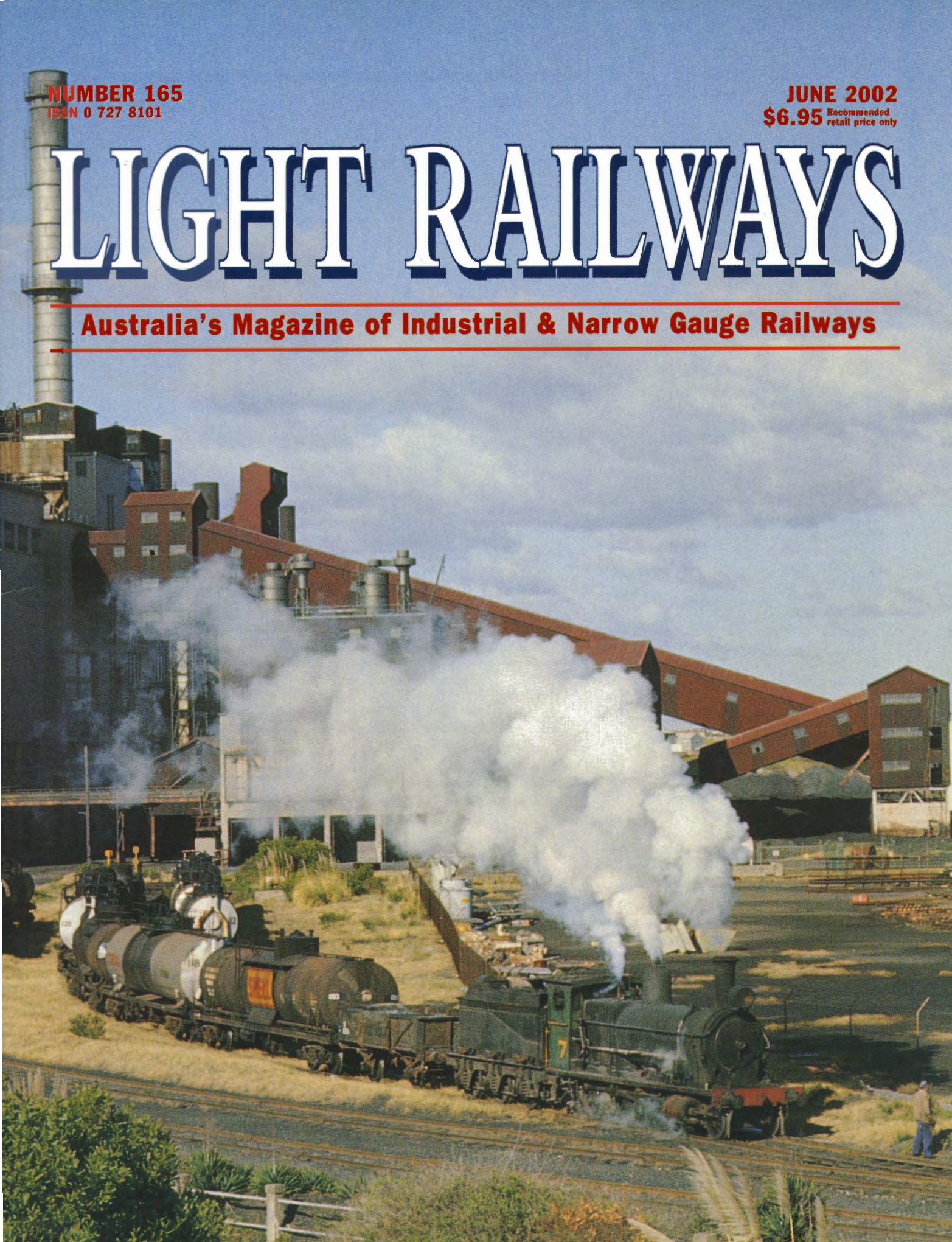
NUMBER 165
ISSN 0 727 8101

JUNE 2002
$6.95 Recommended retail price only

LIGHT RAILWAYS

Australia's Magazine of Industrial & Narrow Gauge Railways



Light Railway Research Society of Australia Inc.

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Australia's Magazine of Industrial and Narrow Gauge Railways

No 165 June 2002
ISSN 0 727 8101 PP 342588/00002

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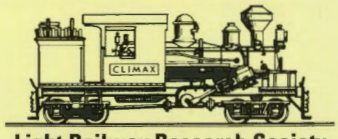
Distributor:
GORDON AND GOTCH LIMITED.
Printed by Courtney Colour Graphics.



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Subscriptions: $42.00 for year ending 30 June 2003, providing six issues of Light Railways magazine, information on Society activities, 25% discount on LRRSA publications, etc. Overseas $A57.00 economy airmail. Payment by cheque, money order, Bankcard, Mastercard, or Visa. Contact the Membership Officer, PO Box 21, Surrey Hills, Vic. 3127. Fax (03) 5968 2484. Email: lrrsa@lrrsa.org.au

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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

Ten years ago, our magazine had its first ever readers' survey. This 'Members' Questionnaire', as it was called, produced an excellent response and gave the LRRSA Council of the day a real insight into members' needs and wishes. Reading back over the findings now, it's pleasing to see how many of the respondents' suggestions (such as 'A4 size and better paper', 'colour photos' and 'reintroduce Research section') have since been implemented.

Well, it's that time again. In the centre of this issue you'll find our 'Readers' Survey – 2002'. If there's anything about *Light Railways* that really irritates you, if you'd like to see some different emphases in our content, or if you just want to let us know that things are fine as they are, then here's your chance.

Please take the time to fill in and return the form. Here at *Light Railways*, we would really love to know what you think. *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.

Light Railways is the official publication of the Society. All articles and illustrations in this publication remain the copyright of the author and publisher. Material submitted is subject to editing, and publication is at the discretion of the Editor.

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: *By the 1970s, the NSW Electricity Commission's Bunnerong Power Station, on the shores of Botany Bay, had been relegated to standby status, and the delivery of coal by way of its private railway had come to an end. The power station yard increasingly came to be used as a storage and shunting facility for tank wagons from the nearby Boral Refinery, which the Commission's railway also served. In July 1974, the saturated steam exhaust of number 7 (Dübs 2631 of 1891) condensed in the cold morning air as the octogenarian 2-6-0 charged out of the yard with a string of bitumen tankers, heading for the NSW Government Railways' exchange sidings at Botany. Photo: Bruce Belbin.* ***Back cover:*** *The major piece of infrastructure on the Victorian Railways' 42km narrow-gauge line from Moe to Walhalla, opened in 1910, was the impressive three-span girder bridge which crossed the Thomson River:* ***Above:*** *In the line's early days, an NA class 2-6-2T steams across at the head of a Moe-bound mixed train, flooding the valley with coal smoke. Photo: Peter Ralph Collection.* ***Below:*** *Several decades later, on 15 March 2002, Walhalla Goldfields Railway 0-6-0DM No.14 (John Fowler 4219951 of 1951) brings a Walhalla-bound passenger train across the heritage-listed structure. Photo: Peter Ralph.*

Beyer Peacock 0-6-0ST KOALA *(1418 of 1873) seen here shunting in 1927, was used for coal and coke haulage around the coke ovens at Lithgow. Transferred to the new Port Kembla works in 1932, it was found sufficiently useful to be given a new boiler six years later.* KOALA *was finally retired in October 1955, at the ripe old age of 82.* *Photo: Grant McCarthy collection*

Life and Death on a Works' Railway

by Jim Longworth

Background

Enthusiastic amateur historians of both public and industrial railways often give emphasis to mechanical or civil engineering works, or the lives of successful engineers. While there were many men and their families that were grateful to be able to earn a living from working on industrial railways, not all of their working life was a positive experience. Accidents were common, some resulted in personal injury, others damaged valuable equipment, some did both, and when flesh got in the way of steel, the flesh came off second-best.

This albeit sombre article chronicles a series of accidents that occurred on just one industrial railway, that ran around the Lithgow iron and steel works. The account is based on reports in the local paper the "*Lithgow Mercury*", or from personal correspondence with the late Jack Southern.

Standard Gauge Works Lines

April 1881 - A locomotive driver, Grimes, had a serious accident when a rope with an iron hook fouled part of the locomotive works. The locomotive was hauling a wagon, probably with a ladle of molten metal or slag, with a rope, which broke and the hook flew back, striking Grimes on the forehead and knocking him senseless. While he was prostrate he was struck by part of the engine, which inflicted a terrible wound to his back, smashing his shoulder blade. This description suggests that he had been knocked off the locomotive and was subsequently struck by the connecting rods or something similar whilst lying on the ground next to the track. Given the exposed rear of the locomotive cab, he was lucky to have only been knocked unconscious.

October 1906 - A young shunter named Andrew Butterton had a narrow escape from death or serious injury about 5pm one afternoon. Andrew had been hitching up some government railway wagons on the siding near the rolling mills, when he felt the rails vibrating. Looking under the wagons and along the line, he saw a truck coming towards him at a high speed. Having no time to get out from under the wagons, he lay down in the 'four feet' (ie between the rails). A moment later, the runaway collided with the stationary wagons with tremendous force. The brakes on the standing wagons had been applied, but the runaway was traveling so fast that it propelled them around the bend towards the galvanising plant. By virtue of his quick thinking in lying down, Butterton only sustained a wound to his scalp. Fortunately the points were set against the siding where a company locomotive was standing, so it was protected from being smashed into by the propelled wagons. The trucks apparently came from the Eskbank railway yards,.

March 1910 –Five trucks (2 of coke; 1 of props; 1 of rails; and 1 of scrap iron) on a shunt from the nearby Eskbank station broke loose near the Cobar Company's sidings. The trucks rushed downhill at great speed into the ironworks yard. Unfortunately at the same time the company's crane locomotive was leaving with a trainload of iron and coal. The careering trucks crashed into the crane locomotive with great

force packing themselves on top of it, damaging the loco and breaking the cylinders. The driver, Hendren was thrown violently to the ground injuring his face. The yard foreman, Edwin Ransley, who happened to be on the loco at the time, was thrown off and rendered unconscious. The sixth truck in the train behind the loco was twisted completely around and across the line and the shunter who had been in the truck was thrown off and stunned. Some of the careering trucks were telescoped and some were totally wrecked.

May 1911 – Angus Wilson, a shunter at the ironworks, had his left foot crushed when one of the locomotives ran over it. He was taken to hospital where his foot was amputated.

August 1911 – During the major 1911 strike, one of the locomotives was stripped of its fittings, another derailed and there was an alleged attempt to derail a third. In the latter case, Ken McKenzie, driver and Edwin Ransley, shunter, took the locomotive up to loaded coal trucks at the screens of the Ironworks Tunnel Colliery. As the coal trucks were not yet loaded, they went departed and came back at about 10 minutes later. On their return back down the siding, the engine jumped violently. Pulling up just past the points, the crew saw that the switchblade was bent, and on descending from the locomotive found a loose bolt beside the track that had marks on it matching identical marks on the rails. The police charged William Hatton in the Lithgow Police Court with maliciously placing a piece of iron across the tracks with the intent to derail the locomotive and trucks. Hatton was sentenced to three years gaol and subsequently became the focus of a union campaign to secure his release.

A couple of weeks later, a locomotive and one wagon were derailed on the ironworks siding near the Great Cobar works. On examination of the track it was found that the fishplates had been removed from the rails by taking out the bolts that secured them, and one of the bolts had been placed between the points.

October 1912 – Walter Simpson and Phil Peachy were repairing the wagon drop of the wagon gantry at the blast furnace. The platform on which they were working was in the elevated position, but the brakes were loose and without warning the apparatus dropped to the ground below. The men were badly bruised and injured. Peachy had only signed on that day after being off work for nearly three months following burns received from one of the furnace stoves.

June 1914 - A Hoskins locomotive collided with a Government Railway locomotive and wagons. Both engines left the rails and in so doing tore up the track for some distance. The firm's engine was considerably knocked about, the cowcatcher was crumpled and the front plates smashed. Fortunately none of the men on the engines or in the trucks were in any way injured, although several wagons were badly damaged.

May 1915 - One of Lawrence Morris' jobs at the ironworks was to truck ashes from the furnaces to the tip. When he was loading a four-ton wagon ('No. 5') with ash at the back of the 27-inch mill, it started to move slowly down the gently inclined track under the gradually increasing load. Morris tried to stop the wagon by throwing a steel bar into one of the wheels to act as a sprag, but he slipped or the sprag flew round and hit him in the stomach, knocking him down and between the front and rear wheels of the wagon, which ran over him. Morris was immediately taken to hospital but died the following morning from his injuries.

June 1915 - A mishap put the wagon gantry out of work for a several days. While an empty truck was descending on the wagon drop, a cable broke, the lift fell to the bottom with a crash, smashing it up and completely blocking the well that was located below the tray. The man in charge was lucky to escape serious injury with only a few bruises and shock. A gang of men was soon put to work repairing the damage.

January 1916 - A shunter employed by the Government Railways, Frederick Ellery, was killed by an unsecured load at the ironworks. Ellery had stepped across the line to couple up a wagon loaded with ingot moulds. The moulds had slightly rounded corners and, as was the custom, were not secured, relying on their weight to remain in place. For some reason the truck moved causing the end mould to slip pinning Ellery and crushing his head.

March 1917 - A weigh clerk, Reginald Johnson aged 15, was crushed between two loaded wagons, dying almost instantly. Johnson weighed the incoming wagons at the blast furnace weigh-bridge before they were loaded onto the lift to be elevated onto the gantry. After weighing each truck, his job was to cross the tracks and operate a point lever that controlled a set of catch points, so that the truck could be gravitated safely onto the lift platform. The jury recommended that the catch-point lever be relocated across the track to be on the same side as the weigh-bridge cabin. Johnson had been warned several time prior to the accident not to go between wagons, try to uncouple them, nor ride on them.

August 1917 - Christopher Caratti, a yard labourer, was killed crossing the tracks near the steel furnaces. An approaching locomotive, struck him in the back, a buffer hurling him to the ground. Caratti tried to get clear, but in falling, was further struck on the head and body by part of the locomotive. WS Gittoes, the locomotive driver, had blown the whistle, and run down the incline at about six miles per hour. When near the boiler house the wind blew smoke from the boiler fires across his cab, which along with the smoke and steam from his own locomotive, prevented him from seeing anything to the right of the line. The driver was not aware of the incident and only stopped the loco at the next set of points. The jurors returned a verdict of 'accidental death'.

July 1918 - James Uren was standing in a railway truck near one of the cranes, when the crane rope broke, causing the jib to fall on his head, inflicting severe injuries.

August 1920 - William Blakeman was crushed between the buffers of two wagons, badly fracturing his left arm and injuring his chest and body.

June 1921 - William Howard died of a fractured spine. Howard had been visiting the ironworks looking for work, and had been offered a start on the following morning. John Field had been driving one of the crane locomotives and Cecil Sperring the other, when one of them ran over Howard. As he was not technically an employee at the time of the accident his family was not entitled to any compensation under the Workmen's Compensation Act.

February 1922 - Two locomotives collided at the rear of the steel furnace. Their impact was not heavy and neither engine was damaged. One of the drivers was thrown and was taken to hospital suffering from shock.

February 1923 - Francis Orchard was pulling a hopper wagon on top of the gantry when he slipped. One of the wagon wheels passed over his foot badly crushing it. He was taken to the hospital where part of his foot was amputated.

March 1923 - John Sewell had a miraculous escape from death when a locomotive came to a standstill with one of its front wheels actually touching the side of his neck as he lay across the track. Sewell had been standing on one line when he noticed a locomotive coming up behind him. He sprang out of the way, and landed on another line, on which a

second locomotive was travelling at the same time. This locomotive struck him on the back throwing him down in front of itself.

January 1924 - John Kirkman, a fitter, died as a result of injuries received when run over by a locomotive at the ironworks. The driver, James Jenkins, and shunter, Lawrence Heffernan, were on the locomotive as it ran along the boiler road with three S trucks. Heffernan cut off two wagons and gave the 'right away' to go back with the remaining one. Jenkins looked out both sides of the locomotive, blew the whistle, and moved off slowly. Heffernan rode on the steps of the locomotive on the right hand side. He had not gone far when a shout came to 'stop', after which Kirkman's body was found lying between the rails.

December 1926 - Two Government Railway trains collided at the blast furnaces. One train was bringing in limestone and the other was taking out pig iron. The impact tore up the track and threw five trucks off the line, badly damaging them. Fortunately no one was hurt.

June 1928 - A set of trucks was being hauled up the incline to the steel plant when an automatic coupling broke. Descending under gravity they collided with a ladle of molten metal, spilling twenty-four tons of molten metal in all directions. Despite being a spectacular accident, no one was hurt.

Undated - There was a safety hazard with operating either the brake lever or brake wheel on loaded hopper wagons coming in to the blast furnaces. If the brake was on the south end of a wagon that had been run onto the lift tray, then a man had to walk out onto the tray to release the brake and run off before the wagon followed by gravitating onto the tracks on top of the gantry. Following a fatality when an operator tried to walk off the lift tray after releasing the wagon brake, and was caught by a moving wagon, a catch was added to the tray so as to hold the northern set of wheels of the wagon. The catch was operated from the gantry at the northern end of the tray, and obviated the need to apply the wagon brake when the brake was at the south end of the wagon.

In 1926, Hawthorn Leslie 0-4-0ST WOMBAT *(2658 of 1906) is dumping slag from the blast furnace, the task for which it had been specifically purchased by the steelworks' former owner, William Sandford Ltd.* *Photo: Grant McCarthy collection*

Undated - Quite regularly, slag ladles were upset while being emptied and ran down onto the heap between the slag siding and the siding leading down to the ironworks. A number of men were required to get the ladles onto the lower siding by means of hauling gear attached to an engine.

Narrow Gauge Lines

July 1900 - A horse driver on the skip tram, John Gardiner, met with a painful accident in cold winter conditions. Snow covered the tramway rails and while he was pushing a skip of coal for discharged at the mill furnaces, it toppled over sideways, pinning his head against the buffer of a railway truck standing beside the skip tramway. Gardner suffered a severe 'squeezing' of his head, but the injury was not serious.

October 1913 – A hooker in the Ironworks Tunnel Colliery, Ivor Evans, was killed by a runaway skip. A full skip was uncoupled from a set that had just been hauled up the incline, but was not spragged. As the points had slowly opened unnoticed by the operator, the skip ran down the incline into the mine. The opreator, Jones, unsuccessfully tried to sprag the skip with a "devil", but the runaway could not be stopped. It ran down the incline and collided on the flat in the mine with the next set of skips that were to be raised to the surface. Evans' body was found underneath a full skip.

July 1927 - A horse hauling skips of coal to the tumbler at the top of the coal chute at Hoskins' Steelworks Colliery stepped onto the tumbler itself. The horse fell through the tumbler and slid down the chute. Unhurt, the animal was rescued by locating a wagon under the screens at the end of the chute, into which the animal was dropped by opening up the screens.

March 1928 – A further two horses fell down the coal chute at the Steelworks Colliery, breaking their backs. Both animals were destroyed, and steps were taken to prevent a reoccurrence.

November 1928 - Mr J Potts, a braceman, received lacerations to his legs when he was caught between two skips at the Steelworks Colliery shaft.

Conclusions

These accidents:

1. Occurred uniformly across both work sites, and on both narrow and standard gauge lines,

2. As on other railways, they were most commonly associated with the manual coupling up, braking, loading, and uncoupling of wagons,

3. Sometimes resulted from staff being unable to see or hear clearly because of their working environment,

4. Were generally accepted by the community at the time as natural 'accidents' rather than the result of negligence by the employee, or poor design by the works' engineers,

5. Raise questions about the capacity of humans to control powerful technology once it has been set in motion. The mechanical systems in the form of the industrial railways tended to operate according to their own physical laws, irrespective of the impacts on the people who might get caught up in the situations.

Readers are invited to cast themselves into the situation of the employee, as the buffers came together, or as the wheel sliced deep, and reflect: were the 'old days' really so 'good'?

Workplace safety legislation in NSW is now regulated via the NSW Occupational Health and Safety Act (1982).

NA class 2-6-2T locomotive 6A (Newport 1901) at Beech Forest in 1902. *Photo: Victorian Railways*

The Colac – Beech Forest Line

by ME Kernot,
District Engineer, Victorian Railways

This year saw the centenary of the opening of the Victorian Railways narrow-gauge Colac - Beech Forest railway, and the 40-year anniversary of its closure. This article first appeared in The Railway Standard *of April 1, 1902, shortly after the official opening of the line. It was submitted to* Light Railways *by Norm Houghton.*

The Colac to Beech Forest line is 29¾ miles long, and of 2ft 6in gauge, and is the third narrow-gauge line authorised for construction by the Victorian Government.

It has been constructed under the butty-gang system. The standard wage for labourers was 6s per day from the commencement of the work to November 19, 1900, and from that date to completion of the works 7s per day.

Construction was commenced on June 14, 1900, and the line was opened by His Excellency the Governor, Sir George Sydenham Clarke, on February 26, 1902.

It branches from the Melbourne to Warnambool line at Colac, and for the first one and a half miles traverses the rich Elyminit flats; from one and a half miles to seventeen miles, the country is undulating, with sidling slopes of 5 deg to 25 deg, timbered with messmate and stringy-bark; from seventeen miles to the terminus the line follows almost continuously a grade contour on steep sidings ranging from 5 deg to 36 deg; this latter part of the country is heavily timbered with mountain ash and messmate.

The ruling grade from Colac to Gellibrand, seventeen miles, is 1 in 37½, and from Gellibrand to Beech Forest 1 in 30.

The real Beech Forest, which gives a name to the district, is situated some ten miles south-west of the terminus.

The whole length of the line is made up of about 11½ miles of straight and 18½ miles of curves, varying from two chains' radius upwards, the total curvature amounting to twenty four complete circles, and the most crooked parts of the line being curved at the rate of about two circles per mile.

Clearing is done for such widths as are necessary for carrying out the works and for safety of traffic. The fallen timber has, where it was suitable, been cut to size and utilised for sleepers, culverts, and bridges, and in convenient places has been cut into firewood for departmental use, but the larger part has been left lying on the ground. Owing to the heavy rainfall, bush fires are infrequent.

On the low side of the line, all trees likely to obstruct or in any way inconvenience rail traffic have been cut down. On the high side, no trees are left standing which would be likely to fall or slide on to the rails. Stumps of large trees, when well away from formation, are cut off at ten to fifteen feet above the ground.

Only two miles of the line have been fenced. Small portions of fences have been erected in other parts of the line at dangerous places.

Cattle-guards have been erected at boundaries of fenced properties.

Landowners are provided with occupation crossings or bridges where necessary. Gates have only been provided on the fenced portion of the line, and consist of light hardwood hurdles of an inexpensive character.

The earthworks represent 420,000 cubic yards in loam, clay, and more or less decomposed sandstone.

The formation width is 10ft, which is occasionally increased to a greater width in cuttings where the material is required for embankments, but this course was only followed when it was found as cheap as excavating from side cutting. The slopes of cuttings vary from 1/2 to 1, to 1 to 1.

Some heavy landslips had to be dealt with during last winter, involving short deviations of the line and timber trestling. The heavy rains also caused some of the embankments to slide down the steep sidling slopes, and these had to be dealt with by special draining work.

Timber bridges are built of locally hewn or sawn messmate, and are of the following four types:-

1. 11ft openings, with bearers.
2. 11ft openings, with longtitudinal decking, to obtain maximum headway.
3. 15ft openings.
4. Bridge over Gellibrand River, three openings of 20ft and nineteen openings of 15ft.

Culverts are either concrete barrel from 2ft to 6ft diameter, built with Australian Portland cement, or box culverts built of local messmate timber.

Ballast – The ballast consists of sand and broken stone spread 4in under sleepers, and boxed up to 8in; about 1,000 cubic yards are used per mile, and this has been put on with engine and trucks.

A deposit of clay slate at nineteen miles was fortunately discovered, and has proved first class for ballast, and easily worked. Without this, it would have been very difficult to make the permanent way fit for running in wet weather.

This ballasting is recognised as inadequate in such country, where the rainfall is 60 to 70 inches per annum, and more ballast must be put on in the near future.

Sleepers – The sleepers are hewn out of approved messmate, 5ft 6in long, 8in wide, 4in deep, and about 76,000 were used.

Permanent-way Materials – Permanent-way material on straight road is 60lbs serviceable iron rails, T pattern, with plain fishplates, weighing 15lbs per pair. On curves and on short straights between curves, 66lbs second-hand steel rails, of T pattern, are used, with plain fishplates, weighing 22½lbs per pair.

Curves of 4 chains radius and under are provided with check rails.

This photo, which featured in the original article, captioned "Line 19 miles from Colac", shows newly laid track near Lovat.

The fishbolts are 7/8in diameter throughout.

The dogspikes are round, 11/16in diameter, with rectangular heads.

The points are even-tongued with 8ft blades, and the angles of crossings are 1 in 7½. to suit a radius of 264ft.

Platforms – No passenger platforms are built, but landings of earth are banked up to rail level and gravelled.

Stations – Five wayside stations ae provided: Barongarook, seven miles, where there is a wine-hall, good-size State-school, and some flourishing apple orchards; Love's River, thirteen miles, which will serve the selectors and market gardeners who are settled along the river; Gellibrand, seventeen and a half miles, which is the most important intermediate station, as traffic from the Upper Gellibrand, Lardner's Creek, Charlie's Creek, Carlisle River, and Lower Gellibrand all centres here. The township includes a substantial and ornate brick hotel, assembly hall, State-school, post office, etc, and is growing in size. Some rich flats occur along the Gellibrand River. Moorbanool, twenty-one miles, around which are several well-improved selections; and Weeaproinah, twenty-six and a half miles, a place of tall trees up to 250ft high, and suitable for connection by road with the promising settlement at the head of Charlie's Creek. Only one siding is laid at each, but provision is made for an additional road to be laid when required.

Extra accommodation for goods, and for engines and carriages, is provided at the terminus, where it is also proposed to lay in a circular loop for reversing trains without shunting.

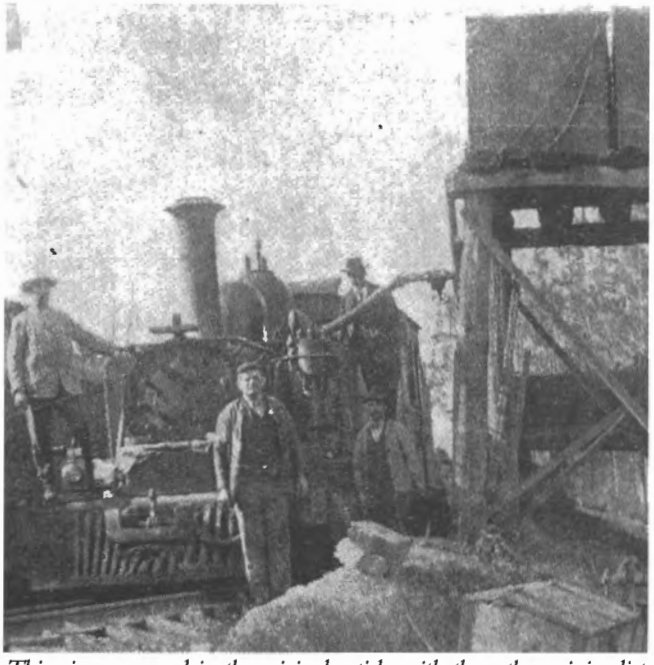
At the junction station at Colac, the narrow-gauge traffic is brought in on the goods side of the station; for transfer purposes, the narrow-gauge rails are kept 2ft 1½in higher than the parallel broad-gauge track, so that the floors of trucks of both gauges are on the same level, and loading can be transferred in either direction.

At each station, a corrugated-iron shelter-shed, with small store attached, is provided, and at the terminus there are four portable buildings, 20ft x 12ft, a shelter shed, and a goods platform with small corrugated-iron shed, 20ft x 10ft.

The equipment at stations is of the simplest description, and large additions must be made when traffic develops. At present the traffic is small.

Small roadside water supplies are provided at about eight miles intervals.

Locomotive 3A (Newport 1900), the first of the locally built NAs, on a construction train at Beech Forest. Photo: Colac Historical Society



This view appeared in the original article, with the rather minimalist caption "Engine taking water". It is believed to show an NA loco on a construction train at the temporary tanks and coal stage erected at Barongarook. Photo: LRRSA Archives

Beech Forest station is situated in a saddle of the main Otway range, and the country to the south is of a broken character, with good soil, heavily timbered, and with dense scrub. It is drained by the Aire River, on which are some fine falls and picturesque scenery. The coast of the Southern Ocean, which is bold and interesting, and has many good sites for tourist resorts, is only thirteen miles distant, as the crow flies, but no roads fit for vehicles are yet opened up, and large sums of money will have to be spent on road-making before both passenger and goods traffic are developed.

The principal local features at Beech Forest railway terminus are the Ditchley Park Hotel and adjoining private racecourse, which was patronised by Lord Hopetoun on an occasion held memorable throughout the district, and is unique in its situation and surroundings, and for the number of giant trees that were grubbed and removed to form the running track; these are kept by Mine Host Gardner, one of the most energetic and popular of the settlers. There are also two stores, hall, and State-school, and several well-built selectors' residences. A champion hollow tree stump close to the railway station measures over 100ft in circumference at the ground level, and 73ft at a height of 5ft from the ground.

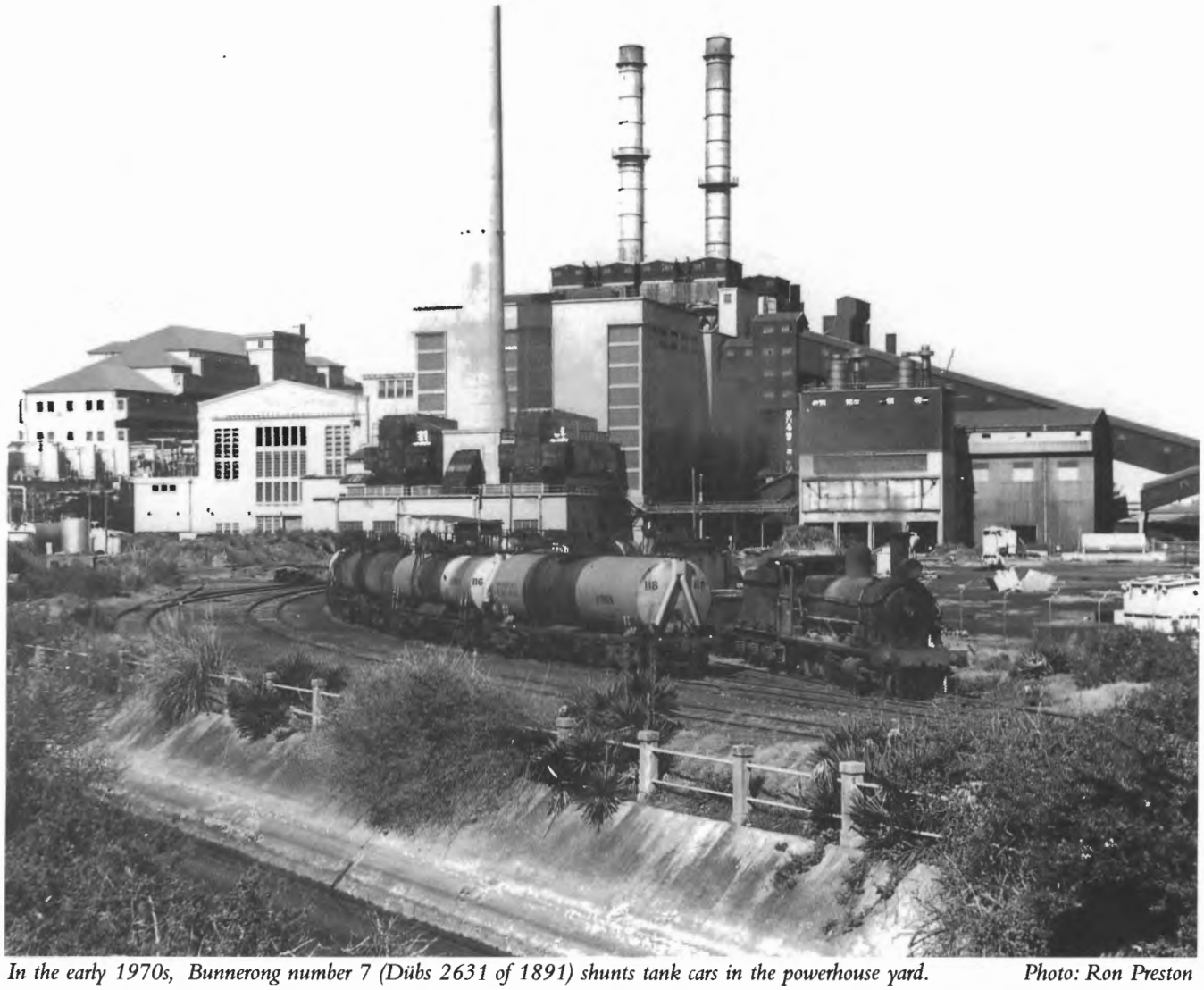
Proposals for extension of the line south-east to Apollo Bay, and south-west to Wattle Hill and Princetown have been made.

A telephone line is erected from end to end. Communication was provided for construction purposes from Colac to branch offices along the line, and found to be of great convenience.

There has been no difficulty in working the trains on the curves of two chains radius beyond the slow running speed, which has to be limited to six miles an hour at present.

The 30-ton engines in use, which are of the same type as built for previous 2ft 6in gauge lines in the colony, take 70 tons up the long 1 in 30 grades at a speed of about five miles per hour. The easier portions of the line are fit for a speed of 12 miles per hour.

The height above sea level at Colac is 430ft, at summit near Barongarook 892ft, at Gellibrand River 207ft, and at the terminus 1.750ft.



In the early 1970s, Bunnerong number 7 (Dübs 2631 of 1891) shunts tank cars in the powerhouse yard. *Photo: Ron Preston*

Bunnerong

by Ron Preston

I wrote a note to Bunnerong
Where they bung it off and they bung it on.

Thus a radio comic satirised the source of much of Sydney's electric power during the black-out problems of the early 1950s. The large Bunnerong Power Station, situated near Botany and adjacent to the famous Bay, had been built from 1927 to serve the city and its surrounds.

It was to become the responsibility of the Electricity Department of Sydney Municipal Council, an organization not expected to be in the railway business. Coal was the primary source of energy used and large boilers with tall exhaust stacks were installed to power the plant. The best coal mines were contracted to provide the fuel and a railway was built to bring the loaded wagons to the power station yard.

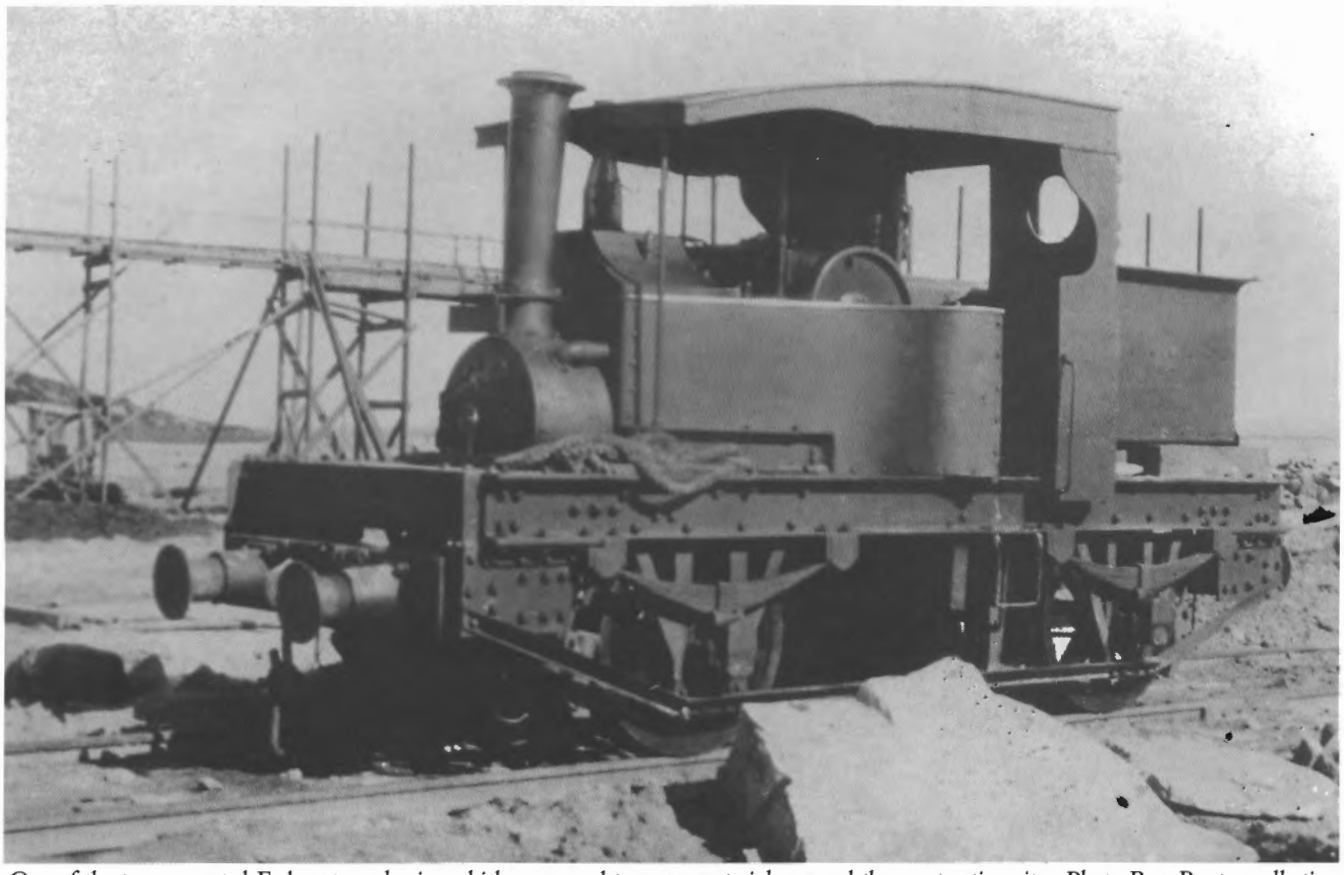
As the inaugurator of this system, the Electricity Department included both the track and a small fleet of steam locomotives in its list of assets. The single-track railway was built as an extension of the NSW Government Railways goods line, which ran from Marrickville, past Cooks River, across Mascot's Kingsford Smith aerodrome, and onto the goods yard at Botany. An increase in air traffic, and an incident involving an aircraft and a goods train, resulted in this route being deviated clear of the flight activities in March 1960.

The track to Bunnerong departed the southern side of the goods yard and paralleled the edge of Botany Bay across open country. Along its length, the line made several level crossings with public roads and one of these, at Beauchamp Road, involved a crossing of the Botany to Matraville tramline. Once clear of the final crossing, the track entered the vast yard of the power station, where sidings to receive the coal were provided. A small, single-road engine shed was tucked away among the other out-buildings at the far end of the complex.

In the late 1940s, Bitumen and Oil Refineries (Aust) Ltd established an oil refinery in the area above the power station and the rails were extended along a separate branch line to serve it. The route taken involved a very steep grade to reach the elevated petroleum facilities.

Road traffic in the area continued to grow and, in June 1940, three-aspect traffic lights, of the type commonly used at road intersections, were installed to halt the progress of cars and trucks for the passage of the trains.

To help build the power station and its railway, the electricity authority acquired four steam locomotives: Robert Stephenson 2360 of 1879, a 14-ton 0-6-0ST, was purchased from Bellambi Coal Co. Known to the crews as *KITTY*, it occupied number 1 on the loco roster (though there is no evidence that it actually carried either its name or its number in service). Number 2 was a 20-ton 0-6-0ST purchased new from Hudswell Clarke & Co (B/N 1530 of 1926). A rarity of the construction period was the use of two converted Foden steam lorries, which were used to move materials around the site.



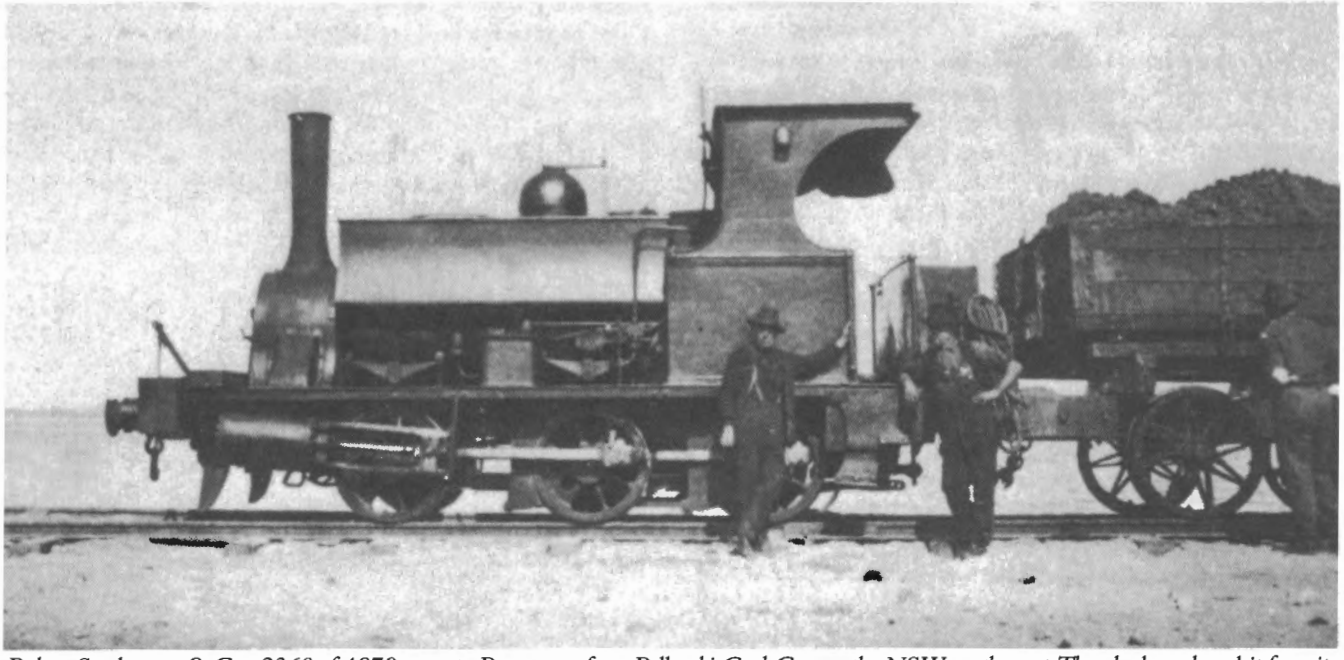
One of the two converted Foden steam lorries, which were used to move materials around the construction site. Photo:Ron Preston collection

In April 1935, former NSWGR 20-class 2-6-4T 2014 (Beyer Peacock 2048 of 1889) was added to the fleet, taking the number 3. With 19,400 lbs tractive effort, it was around 75% more powerful than number 2. Around this time it is thought that number 1 was probably either sold or scrapped.

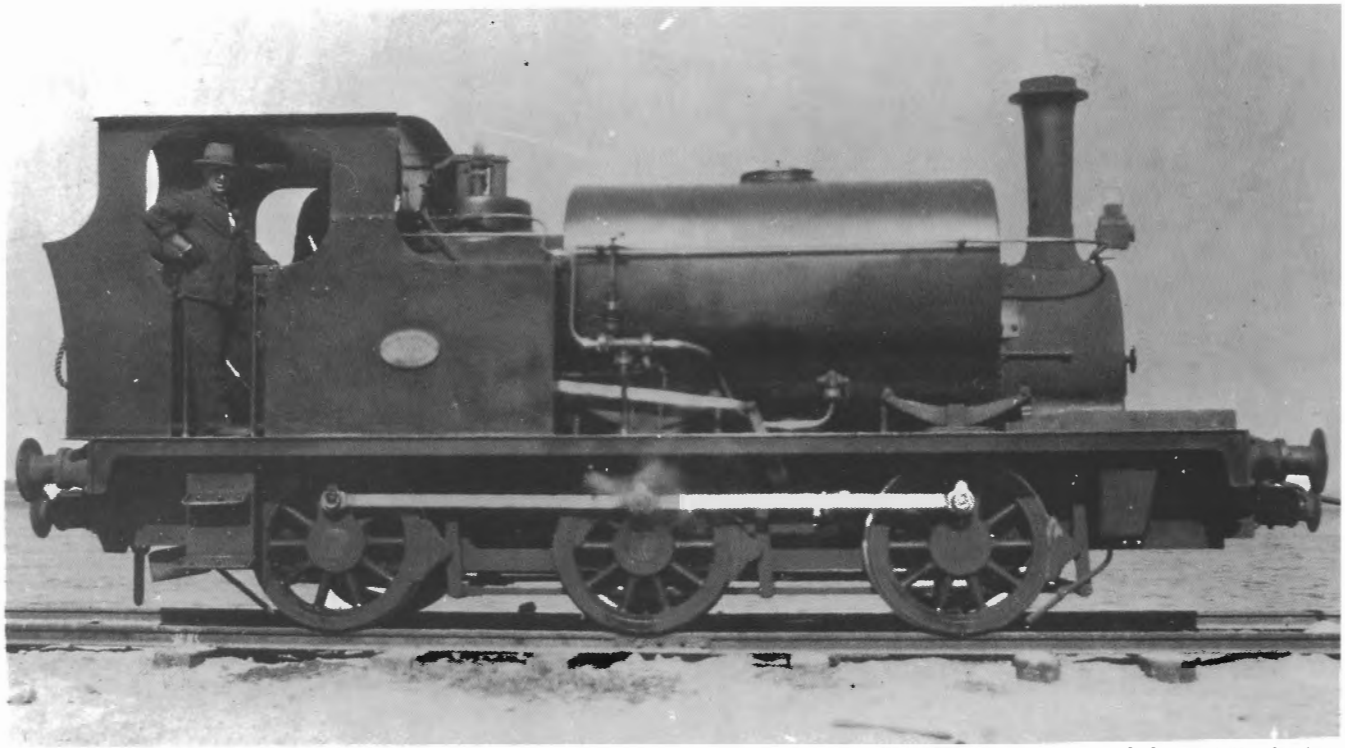
In February 1946, 24-class 2-6-0 2423 (Dübs 2646 of 1891) was purchased, also from the NSWGR, becoming Bunnerong's number 4. A locomotive of comparable power to number 3, its acquisition apparently put number 2 out of a job, as the 0-6-0ST was sold to Sydney machinery dealer John Kenneway shortly after.[1]

Number 4 must have proved very useful to its new owners, as the next three locomotives purchased were all former 24-class machines. Number 5, formerly 2414 (Dübs 2636 of 1891) came to the line in June 1959, whilst number 6, formerly 2413 (Dübs 2635 of 1891) arrived in May 1961.

The former 2408 (Dübs 2631 of 1891) was purchased for spare parts in September 1964, having languished on the 'Enfield Bank' scrap road for several years prior. However, it was subsequently repaired, largely with parts from number 5, and in January 1968, with a fresh coat of paint, it emerged as number 7.



Robert Stephenson & Coy 2360 of 1879 came to Bunnerong from Bellambi Coal Co., on the NSW south coast. They had purchased it from its original owners, Bulli Coal Mining Co., in 1889. Known as KITTY, *it became number 1 on the Bunnerong roster. Photo:Ken McCarthy collection*



Number 2 was a Hudswell Clarke 'Countess of Warwick' class 0-6-0ST (1530 of 1926). Purchased new, at a cost of £1,775 (Sterling), it left the works, in Leeds, on 9 June 1926 resplendent in 'Midland Red' livery. During the construction period at Bunnerong, it ran wth a second set of drawgear, lower and more narrow than the original, to suit the 'dumb buffers' of the contractor's wagons. Photo:Ron Preston collection

Meanwhile, locos 3 and 4 had both been retired and, in mid-1963, were scrapped by Simsmetal at Mascot.

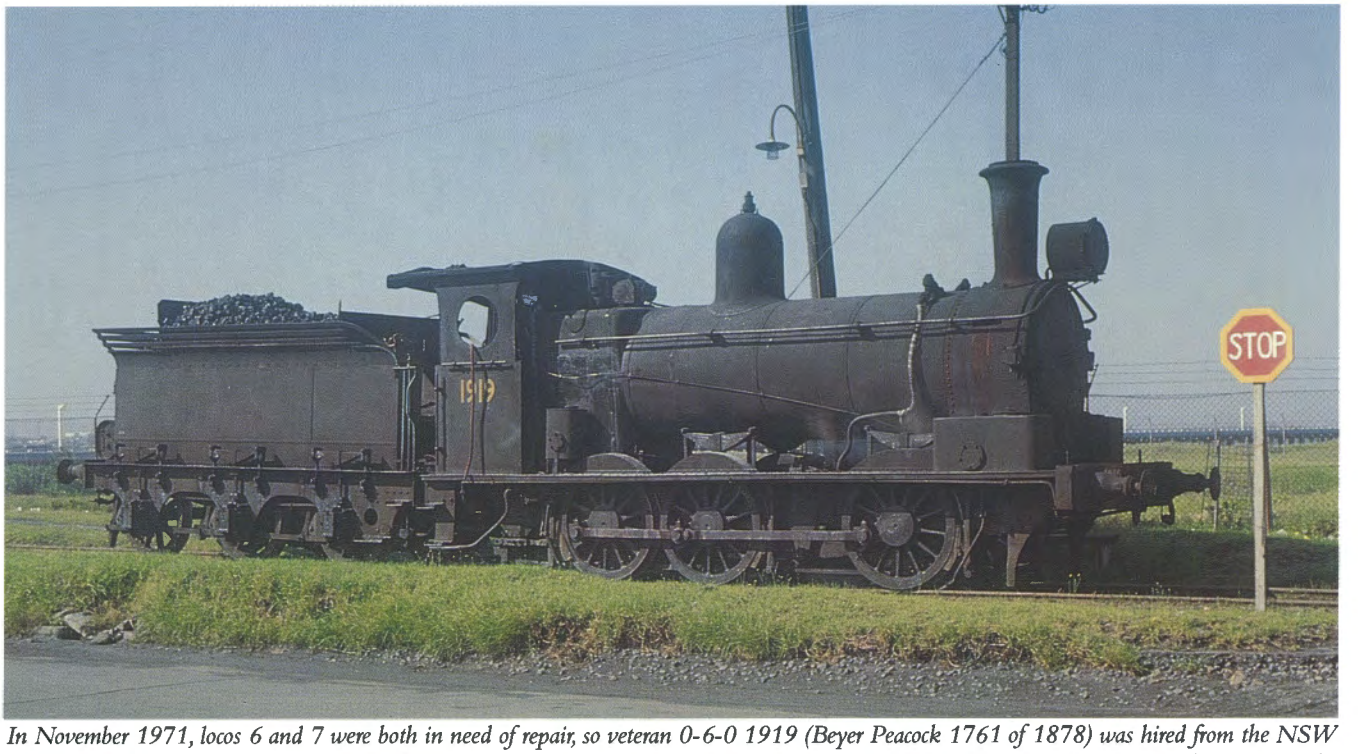
With the opening of more modern power stations, located near to the coalfields, during the 1960s and 70s, Bunnerong's importance gradually declined until the need for the railway to haul coal passed. However the Boral refinery still sent out its products by rail, and the old 2-6-0s continued to service this operation.

During the early 1970s, one of the former 24-class locomotives would emerge each morning from the power station yard, with a 4-wheel 'S' truck in tow, and quietly chuff off along Botany Road to its larger railway brother's yard. There it would collect the tankers waiting to be filled and return the way it had come. The accompanying 'S' truck was necessary to match the automatic couplings of the tankers with the older hook and buffers fitted to the locos. At each level crossing, the train would halt, and the shunter would drop to the ground and move to the traffic light control panel. A switch would set the lights to the standard road sequence; green, amber, red, then the train would proceed across. Once clear, the lights would be restored to green and, the shunter having rejoined, the journey would continue. At the Beauchamp Road crossing, additional protection was employed in the form of catchpoints at each side of the road.

Until its closure, in June 1952, the NSW Government Tramways line from Botany to Matraville was crossed by the Bunnerong line on Beauchamp Road. The previous year, John Shoebridge was on the spot with his camera as an 'O' class tramcar waited for number 3 and its train to pass.

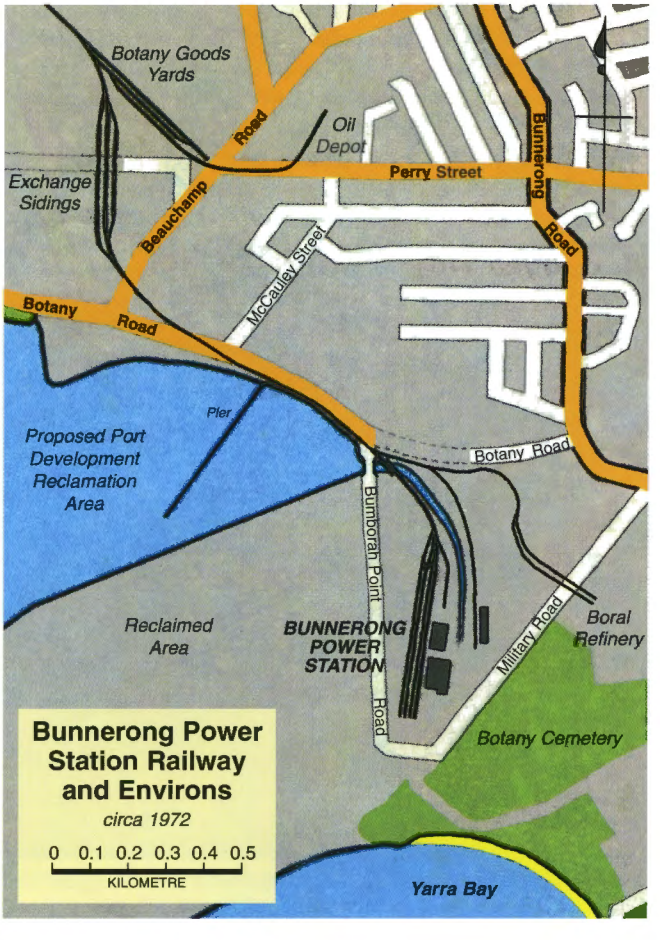
Having operated the catchpoints and traffic lights, the shunter stands by as number 7 slowly moves forward across Beauchamp Road, headed for the exchange sidings with a train of loaded bitumen tankers in tow. *Photo:Ron Preston*

As the safety valve lifts in anticipation, number 6 prepares to push an empty Speed-e-Gas tanker up the steep grade to the Boral refinery. The track on the right is a long-disused siding leading to the power station switch house. *Photo:Ron Preston*



In November 1971, locos 6 and 7 were both in need of repair, so veteran 0-6-0 1919 (Beyer Peacock 1761 of 1878) was hired from the NSW Government Railways. Hearing of this, the photographer arranged a day off work to film and photograph the old 'A' class in action but, unwittingly, chose the day of its return. Here, on a perfect spring morning, 1919 trundles along the side of Botany Road, on its way back to storage at Enfield locomotive depot. The 'stop' sign is for the benefit of dump trucks filling in part of the bay for the new Port Botany project. Photo: Bruce Belbin

At the refinery, empties would be left and loaded wagons collected. For the journey up the hill, the empties would be propelled, and the loads would be brought down with the locomotive at the head of the train so that any risk of a wagon run-away was eliminated. There had been a nasty accident in the past, and caution was the order of the day.[2]



When wagons had to be stored, the former coal sidings within the power station yard were utilised.

Several trips were run during the day, with the same pattern of empties propelled to Bunnerong and loads hauled back to the Botany exchange sidings for transfer by the Government system to oil and gas depots around the State.

As in so many of these unusual and attractive workings, the enemy was progress and changing policies. Urged on by the prophets of modern commercial practice, the executives of the Electricity Commission of NSW decided that operating a railway was not their 'core business' and sought to be rid of the operation of the little line with its ageing motive power.

Arrangements were made for the work to be taken over by the NSWGR, and number 7 made its last run on Friday 14 March 1975. The following Monday, 73-class B-B DH locos took over the run.

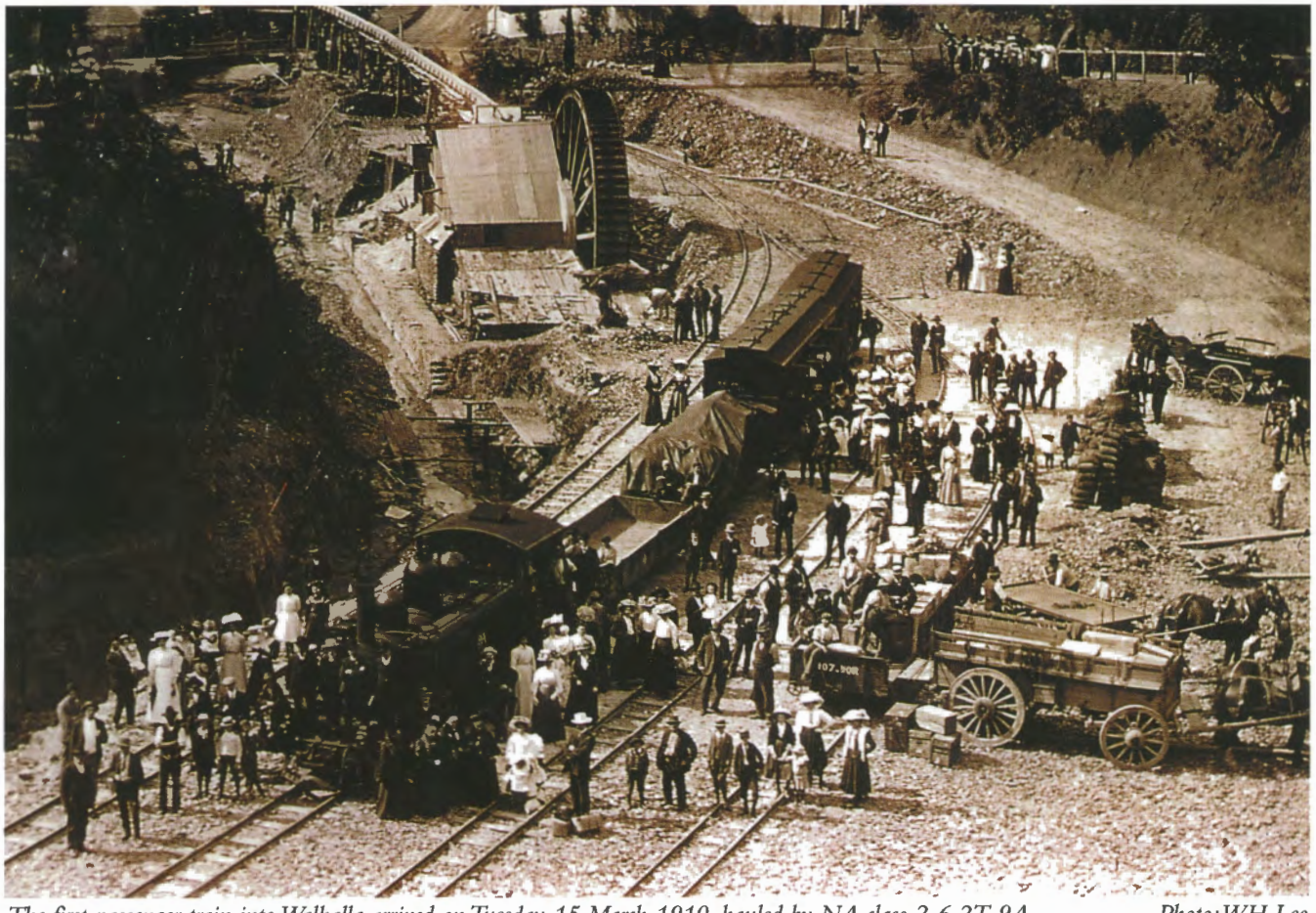
There was some good news, however, as the three remaining steam locomotives were all donated to railway preservation groups. The former 2408 and 2414, Bunnerong numbers 7 and 5 respectively, are now at Dorrigo, where they are part of the growing collection of the Dorrigo Steam Railway and Museum. Number 6, the former 2413, is safe in the hands of the Australian Railway Historical Society Museum at Canberra where it is a static exhibit.

1919, which helped out during November 1971, has also survived, and is currently being restored to working order at the Glenreagh Mountain Railway.

Today, very little remains of the Bunnerong railway. The section as far as Beauchamp Road (now diverted slightly to the east) forms part of the line into the Port Botany complex. The Boral refinery has gone and the powerhouse buildings have been demolished, a bus depot now occupying part of the site. Such is the inexorable march of 'progress'.

Notes:

1. See *Light Railways* 149, October 1999. Page 24.
2. See '"Runaway Train on the Bunnerong Branch", John Oakes, ARHS *Bulletin* 748, February 2000.



The first passenger train into Walhalla arrived on Tuesday 15 March 1910, hauled by NA class 2-6-2T 9A. *Photo: WH Lee*

Walhalla Celebrations

The official opening of the Walhalla Goldfields Railway (WGR) extension into Walhalla was just cause for much celebrating. For almost half a century following its closure, the remains of one of the State's most celebrated railways slowly decayed and the encroaching bush gradually removed the few remaining traces of its existence. Since the inception of the project to restore Victoria's most scenic narrow gauge railway in 1992, over 200,000 hours of voluntary labour (physical, mental and visionary) had been applied to complete stages 1 and 2, culminating in the glorious arrival of the first passenger train into Walhalla on 13 March 2002.

The transformation of the railway from an overgrown clearing to a busy attraction has been a major catalyst in the renewed national interest of Walhalla as one of the State's heritage icons, on the doorstep of the Latrobe Valley.

Brief History of the Line

Whilst the first attempts to push for railway connection between the Latrobe Valley and Walhalla began in 1873, it took another thirty seven years before the Moe to Walhalla narrow gauge railway finally opened in 1910. Its primary intention was to supply boiler firewood and general supplies for the gold mining district centred around Walhalla, and to open up new farming land north of Moe. With timber reserves around Walhalla rapidly depleted, the Long Tunnel Mine successfully experimented with brown coal as an alternative fuel source, and it was hoped the opening of the railway would make the transport of coal economically viable.

Although the Victorian Government authorised the line's construction in 1900, works did not start for four years due to a lack of funds. In order to minimise construction costs in the mountainous territory beyond Erica, the line was built to the narrow gauge of 2ft 6in (762mm), unlike nearly all other railways in Victoria where the tracks are more than twice as wide. The "narrow gauge" was only used on four lines in Victoria, including the now famous "Puffing Billy" railway in the Dandenong Ranges.

Although the first part of line from Moe to Erica was comparatively easy to build, the final section to Walhalla required numerous trestle bridges and deep cuttings through particularly inaccessible mountain terrain – so much so that the line was regarded as a minor masterpiece of railway engineering at the time of its opening.

Despite the town's great optimism at the time of opening, the major Walhalla mines were nearly worked out and large scale activity ceased in 1914 with the closure of the 'Long Tunnel' mine, which still holds the record as the most prolific gold producer in Victorian history.

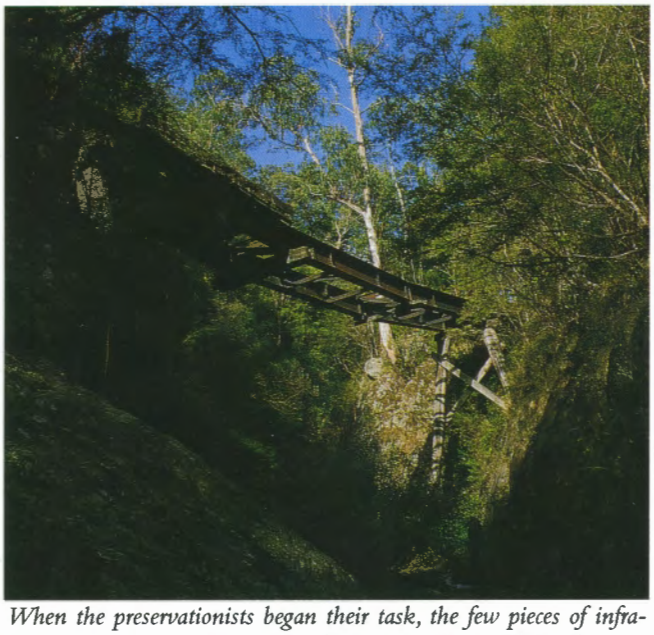
The railway was subsequently responsible for the removal of mining equipment and buildings from Walhalla for some years. Although freight movements to and from Walhalla were minimal after 1916, the railway became an important carrier of sawn timber from the Erica area until the overall decline in traffic forced its closure in sections between 1944 and 1954. During the 1930s and early 1940s the line attracted large numbers of special passenger trains on "Back to Walhalla" trips and there was considerable pressure exerted on the State Government to keep the line for tourism. However, financial considerations prevailed and after the closure, all the rolling stock, buildings and tracks were removed and the bush gradually obscured nearly all traces of the line's existence. Some of the locomotives and rolling stock survived the scrappers and now live on in active service with the Puffing Billy railway.

Preservation Efforts

The origins of the Walhalla Goldfields Railway started in 1966-67 when a young group of people led by Ron Kain formed the Walhalla and Thomson River Steam Tramway. This group operated a heavily modified Metropolitan Gas Works Decauville locomotive 'John Benn' along with a purpose-built open carriage, now affectionately called the 'Walhalla Car' (NQR 146) on the Puffing Billy Railway. This project failed due to insufficient funding for the immensity of the project, and tracks and train were removed in 1983.

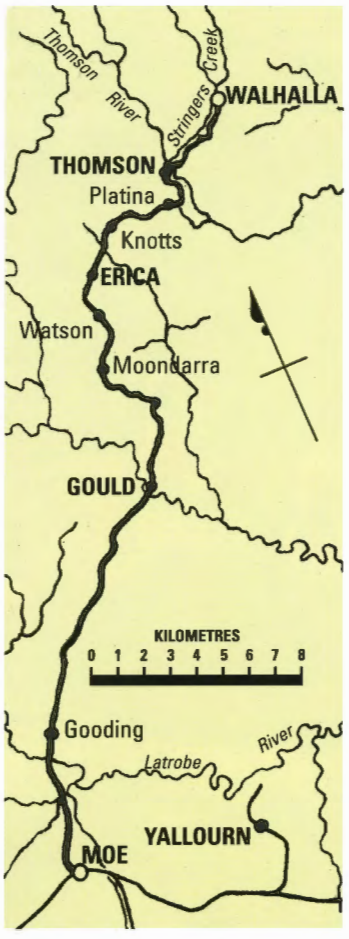
From this early group, three people, Andrew Stephens, Robert Ashworth and Bernie Holmes, carried the vision on and were prompted into action by former W&TRST Secretary Sally Barton in 1991. This small taskforce investigated the feasibility of commencing a new venture at the site of the former Thomson Station, next to the derelict Thomson River railway bridge. This approach allowed for a 3km line to the start of the Stringers Creek bridges, which meant that operations could commence in stages. After initial research, it became apparent that a market existed for a volunteer operated tourist railway service and a staged restoration was feasible. However, the tracks, buildings and rolling stock had all been removed, necessitating the need to replace absolutely everything!

The new project was announced in October 1992 after legal, land tenure and government issues were addressed. Since then, a complete railway infrastructure has been created. Under Andrew Stephens' leadership, the group attracted funding from the Commonwealth and State governments, Baw Baw Shire and Latrobe City councils, and material assistance from the former State Electricity Commission of Victoria, local industry and local charitable foundations. Fortunately the former SECV donated a significant amount of equipment from the now closed "Interconnecting Railway" coal transfer line from Yallourn to Morwell, and nearly all the railway rolling stock on the Walhalla Goldfields Railway has been regauged and constructed from this source. Using a vintage 0-6-0DM locomotive No.14 (John Fowler 4219951 of 1951) donated by the SECV, the Railway commenced its train operations over a 200m section of track at Thomson in April 1994, and completed a full restoration of the adjacent long-derelict Thomson River Bridge in October 1994. This structure is now listed on the Commonwealth Government's 'Register of the National Estate' and also on the Victorian Heritage Register.



When the preservationists began their task, the few pieces of infrastructure remaining were in a parlous state. Photo: Mark Plummer

In order to maintain a consistent heritage theme, the Railway has taken a conscious decision to depict the period 1910-1915. Therefore, the building and carriage designs and colours are as close as possible to what a visitor on the original line would have seen in its very early days. Similarly, the tracks and bridges are being rebuilt to the original Victorian Railways standards, although some structures use modern materials to reduce maintenance costs.



Construction of the final 1km section of track between Happy Creek and Walhalla was completed in early 2002 with Commonwealth Government Federation Fund and the Latrobe Valley Ministerial Taskforce both providing financial assistance. This required the construction of track, rebuilding six bridges, and re-establishing the station ground at Walhalla. The work was undertaken by a small group of day labour staff, railway volunteers and the dedicated "old army sappers" from Moe. A number of the bridges incorporated iron beams that were recovered with great difficulty. Despite the fact they were second hand from broad gauge lines at the time of construction, all were salvageable and have been restored to original condition in Morwell.

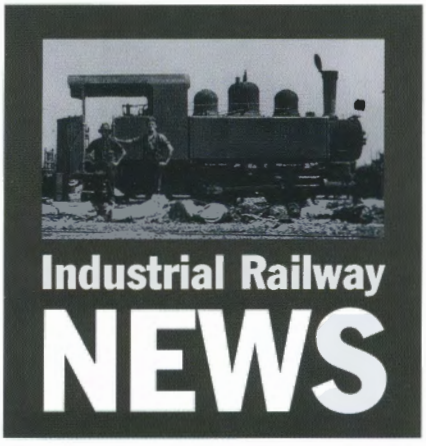
As the railway has increased its operating length, passenger numbers have rapidly increased, with over 20 000 journeys in 2001. The future plan is to extend the tourist railway in the opposite direction from Thomson to Erica, with the former railway route along this section now cleared and upgraded as an attractive Rail Trail.

The WGR still has its key founders – Andrew Stephens, Robert Ashworth and Bernie Holmes – actively involved in the Railway, who along with many other volunteers are looking forward to the completion of stage 3 and 4 back into Erica for a grand reopening in May 2010, to mark the 100th anniversary of the opening of the Walhalla Railway. Bernie Holmes is the son of Norm Holmes, who was a former VR guard on the Walhalla Railway and based in Moe – hence his interest in the railway. Norm Holmes was also a guard on a "Back to Walhallaites Special" organised by the late Charlie Lee.

The WGR at present operates passenger trains with either the Fowler 0-6-0DM, now named *Spirit of Yallourn*, or the 4wDH locomotive *KASEY* (EM Baldwin 3225-1-2-70 of 1970) and up to four carriages. It also has a lease on a 16-ton 0-6-0T steam locomotive (Henschel 25427/1956), *Spirit of Baw Baw*, brought from Thailand by Tony Gilbert. It did a steam test last year and is at present undergoing mechanical repairs. The railway hopes to have it operational by June 2002.

***Note:** This item has been prepared by the editors using information supplied by Peter Ralph, Bernie Holmes and the WGR.*

Walhalla Celebrations: Clockwise, from bottom right: *The passengers and staff of the first public passenger train pose on and around Fowler 0-6-0DM No.14 at Walhalla, 15 March 2002. Photo: Peter Ralph ❑ On Opening Day, 13 March, Victorian Premier Steve Bracks prepares to hit the golden spike, as retiring Baw Baw Shire Mayor Karen Stoll and former Deputy Prime Minister the Hon Tim Fischer look on. Photo: Peter Ralph ❑ The official train, double-headed by 0-6-0DM No.14 (John Fowler 4219951 of 1951) and 4wDM* KASEY *(EM Baldwin 3225-1-2-70 of 1970) waits behind the banner. The new station building is on the right. Photo: Peter Ralph ❑ The on-board jazz band is in full flight as the official train heads back to Thomson. Photo: Peter Ralph ❑ On 15 March, the first public passenger train crosses Bridge No.2 across Stringers Creek Gorge. Photo: Peter Ralph ❑ A well patronised passenger train, headed by No.14, departs from Thomson station. Photo: Mark Plummer.*



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NEW SOUTH WALES

BHP Ltd, Port Kembla
(see LR 164 p.18)
1435mm gauge
The Kemira line will no longer be required for coal trains until the opening of the new Dendrobium mine in three years time. In the meantime, work is to be done in landscaping and upgrading the line along Cordeaux Road. Trains are still operating to Elouera and to the Wongawilli dump. The need for main line locomotives means that one leased 81 class is surplus to requirements while the operational English Electric Australia "K class" locomotives have been redeployed to other duties such as shunting exchange traffic.
Clyde 0-6-0ST *BRONZEWING* (457 of 1937) was scheduled to run a special charter passenger train to Kemira on 13 April. However, the air compressor on the locomotive failed and GEC Australia Bo-Bo DE D39 (A.240 of 1972) had to be summoned to provide braking power and the Kemira leg of the trip was cancelled.
English Electric Bo-Bo DE D16 (A.030 of 1959) has been permanently withdrawn from service following its collision with a truck in October. Two other 850hp locomotives are expected to be withdrawn in the next few months.
On 30 April, a total of four coke oven electric locomotives were noted. Dosec units H06 and H07 were at work at the coke ovens with H05 in the maintenance bay. Stored nearby was an older type unit numbered 3.
It is reported that the three disused English Electric Australia "K class" Co-Co DE locomotives, D46 (A.132 of 1966), D48 (GEC Australia A.242 of 1972) & D50 (A.110 of 1965) have been sold to South Spur Rail in Western Australia. D46 is dismantled and exists as not much more than frame and cab only while D50 has also been cannibalised.
Brad Peadon 3/02 & 4/02; Chris Stratton 3/02 & 4/02; Chris Walters 3/02 & 4/02; John Garaty 4/02 (all Locoshed internet discussion group)

BHP BILLITON LTD, Newcastle
(see LR 163 p.18)
1435mm gauge
Only two Treadwell ladles were still at the steelworks site by mid-March. Number 13 was having the refractory material removed at the end of February, and was thought to be destined for Richmond Vale Museum. Number 8 remains near the blast furnace site where it was left when the plant closed. It is believed to contain solidified metal.
Brad Peadon (Locoshed internet discussion group) 3/02

BLUE CIRCLE SOUTHERN, Berrima
(see LR 152 p.18)
1435mm gauge
Goninan Bo-Bo DE D2 (024 of 1967) was found in its shed on 26 March and had not been required for any duties for two months. Plans for its future are currently unknown.
Chris Walters (Locoshed internet discussion group) 3/02

CRT BULK HAULAGE PTY LTD, Yennora
(see LR 159 p.19)
1435mm gauge
A visit to the Yennora depot on 26 March found NSWGR-built 4wDH X209 (Chullora 12 of 1967) at work shunting and Walkers B-B DH 7334 (696 of 1972) about to commence work for the day. NSWGR-built 4wDH X216 (Chullora 19 of 1968) and Walkers B-B DH 7322 (684 of 1972) are both awaiting repairs. It is understood that the engine of 7322 has been sent to the Altona depot in Victoria for repair work.
Chris Walters (Locoshed internet discussion group) 3/02

GRAINCORP LTD,
Carrington Bulk Grain Terminal
(see LR 160 p.18)
1435mm gauge
A visit on 30 March found EM Baldwin 6wDH *WORIMI* (4877-1-9-73 of 1973) in use shunting, together with the "blue" Vollert 4wDH (one of 800/008 of 1980), so presumably the "red" Vollert was out of service.
Brad Peadon (Locoshed internet discussion group) 3/02

LILYVALE MUSHROOMS, Helensburgh
(see LRN 109 p.5)
610mm gauge
An ARHS NSW Division Ghost Train walk that took place from Waterfall to Helensburgh on 9 March visited the former mushroom farm inside the No.2 (Cawley) tunnel. This had been leased from the SRA to the operator of the mushroom farm. A single line 2ft gauge tramway ran inside the tunnel and for a short distance outside to serve the packing plant. It appears that the lease expired at the end of 2000 and was not renewed. An operating diesel locomotive had been on site but was removed when the lessee moved out.
A derelict petrol engined locomotive was noted. It appeared to have the same timber frame and wheels as some of the wagons on site. It had a 4-cylinder petrol engine which appeared to be Japanese in origin (a photograph appeared in LRN 15).
Reference has been made to similar tramline operations in the past at Lilyvale No.6 and Helensburgh No.3 tunnels.
Chris Stratton 3/02; Editor

LOCOMOTIVE, ROLLING STOCK & EQUIPMENT MANUFACTURERS

MACQUARIE MANUFACTURING PTY LTD, Toronto, NSW
This company recently supplied and commissioned a monorail system at the Svea Nord coal mine on the island of Spitzbergen in Norway, about 1000 kilometres from the North Pole.
Australia's Longwalls March 2002 via Ray Graf

VALE ENGINEERING PTY LTD, Moss Vale, NSW
(see LRN 108 p.5)
1067mm gauge
This company is now part of the Joy Manufacturing group. Noted dumped on 26 March were two battery locomotives, 21 and 25, one of which carried a Vale plate. It appears likely that these are two of the Vale locomotives previously reported as having been sold at auction from the site in 1993. They originally worked at Coal Cliff Collieries.
Brad Peadon (Locoshed internet discussion group) 3/02

SOUTH MAITLAND RAILWAYS PTY LTD
(see LRN 36 p.5)
1435mm gauge
Steam was scheduled to return to the South Maitland Railways on 27-28 April when ex-NSWGR 4-6-4T 3112 was due to haul passenger trains as part of the Hunter Valley Steamfest.
The Advertiser (Cessnock) 18/4/02 via Barry Blair (Locoshed internet discussion group)

QUEENSLAND

BUNDABERG SUGAR LTD, Moreton Mill
(see LR 164 p.21)
610mm gauge
Efforts by growers and millers to keep the mill open recognise the need to make cane transport more efficient. A dual approach now seems to be favoured. The existing tramline system could be upgraded with uneconomic branch lines and sidings eliminated. This would force many farmers to cart cane further to the tramline. In addition, arrangements could be made so that road transport vehicles bringing cane from outside the area served by the tramline system can deliver cane directly to the mill instead of onto the tramline at Howard Street Yard. These changes could possibly be implemented in full for the 2003 season but it appears that the owners have not so far guaranteed that the mill will crush beyond this year, and the goal to increase cane production by 60% has not been successful so far.

In the meantime, it appears doubtful that the Paynter Creek and Eudlo Flats branches will be used in the 2002 season.
Australian Canegrower 11/2/02 via Chris Hart; Ron Aubrey 4/02; *Nambour Chronicle* 3/4/02 & 17/4/04 and *Nambour & District Community News* 4/4/02 via Ron Aubrey

CSR PLANE CREEK PTY LTD
(see LR 161 p.21)
610mm gauge
The plan to introduce one-man locomotive operation was initially proposed for Plane Creek Mill and it is understood that this scheme would involve hand-held control units for shunting purposes. Union opposition focussed on safety issues as well as on job losses.
Herbert River Express 5/3/02 via Chris Hart

CSR LTD, Herbert River Mills
(see LR 164 p.22)
610mm gauge
An experimental pair of semi-permanently linked bins with a solid bar rather than Willison couplers was observed at **Victoria Mill** in early March. Continued interchange of locomotives used on track infrastructure work has been noted. **Macknade Mill's** Clyde 0-6-0DH 11 (65-383 of 1965) returned from Victoria Mill on 19 March and went back to Victoria on 24 April for poison spraying. Macknade Mill's EM Baldwin 0-4-0DH 17 (6-1446-1-9-65 of 1965) came from Victoria Mill to Macknade's Forest Home line on 12 March where a rerailing project was underway. It returned to Victoria on 19 March after an overnight visit to Macknade Mill. Victoria Mill's EM Baldwin 4wDH *Sugarworld Shuttle* (9109-1-9-80 of 1980) travelled to Macknade on 20 March for poison spraying, returning to Victoria on 9 April, going back to Macknade on 15 April and returning once again on 24 April.
At Victoria Mill, Clyde 0-6-0-DH *LUCINDA* (65-436 of 1965) has been used on ballast haulage while EM Baldwin 4wDH *HAMBLEDON* (8002-1-8-78 of 1978) is still awaiting a new engine nearly three years after its previous one was removed.
Routine track work over the slack season includes the reconstruction of two road crossings, Girgenti's Road on the Lucinda Road and McKell's Road crossing on Abergowrie Road. Other work projects are rerailing a 500m section of the Lucinda line just past gentle Annie Creek, a realignment of the approaches on the Abergowrie side of the Herbert River bridge at Long Pocket, and work at the Bruce Highway crossing in Ingham township.
A particularly interesting development for the 2002 season will be the haulage of cane directly to Macknade Mill from the lower and middle Stone River areas in the Victoria Mill area. It is believed that EM Baldwin B-B DH *BRISBANE* (5423-1-9-74 of 1974) will be transferred from Victoria Mill to Macknade in connection with this operation. The brake wagon used with this locomotive is having a new telemetry system fitted to it and fitted with anti-skid braking with disc braking on each axle.
Chris Hart 3/02 & 4/02; Steven Allan 4/02; *Herbert Cane Supply & Transport Newsletter* 11/4/02

Top: *The ex-Lilyvale Mushrooms 4wPM locomotive abandoned at the No.2 (Cawley)) tunnel site, 9 March 2002. Photo: Chris Stratton* ***Above:*** *GEC Australia Bo-Bo DE D44 (A272 of 1975) amid coil wagons with a small load of plate steel for Unanderra, 20 February 2002. Photo: Brad Peadon*

CSR LTD, Kalamia Mill
(see LR 164 p.22)
610mm gauge
Com-Eng 0-6-0DH *KALAMIA* (A1409 of 1955) was noted out of use on a siding beside the dual-gauge balloon loop on 15 April. It seems obvious that this loco will never run again, but it is in better shape than Com-Eng 4wDH *IVANHOE* (GA1042 of 1960) which is derelict in the navvy compound.
Scott Jesser 4/02

PIONEER SUGAR MILLS PTY LTD, Inkerman Mill
(see LR 156 p.21)
610mm gauge
Com-Eng 0-6-0DH *KEEBAH* (C2231 of 1958) was noted shunting bins in the yard on 15 April. Com-Eng 0-6-0DH *ALMA* (FE56110 of 1975) was still sitting near the navvy yard without the connecting rods between its leading and middle axles.
Scott Jesser 4/02

PIONEER SUGAR MILLS PTY LTD, Pioneer Mill
(see LR 164 p.22)
The unique Walkers 0-6-0DH which everyone seems to be happy to call "Aramac" was noted shunting bins in the full yard on 15 April.
The cannibalised Walkers B-B DH DH22 (604 of 1969) in the mill yard has lost its engine, bogies, hood doors and most internal fittings. It is not

much more than a frame and cab now, although from a distance it appears to be intact.
Scott Jesser 4/02

MACKAY SUGAR CO-OPERATIVE ASSOCIATION LTD
PROSERPINE CO-OPERATIVE SUGAR MILLING ASSOCIATION LTD
(see LR 164 p.22 & LR 161 p.22)
610mm gauge
Merger discussions have taken place between Mackay Sugar and Proserpine but a major obstacle is the capital gains treatment that would be applied to new Mackay Sugar shareholders. Meanwhile, the low crop estimates in the Mackay area caused by the failure of the wet season means that a decision has been taken that Pleystowe Mill will not crush in the 2002 season.
David Mewes 4/02; Chris Hart 4/02; *The Farmshed* 4/12/01 & 29/4/02; Editor

SOUTH AUSTRALIA

AUSTRALIAN SOUTHERN RAILROAD, Whyalla
(see LR 163 p.21)
1067mm gauge
A serious accident occurred in the early hours of 28 April when a train hauling 47 empty wagons on the Whyalla - Iron Duke line about 28 kilometres west of Whyalla ran into four loaded ore wagons that were standing on the main line. Severe damage was reported to the locomotives and at least 19 ore wagons. The driver, trapped in his cab, had to be released by emergency services personnel.
It was reported that two ex-BHP Clyde Co-Co DE locomotives DE8 *ANGELO SAVAIDIS* (65-429 of 1965 rebuilt MKA 1993) and DE9 (65-430 of 1965 rebuilt MKA 1993) were involved, and it is said that they were seriously damaged. The line was due to be reopened following the accident on 30 April.
"Bob" 4/02; *Whyalla News*, 30/4/02 via Barry Blair (both Locoshed internet discussion group)

NREC-ALCO LOCO CO, Whyalla
(see LRN 99 p.3)
1067mm gauge
On 9-10 April, English Electric Co-Co DE MKA5 (A.213 of 1970 rebuilt MKA 1996) and GEC Australia Co-Co DE MKA6 (A.225 of 1971 rebuilt MKA 1996) were taken by road transport to Port Pirie for shipping to South Africa. These units had been leased by the former Morris Knudsen Australia for use at BHP Whyalla up to 1999.
Ray Cairns (Locoshed internet discussion group) 4/02; Editor

TASMANIA

PASMINCO, Rosebery
(see LR 154 p.20)
610mm gauge
The use of rail transport to handle men, ore and materials will come to an end around the end of

Top: *BHP-built 4wBE 55 (built circa 1948, rebuilt Electrical & Mining Engineering) at the head of a materials train on the surface at Appin Colliery, 20 February, 2002. Photo: Brad Peadon* ***Centre:*** *NSWGR-built 4wDH X209 (Chullora, 1967) is currently operational at CRT Yennora and is used pretty much for the kind of work for which it was built, 21 February 2002. Photo: Brad Peadon* ***Above:*** *Pioneer Mill's 1067mm Walkers B-B DH* JERONA *(647 of 1970) hauling empty bins at at Airville, September 2001. Photo: Peter Murray*

2002. Currently, Gemco battery locomotives haul trains along a one-kilometre adit from the surface to the top of an internal shaft. The existing haulage arrangements, a relic of the old style of mining, have become a major cost element as the lower levels of the mine have been developed under modern lines. A new decline for rubber-tyred transport is in the course of construction and will lead to the decommissioning of the shaft and rail.
Australia's Mining Monthly 2/02 via Ray Graf

TASRAIL SERVICES PTY LTD,
Emu Bay Railway
(see LR 164 p.
1067mm gauge
The last train hauled by the ex-Emu Bay Railway Walkers B-B DH locomotives was due to run on 22 March following the conversion of sufficient wagon stock to air braking. This means that the ex-EBR locos left redundant at Burnie are 1002 (577 of 1963), 1101-1105 (638 to 642 of 1970) and 1106-7 (658-9 of 1971).
Rob Bushby (Locoshed internet discussion group) 3/02

WESTERN AUSTRALIA

BHP IRON ORE
(see LR 164 p.22)
1435mm gauge
From 18 March a trial was begun for the use of a 'banker' locomotive in the form of an AC6000 loco, stabled at Yandicoogina mine to assist loaded trains out of Yandi 1 and 2.
The new consists for these trains is two Dash 8 locos and 104 cars, then one Dash 8 loco and 104 cars. The banker attaches to the rear of the loaded and pushes the train to Shaw siding, turns on the Quarry 8 triangle, then runs light back to Yandi to do it all again!
Yandi also had its first 300 car train leave the mine on Saturday morning 2 March, made up of a combination of three sets of two locomotives and 104 cars.
12 April saw BHP Iron Ore's Sundowner passenger coach make a run out to the 39km detector site to commemorate 25 years of service by Alstom, the signal and communications company. The Sundowner left the port at 12:53 with a Co-Co DE locomotive at each end. These were 5634 *BOODARIE* (AE Goodwin G-6035-01 of 1969 rebuilt Goninan120 of 1991) and 5653 *CHIBA* (AE Goodwin G-6061-05 of 1972 rebuilt Goninan 144 of 1993), 8000hp for one coach and about twenty BHP and Alstom officials.
Richard Montgomery (Locoshed internet discussion group) 3/02 & 4/02

PILBARA RAIL
(see LR 162 p.22)
1435mm gauge
The three new General Electric Dash 9 Co-Co DE locomotives arrived at the port of Dampier from the USA around 21 February. They were commissioned at Hamersley Iron's Seven Mile workshop and were in use on the Robe line during April. The builder's serial numbers are 53455 to 53457. They are identical in specification the existing Hamersley Iron fleet of Dash 9 locos. The class leaders number 9470 is a merge of Hamersley's fleet numbers 70xx and Robe's 94xx. The paint scheme consists of a very dark grey bogies, fuel tank and underbody, silver from the front back to the radiator, with yellow covering the radiator, wings and No. 2 end. Red, yellow and black stripes extend from the nose to the radiator.
John Cleverdon (Ausloco internet discussion group) 4/02: Richard Montgomery (Locoshed internet discussion group) 4/02

SPECIALIZED CONTAINER TRANSPORT,
Forrestfield
(see LR 163 p.21)
1435mm gauge
SCT's English Electric Australia Co-Co DE K208 (A.137 of 1966) has had its power unit lifted in order to separate the main generator which has suffered a flashover. The lifting was carried out by South Spur Rail Services which has the shunting contract for SCT's Forrestfield operations. South Spur's similar unit K210 (A.186 of 1968) was used to substitute for K208.
The Western Australian Railfan Site (http://www.warailfanpage.tripod.com/wa/)

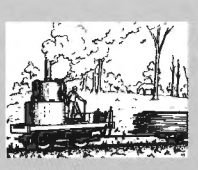
LOONGANA LIME PTY LTD,
Parkeston & Rawlina
(see LR 159 p.22)
1435mm gauge
Ex-BHP Newcastle Goninan Bo-Bo DE BHP 49 (013 of 1961) has also been acquired by Loongana Lime, presumably at about the same time as BHP 50 (014 of 1961) in early 2001.
Brad Peadon 1/02 & 3/02

OVERSEAS

FIJI SUGAR CORPORATION
(see LR 155 p.21)
610mm gauge
The Fiji Sugar Corporation is in crisis. One reason is the continued expiry of Landlord and Tenant Act leases. Only 30% of the 4200 leases that expired between 1997 and 2001 have been renewed, resulting in a 1.4m tonne fall in cane output. In addition, it has been admitted by the General Manager that the Corporation has no funds to buy this year's cane from growers. The Corporation lost $10m in the year ending March 2001. Fiji Sugar is banking on verbal assurances given by the Fiji Government to bail out the industry. A proposal is for the government to lease the land to the Corporation who would then be responsible for sub-leasing to farmers. This is what the situation was for CSR last century.
Chris Hart 4/02; *The Farmshed* 9/04/02 via David Mewes; John Peterson 4/02

CORRECTION

Thanks to Frank Stamford for correcting an error that occurred in the Industrial Railway News section in LR 164. The correct title of BHP Billiton should have been shown as BHP Billiton Limited (not PLC). Frank explains that the BHP Billiton merger consisted of the BHP and Billiton companies each changing their names to BHP Billiton and appointing one board of directors and one group of senior managers to both companies as if they were one. They are managed in Melbourne, and BHP Billiton Limited is the bigger of the two. (BHP Billiton PLC is the former Billiton company.) This form of merger avoids a lot of legal and political complications in trying to combine two multinationals into one legal entity.
(BHP Steel is in the process of being split off as a separate company - Editor.)



LRRSA NEWS

MEETINGS

ADELAIDE: "Stenhouse Bay Tramways"
An open discussion will be held on the subject of Stenhouse Bay tramways, plus a follow up to the previous discussion on Malcolm Moore and TACL locos, with a view to preparing an article for LR.
Location: 150 First Avenue, Royston Park.
Date: Thursday 6 June at 8.00pm.
Contact Arnold Lockyer (08) 8296 9488.

BRISBANE: "The Buderim Tramway"
Mr Neil McGravie, of Buderim, and Mr Trevor Robinson, of Palmwoods, will address the group on the subject of the Buderim Tramway.
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 14 June at 7.30 pm. Entry from 7 pm. Contact Bob Dow (07) 3375 1475

MELBOURNE: "Steam in Paradise "
Graeme Knight will be presenting some fascinating video of vintage steam power in action on Cuban cane railways.
Location: Ashburton Uniting Church Hall, Ashburn Grove, Ashburton.
Date: Thursday 13 June at 8.00 pm.

SYDNEY: "AGM plus 'Nambour, Yesterday and Today"'
A discussion on the subject of Moreton Central Mill, at Nambour, will follow the AGM. Members are invited to bring along any slides and/or photos on the subject. An overhead projector will be provided for photographs.
Location: Woodstock Community Centre, Church Street, Burwood, (five minutes walk from Burwood railway station).
Date: Wednesday 26 June at 7.30pm.

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

***New !* Focus on Victoria's Narrow Gauge Walhalla Line** Photographs by Edward A.Downs and others, published by Puffing Billy Preservation Society. Very high-quality landscape format book of duotone photographs dating from circa 1940 to 1956, most never previously published, 48 pages, soft cover, A4 size.
$35.95 (LRRSA members $32.35) Weight 280 gm

***New!* Railways, Mines, Pubs and People and other historical research** by Lindsay Whitham published by Tasmanian Historical Research Association. Fascinating collection of 18 historical research projects, including tramways around Catamaran, Zeehan, Sandfly, Waddamana, Port Arthur and many others. Essential reading for anyone interested in Tasmanian tramways, 264 pages, soft cover, A5 size, 64 photos, 33 maps.
See Review in Light Railways No.166
$25.00 (LRRSA members $22.50) Weight 425 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

The Bonanza Narrow Gauge Railway
The Story of the Klondike Mines Railway
by Eric L. Johnson, published by Rusty Spike Publishing. History of a 3 ft gauge 31 mile long railway at Dawson City, Yukon Territory, near the Arctic Circle - Canada's most northerly public railway, which operated from 1906 to 1913. 164 pages, soft cover, near A4 size, 82 photographs, 13 maps, 34 drawings and other graphics.
See Review in Light Railways No.166
$40.00 (LRRSA members $36.00) Weight 560 gm

Rails to Rubicon
A History of the Rubicon Forest
by Peter Evans
200 pages, A4 size, over 200 photos, many maps and diagrams.
$37.95 Hard cover (LRRSA members $28.46) Weight1000 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.

Tasmania's Hagans
The North East Dundas Tramway Articulated "J" Class by Geoff Murdoch, published by the author. 71 pages, soft cover, A4 size, 42 photographs, 2 maps, 38 diagrams/drawings, references and bibliography.
$20.00 (LRRSA members $18.00) Weight 300 gm

Mountains of Ash
A History of the Sawmills and Tramways of Warburton - by Mike McCarthy
Describes a complex 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 and 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.

Arsenic and Molasses
A Pictorial History of the Powelltown Tramway and Timber Milling Operations
by Frank Stamford. All photographs are different to those in *Powelltown*. 88 pages, A4 size, over 100 photographs, 8 maps and diagrams, glossary and index.
$36.00 Hard cover (LRRSA members $27.00) Weight 650 gm.
$24.00 Soft cover (LRRSA members $18.00) Weight 470 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.

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LR 2002-2003

Book Reviews

Railways, Mines, Pubs and People

and other historical research

By Lindsay Whitham

264 pages, A5 size, 64 photographs, 33 maps and diagrams, soft cover. Published by Tasmanian Historical Research Association.
Available from LRRSA Sales, $25.00 plus postage ($22.50 for members) plus postage.

This is a collection of eighteen well written reports on research projects undertaken by the author over a 35 year period. As the title implies, they cover diverse subjects including railways, tramways, mines, pubs, and people, in all parts of Tasmania. Each is the result of much careful work, both in the field, and through researching original documents, and each is fully referenced. Two of the articles in the book have already been published in *Light Railways*: "The Redgate Tramway to Waddamana" (LR 158); and "Sandfly Coal Mine and Tramway" (LR 99).
Other articles of obvious light railway interest include: 16 pages on railways and tramways of Zeehan - with interesting photographs of tramway remains; the Catamaran Colliery and its transport systems; the Dalmayne Colliery and its transport systems; and T-rail in Tasmania.
The Catamaran colliery had the most southerly steam-operated 2ft gauge railway in Australia, and the article is very detailed with excellent maps and several interesting photographs. Catamaran is about 27km south of Lune River, and the tramway used at least one Krauss 0-4-0WT loco, but the article does not give details. The Dalmayne colliery was north of Bicheno on the east coast of Tasmania. A 60km 3ft 6in gauge railway was proposed to serve it, and construction was commenced. The article records remnants of the formation and bridgeworks, and includes a map. It also gives details of an aerial ropeway which served the colliery.
T-rail was a very early form of wrought-iron rail. It pre-dated bull-head rail, but like bullhead, it required a cast iron chair to support it. The article explores its use in Tasmania, firstly on the Port Arthur convict tramway, and on the Mersey and Deloraine Tramway. This rail was then re-used in many other places in Tasmania, including Catamaran, Cornwall, Maria Island, Pelican Point, and even the Oatlands branch of the Tasmanian Government Railways. The article is quite fascinating as it traces the use of the rail in all these different locations, most of which were unusual railways or tramways even without the added oddity of T-rail. It is interesting that the Mersey and Deloraine Tramway was apparently "conned" into using a type of rail which by then was obsolete.
At first sight it is not obvious that an article on the hotels of Zeehan, or an article on water power on the South Heemskirk Tin Field would be of light railway interest. However, in the first case the map showing Zeehan's nineteen hotels also shows tramways and railways everywhere; whilst in the second case there are three maps showing tramways, together with photographs of tramways and tramway remains.
Articles of more mainstream railway interest include a history of the various bridges across the Derwent River at Bridgewater, with very detailed maps; and the attempts to build a railway to Latrobe Wharf. This railway was built, but never operated, due to creative bureaucratic ill will.
The book also includes several short biographical articles, and two on what the author calls "technical oddities".
There is so much variety in this book that it is difficult to do it justice in a short review. However, anyone interested in the light railways and tramways of Tasmania will find the book an essential addition to their library.
Frank Stamford

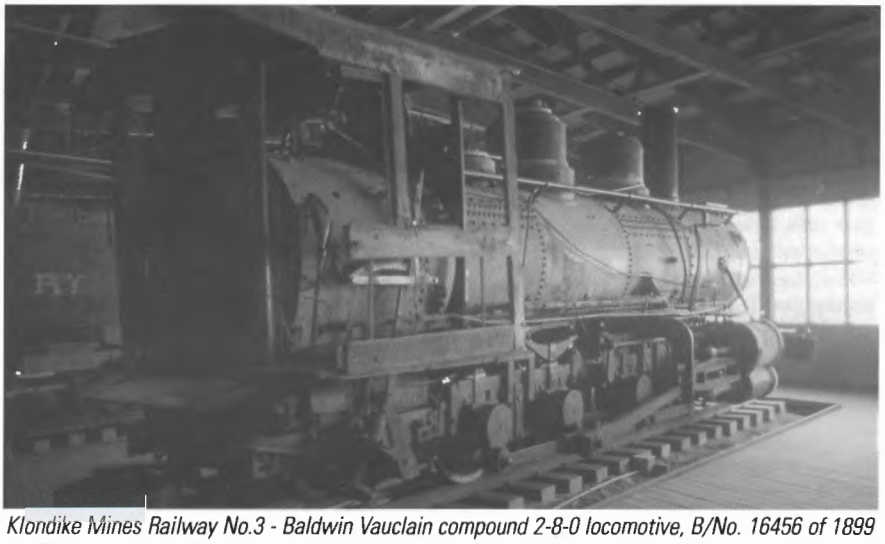
The Bonanza Narrow Gauge Railway

The Story of the Klondike Mines Railway.

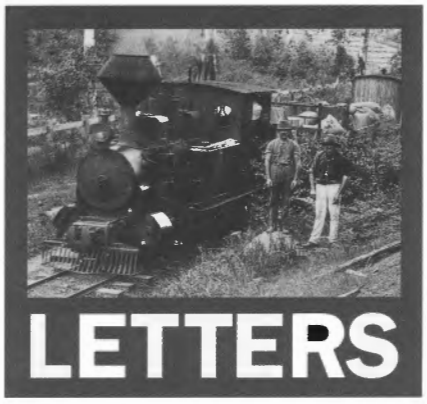
By Eric L. Johnson

164 pages, 214 x 280 mm, soft cover. 82 photographs, 13 maps, 34 drawings, plans and other graphics. Published by Rusty Spike Publishing, Vancouver.
Available from LRRSA Sales, $40.00 plus postage ($36.00 for members) plus postage.

The Klondike Mines Railway was a 31 mile long 3ft gauge railway running south-east from Dawson City, in Canada's Yukon Territory. Built with English capital, it opened in 1906 and closed in 1913. It was Canada's most northerly public railway, being only about 240 km south of the Arctic Circle.
After the winter of 1906-07 it only ran for about six months each year, the cost of snow clearing being too high to justify winter operation. The major freight was firewood for gold mining operations. The wood was used to provide steam to thaw the permafrost prior to dredging.
The railway had one Brooks and three Baldwin steam locomotives, the first three being cast-offs from the White Pass and Yukon. Due to Dawson City's remoteness, all of these have survived and three are now in the Dawson City Museum. The biggest is an outside-framed Vauclain compound 2-8-0 of 1899 - a close relation of the VR's V class and NA class compounds. The railway also had two passenger cars, and was visually enhanced by a number of large trestle bridges.
There were plans to extend the line to meet up with the White Pass and Yukon. This did not happen, for the railway never turned out to make the fortune its promoters expected.
The book is a thoroughly researched and excellently illustrated history of a very interesting railway serving an intriguing and unusual place. The photographs mostly date from the time when the railway was working, and cover all aspects of its operation. In addition some show remains of the line, with a detailed explanation of where to find the remains.
The maps are very detailed, and in most cases relate historic details to the current environment. Reproduction of original timetables, advertising material, train tickets, and other original documents add to the book's interest.
It is well written, well printed, and well presented. It includes an index, bibliography, and brief details of other mining railways in this area. My only criticism is that the scale drawings of locomotives and rolling stock are limited to side views.
Recommended and a must for anyone planning to visit this fascinating area.
Frank Stamford



Klondike Mines Railway No.3 - Baldwin Vauclain compound 2-8-0 locomotive, B/No. 16456 of 1899 at "The Locomotive Shelter", Dawson City Museum, Yukon Territory in July 2001. It was built for the White Pass & Yukon Route, originally their No.7, and later renumbered 57. They sold it to the KMR in 1906. *Photo: Frank Stamford*



Dear Sir,

Glenrock Railway (LR 163)

I was interested to read John Shoebridge's research ramble on the above railway. It forced me to resurrect a copy of *Burwood Colliery Through the Years* by John F. Grothen, published by B.H.P. in the early 1980s.

The correct the name of the first owner was Dr James Mitchell, not Dr Thomas Mitchell as reported. Grothen has quoted the name James in a number of places, particularly in reference to government ordinances relating to the purchase of property etc.

Like some of those other coal mining magnates of the Newcastle area, James Mitchell was a Scot, born in Fifeshire in 1792. He qualified as a surgeon at Edinburgh and became assistant surgeon to the 48th Regiment of the British Army. He visited Australia in August - September 1817 and again in July 1820 before being posted here permanently in November 1821.

Mitchell was a busy person indeed and among the organizations he was involved in were as a Director of the Bank of Australia, the Australian Gas Light Company, the Sydney Ferry Co., The Australian Club, the Australian Immigration Association, the Hunter River Steam Navigation Company, various medical posts (as befitted his qualifications), the AMP Society, the Hunter River Railway Co., etc. He established a tweed manufacturing plant at Pirate's Point (Stockton) and two of the weavers he engaged to work in the factory were James and Alexander Brown.

The Mitchell Library was named after David Scott Mitchell who was James Mitchell's son. Mitchell's daughter, Augusta Maria married Edward Christopher Merewether, after whom the Newcastle suburb is named. This selfsame Merewether later took control of the extensive holdings of Mitchell and the Burwood Colliery.

The area known as Burwood, which encompassed the Glenrock Lagoon area, was named after the ancestral home of Mitchell's wife.

The Burwood Colliery has been owned by the following corporations:

The Burwood Coal Co. 1850 – 1853
The Newcastle Coal & Copper Co. 1853 – 1865
The Newcastle Coal Mining Co. 1865 – 1894
The Scottish Australian Mining Co. 1894 – 1932
BHP from 1932.

Grothen relates that the two tunnels were known as the "Big Tunnel" and the "Little Tunnel". Apparently these tunnels were none too safe due to land movement and it was the habit of the driver to bring the southbound train to a walking pace, hop off at the northern portal of the Big Tunnel and let the train proceed under its own steam to the southern portal of the Little Tunnel where another driver would join the train and take it to the colliery. Presumably if the train did not arrive at the southern portal there was an obstruction preventing its progress. The return journey was the reverse of the outbound.

Grothen also notes that sand was a constant problem and Merewether contracted the Newcastle firm of JS Rogers to build a locomotive that would be used to haul the encroaching sand away. The engine was named *BURWOOD* and was the first constructed in NSW outside the metropolitan area. A photo of this locomotive shows it to be a small 0-4-0 saddle tank. Whether Rogers designed and built the locomotive, or whether he imported it in a c.k.d. condition is not known, but Grothen notes the injectors were of colonial manufacture.

Editor's Note: An interesting photograph of BURWOOD, *possibly a builder's photo, appears on page 12 of the current (April 2002) NSWRTM* Roundhouse *magazine. BB*

Narrow Gauge Railways of NSW (LR 163)

I refer to the comment by Jim Longworth about the 1908 Beyer Peacock design for a narrow-gauge Garratt locomotive. Perhaps it was not for the NSW Railways at all, but for the NSW Public Works Department for use on a construction project, possibly a dam where long heavy haulage was required.

The reason I advance this theory is that I have in my possession a copy of the builders general arrangement drawing for the Hunslet locomotives which later became the Z 27 class. An annotation on these drawings clearly shows New South Wales Government Railway Indent no. F 6013 2-6-0 engines with tender. As these locomotives were used by the PWD Railway Construction Branch until taken over by the NSWGR in 1917, it would make sense that the "locomotive" experts in the state were asked to organise the contract for building these locomotives.

Therefore it would also make sense that the same "experts" would prepare sketch drawings for the P.W.D. for other projects and the Garratt was the result. Hence the drawing appears in the old Railway Archives as a possible government railway locomotive.

The mystery though will never be solved because the records for both departments of that era are either scant or non-existent.

Narrow Gauge Locomotives of the NSW Railways

Several years ago I was given papers relating to plant and equipment used by the NSW railways. Included in these papers were the account details for 23 locomotives purchased for use on the construction of the Eastern Suburbs Railway. These locomotives were numbered X 1 – 23.

X 1 was a Simplex Dorman diesel purchased in July 1947 for £2000. Fourteen years later it was still valued at the same amount.

X 2 – 11 were Hudson-Hunslet diesels that came in April and May 1949. Their purchase price was £1349 each but by 1961 the values varied between £270 and £1081. Two of this group, nos. 7 and 8, had been sold by 1961

The remaining locomotives, X 12 – 23 were Ruston & Hornsby products. The arrived in May 1951 and cost £1906 each. By 1961 they were valued at between £790 and £1816.

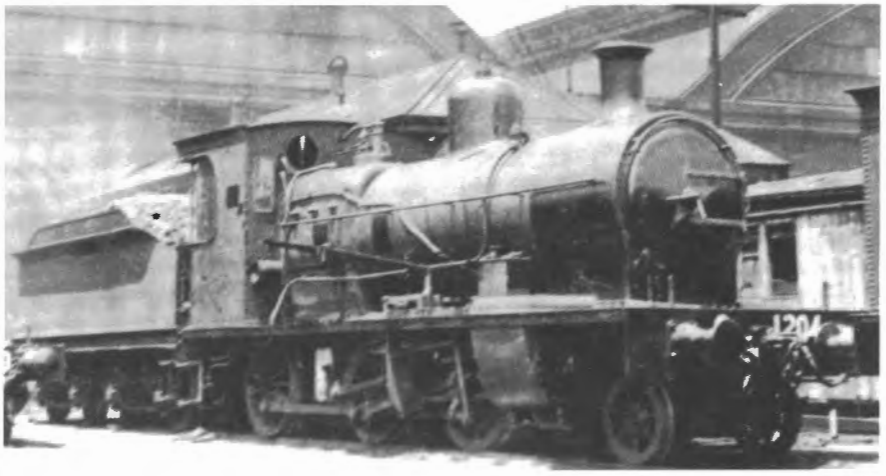
Unfortunately I know no other details. Does anyone know what happened to these vehicles and any technical details about them?

David Cooke
Engadine, NSW

Dear Sir,

Some Interesting Light Rail Connections

I find *Light Railways* one of the most fascinating journals I have ever come across and wish I had made the contact sooner. While my primary interest is on forest and sugar tramways, one cannot but become drawn into the wider picture. I have obtained a number of the Society's publications and am always on the lookout for new angles.



In 1913, Hunslet built eight 2-6-0 locomotives (B/Nos 1111-1118) for the NSW Public Works Department. Numbered PWD1 to PWD8, they were used mainly on railway construction work. In 1917 they were transferred to the NSWGR, where they became the G1204 (later Z27) class. The class leader is seen here at Eveleigh loco depot, circa 1920. Photo: John Buckland Collection

While sorting and browsing journals of two of my other interests today – heritage and Australian war history – I came across two articles that might be of interest to LRRSA members. The first is in *Wartime* No.17, Autumn 2002 (The official magazine of the Australian War Memorial), pp.48-50 by Mark Whitmore, Assistant Director of AWM and titled "The train now arriving...", which covers the restoration and set up at the AWM of the Hunslet loco No.306 used in France on the Somme etc by 1 ANZAC Light Railways. It will soon be on display in the new ANZAC Hall. After the war this loco came to Australia and was used by the Gin Gin sugar mill from 1924 to the 1960s. I have probably seen this loco in action at Gin Gin without its significance registering as I was working in the Bundaberg district around this time. The article complements nicely the one in *Light Railways* 161 (October 2001), which reprints an article from *News of the Week*, January 1918 on Australian rail operations in France during WW1 submitted by Norm Houghton – incidentally illustrated by another AWM photo of a Baldwin loco No. 667. One wonders whether it would be timely to do a definitive article on these WW1 railways operated in France by Australians in cooperation with the AWM?

The second article is in *Heritage in the Trust*, Summer (National Trust of Australia – ACT) by Bruce Macdonald and titled "Early Railways in the ACT", which features a coloured cover photo and good photographs and maps in the main article. How many people realise that Civic, the Hotel Canberra and the brickpits at Yarralumla were once linked by a 3ft 6in gauge railway from the Kingston station via a trestle bridge over the Molonglo River?

Perhaps the Society can arrange to reprint these two articles in *Light Railways* or at least bring them to the attention of readers/members who may not have access to these two journals.

Ian Bevege
Fraser ACT

Editor's Note: Arnold Lockyer also brought our attention to the Wartime *article by Mark Whitmore. We have been in touch with Mark, who has promised an article for* Light Railways *on the history, restoration and display of the War Department loco No. 306. The Australian Railway Historical Society* Bulletin, *Nos 695/6 of September and October 1995 has a definitive article on the Australian railway operations in France during WW1. Bruce Macdonald advises that his article in* Heritage in the Trust *is an update of his earlier article, which appeared in ARHS* Bulletin *No. 355 of March 1967. Bruce has indicated that he is happy for the article to appear in* Light Railways. *RFM*

Dear Sir,

Cane Railway Bins (LR 164 p.20)

Elevator tipper loading, in reality, does not achieve a "healthy capacity". By the time those bins have gone down the line a couple of miles, that cane will probably all be down below the top of the bin. The Tully bins in the photo adjacent are a perfect example. The trouble is that the cane is loaded in loosely by the tippers and does not settle as with a bin on a trailer out in the field. Bin weights here on the Herbert have dropped because of tippers and green cane harvesting.

My personal view on bin sizes is that they should be built to the axle loading that each mill's trackage will take. Here, that would be 6 tons meaning a bogie bin with an all up weight of 24 tons. The trouble is that the mills have to make them to fit existing tipplers, which is a restricting factor.

Mackay Heritage Railway Inc Clyde locomotive (LR 164 p.27)

I wonder if the Clyde 0-6-0DH *McDESME* was red over green originally? It is seen in black and white photos in John Kerr's "Black Snow & Liquid Gold" and also in Andy Roberts' book "One for the Road". The pin stripe looks to be dividing the red and the green. Older photos of Clydes at Pioneer, Inkerman, Pleystowe and Racecourse show them in this colour scheme and I wonder if it was an original Clyde livery as an alternative to yellow and gray.

Chris Hart
Cordelia, Ingham, Q.

Dear Sir,

Nambour Sugar (LR 164)

I enjoyed Ron Preston's article, which appeared in your April issue. The photos were great, and it was particularly good to see a clear, concise map of the system.

One interesting fact I can add is that 1967 was not the absolute end of operation for Moreton's steam locos. When I visited the mill during the 1969 crushing season, both *EUDLO* and *COOLUM* appeared in good order. I was told by the locals that the former was actually on standby duties and had been steamed a number of times that year.

I don't know when the two locos were finally retired. Perhaps one of your readers may know for certain.

Lucien Henry
Melbourne, VIC

Dear Sir,

Jenbach 4wDM at State Mine

This locomotive is definitely a Jenbach (not a Bundaberg-Jenbach). Although the builder's plate is missing, its location and size are evident from the remaining cut off rivets. The axle-box cover ("BFC") probably came off a Bundaberg-Jenbach at the same site the loco worked at. When I inspected and photographed this locomotive, there was no one on site who could advise on its history.

Ray Graf
Orange NSW

APOLOGY

The *From the Archives* article "Small but Powerful", which appeared on page 8 of LR 164 was, in fact, submitted by Ron Madden. We extend our sincere apologies to Ron for this unfortunate error.

Where is it? (LR 164)

Thanks to Robert Alexander, George Bond, Richard Horne, Bill Kerr, Alan Rae, and David Mewes who all identified the location of the photograph as the Mackay Outer Harbour construction project in Queensland. Most also identified the locomotive as standard gauge Orenstein & Koppel 0-4-0T, 10668 of 1927. The photograph that appeared in LR 164 is a mediocre copy of the original taken by Ken Rogers. This is in the custody of George Bond, and David Mewes believes that it dates from 1938. If so, it must have been taken before late March of that year. Alan Rae states that the telpher crane shown in the background was used to build the southern breakwater of the harbour and that it was destroyed by a cyclone and heavy seas on 24-27 March 1938.

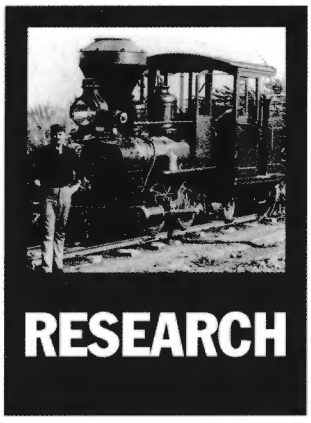
The locomotive is believed to have come new to Mackay although Richard Horne points out that the builder's records say it was ordered by R Berude of Melbourne. It was one of five locomotives used by the Mackay Harbour Board on the Outer Harbour construction, with the main task being to haul stone from the nearby Mt Bassett quarry to the construction sites. The locomotive was numbered 51 and was simply known as "the Koppel". Alan Rae recalls that it was normally used for shunting at the quarry after larger locomotives were put into use for stone haulage. Number 52 "Fanny" was a completely different locomotive that was also used on the harbour construction and featured in a letter by Alan in LR 92 (April 1986).

Alan explains that the lower buffer beam on the locomotive was to suit the tip wagons that had been used on an earlier harbour construction project. This was still in progress when "the Koppel" arrived in 1927. The project was to build a training wall in the Pioneer River in order to provide deep anchorages at the river wharves in the township of Mackay. Stone was also hauled from Mt Bassett for this job. The unsuccessful project was abandoned in about 1930 and the locomotive was stored at Mt Bassett until it was the first to be put into use for the Outer Harbour works in about 1934. The upper buffer beam and buffers were then fitted to enable it to handle the ex-NSWGR wagons that were used for stone haulage.

The Outer Harbour was opened in 1939 and Alan remembers that "the Koppel" was the last locomotive used, after the war, when two large steam draglines were dismantled on the breakwaters and the railway was used to haul the components back to the quarry for scrapping.

David Mewes indicates that the locomotive was offered for sale "in good condition" in the *Courier-Mail* on 5 May, 1952. However, it was subsequently scrapped.

Our informants provide a variety of comments about other locomotives that were used on the various harbour works at Mackay. Hopefully, they will become part of a detailed contribution about these interesting operations to be published in the future.
John Browning



Camp Mountain Quarry, Qld.

In the booklet *Samford Reminiscences* edited by Elizabeth N. Marks and published by the Samford and Districts Historical Museum Committee in 1984, there appears (pages 47-50) an article entitled 'Camp Mountain Granite and Brisbane City Hall' written by the editor with help from Ethel Vincent nee Aylward. It records that a quarry was opened at Camp Mountain to supply granite for the foundations of Brisbane's new City Hall.

The railway opened to Samford on 1 July 1918. No mineral was recorded as consigned from Camp Mountain until 1920-21 when a mere 21 tons were consigned, followed by 791 tons in 1921-22, 1491 in 1922-23 and 291 in 1923-24, or a total of 2594 tons consigned in a period from approximately June 1921 to September 1923. None was consigned in 1924-25 or 1926-27 and only 6 tons in 1925-26. The inward tonnage of goods received at Camp Mountain peaked at 231 tons in 1920-21, some of which – perhaps a quarter – may have been equipment for the quarry.

According to the article in *Samford Reminiscences*, the geologist EO (Ted) Marks and Midson of A. Midson and Son, contractors for the foundations, went to Camp Mountain on 11 September 1920 and the two went to 'Cushleva', the Marks' family property on which the quarry was located. It is stated that there was a suction gas plant at the quarry, that by June 1922 the quarry had obviously been in use for some time, and that by May 1924 quarrying had ceased.

The article states that blocks of stone from the quarry were placed onto a trolley by wooden crane, moved to a shed for cutting and dressing, and then loaded onto "iron-wheeled flat-topped trolleys." A wooden-railed tramway ran down a long gentle slope east of Nullamanna Road, ending with a slight up grade on the ridge above the railway station. The trucks ran by gravity most or all of the way, two Clydesdales pulling them up the final slope and returning them empty to the quarry. The tramway was apparently about a kilometre long and required a couple of embankments to cross gullies. After the City Hall contract the quarry was closed and the machinery removed. A slip in 1972 after heavy rain filled much of the quarry with soil.

When John Knowles travelled the Dayboro' branch in 1955 shortly before its closure, he noted at Camp Mountain "an overgrown network of lines running into a ballast pit" (ARHS *Bulletin*, July 1956, p97). It appears that the tramway ended at the face of the ballast pit. A photo on page 49 of *Samford Reminiscences* shows a wooden crane above the siding, loading a single four-wheel open wagon, apparently a FG wagon.

The 1 inch to 1 mile military map of about 1950 vintage marks a granite quarry about 1100 metres south-west. It does not show any tramway but indicates that such a tramway, if straight, would parallel one gully until it joined another gully running from south to north about 200 metres from the siding.

On-site investigation and further research have yet to be undertaken.

John Kerr

Lithgow 2002 IronFest

The NSW Division of the LRRSA provided an information stall on its joint project with Lithgow groups to document a detailed history of the Lithgow iron and steel industry. The display also provided background information on the Society and its activities, while copies of *Light Railways* and other items from LRRSA Sales were available at the stall.

With some 3500 visitors to the State Mine Museum site over the two days, there were many people taking in the display and keen to discuss aspects of the research project and to learn more about the Society's activities. Visitors included Kevin Moss, Parliamentary Secretary for Transport, Gerard Martin, MP for Bathurst who has been an enthusiastic supporter of the project, and Cassie Thornley, grand-daughter of William Thornley, general manager of the iron & steel works between 1902 and 1908. Cassie has recently provided the research project with valuable new material on this period of operations. Several LRRSA members came by, while ex-miners were interested in this side of our research activities. Special thanks are extended to Ross Mainwaring for helping to man the stall on 28 April.

Editor

Picture Australia

This new Web service, hosted by the National Library of Australia, provides a single access point – www.pictureaustralia.org – to over half a million images held by agencies around Australia and overseas. At present, PictureAustralia brings together the online image collections of 15 participating agencies, such as the Australian War Memorial, Museum Victoria, National Archives of Australia, State Libraries of NSW, Victoria and Tasmania, and the University of Queensland (Fryer Library). It is anticipated that other agencies at the state and regional level will join PictureAustralia over time. The Web page enabled the casual visitor to find pictures by town, major events in Australian history and many other topics. Users should note the copyright provisions before attempting to use images for any purpose other than personal use.

National Library of Australia

Christmas Island Railways

LRRSA member David Jehan is currently researching the history of both the narrow-gauge and standard-gauge railways of Christmas Island.

Anyone who has any information on the Island's railways should contact:

David Jehan
44A Crump Street
Mortdale NSW 2223
Phone: (02) 9580 8564

Several luminaries gather around the LRRSA Stand at Lithgow 2002 IronFest, *including* Light Railways' *Research/H&T Editor Bob McKillop and Gerard Martin, MP for Bathurst. The display features highlights from the research project documenting the history of the Lithgow iron & steel industry.* *Photo: Ian Rufus*

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. Note new 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@ozemail.com.au

NEWS

Queensland

DURUNDUR RAILWAY, Woodford
610mm gauge
Aust. Narrow Gauge Railway Museum Soc. Inc.
David Mewes, the long-standing ANGRMS president was presented with a plaque at the AGM on 4 March 2002 by incoming vice-president Greg Stephenson in recognition of his contribution to ANGRMS since 1971. The 2002 ANGRMS Board is Bob Gough, president, Greg Stephenson and Paul Rollason, Shane Yore, secretary, Stephen Baker, treasurer, and members Tony Lindsay and Ken McHugh.
Two new dioramas were installed at the museum in December. One features wholestick cane trucks and a Baldwin 0-6-0 steam locomotive as it might have appeared in the cane fields, complete with open cab and diamond stack. Rows of mature cane, an old tractor, a draft horse and portable track sections help provide the historical context while the backdrop shows some of the equipment on ANGRMS' back track. The second diorama is more modern and features cane fields, a farm yard with a wheeled mechanical harvester and several loaded cane bins behind a model of a Jenbach diesel as it looked when introduced to the cane industry. The backdrop for this diorama shows cane fields and a typical mill.
Durundur Railway Bulletin 261, 3/02

New South Wales

CABRAMURRA STATIC DISPLAY
1067mm gauge?
What appears to be a locally-built locomotive, with a 4-cylinder Perkins diesel engine, presumably ex a Snowy Mountains Scheme contractor, is preserved in Cabramurra, along with a three-axled steel flat wagon (see p.28). Perhaps a reader may be able to provide further details?
Leon Oberg 1/02 via John Browning

LACHLAN VALLEY RAILWAY, Cowra 1435mm gauge
Two serviceable industrial locomotives are based at the former NSWGR Cowra locomotive depot. Ex-AI&S, Port Kembla steelworks B-B DE D9 (English Electric Australia A.005/1956) serves as the depot shunter and retains its AI&S orange livery with black lining. The ex-NSW Metropolitan, Sewerage & Drainage Board Planet 4wDM (FC Hibberd 3575/1952) has recently been outshopped in a deep blue livery with yellow lining and black underframe. This locomotive was used on Warragamba Dam construction between 1953 and 1959 and was then transferred to the Ryde Pumping Station in Sydney. It was donated to the LVR in 1984.
Brad Peadon, 2/02

RICHMOND VALE RAILWAY, Kurri Kurri 1435mm gauge
Richmond Vale Preservation Co-operative Society Ltd.
The annual boiler inspections of ex-SMR 2-8-2T No.30 (BP 6294/1925) and 0-4-0ST *MARJORIE* (Clyde 462/1938) identified the need for considerable work before they could be returned to service. No.30 required replacement of 105 tubes. To meet a shortfall in available tubes, sister locomotive No.22 (BP 6055 of 1920) was brought into the engine shed and tubes were removed from its boiler. Repairs were also needed to the air-compressor differential piston valve, but when it was tested the knock remained, due to the fact that both sets of brasses were almost at their condemned limits and it was not possible to adjust the bearings fully. With No.22 in the shed, its little end brasses were swapped with those of No.30. *MARJORIE*'s boiler inspection also revealed that a large number of tubes required replacement, together with corrosion of the lower half of the smokebox tube plate. It was decided to replace all 57 remaining original boiler tubes, plus two others. However, work on the smokebox tube plate requires removal of the saddle tank and boiler lagging, so work on this locomotive was suspended until No.30 is returned to service.
A 1930s V8 Cadillac motor has been located and transported to Richmond Vale for fitting into the Cadilliac rail car (LR 150, pp.36, 37). The chassis has been sand-blasted and the corroded left-hand chassis rail relaced. Restoration work continues on this unique item of rolling stock.
Link Line, March-April 2002

STATE MINE HERITAGE PARK & MUSEUM, Lithgow
1435mm gauge
City of Lithgow Mining Museum Inc.
The museum was officially opened by Kevin Moss, NSW Parliamentary Secretary for Transport, during the 2002 IronFest held on 27-28 April. There were good crowds on both days – some 3500 visitors to the museum over the weekend – and there were a wide range of attractions. Participating artists provided displays of metal work, sculpture, art and live music, with Philip Spark's demonstrations outside the Blacksmith Workshop attracting large crowds. Given the success of the weekend, IronFest is set to become a regular event on the State Mine calendar. Complementary activities were held at Eskbank House and the Zig Zag Railway which were also very well attended. Unfortunately, the burdens thrust on museum volunteers by the October 2001 fire and delays in completing the run-around facility at the State Mine site meant that the new tourist railway could not be brought to a safe operating stage in time for the event. Construction of a platform at the entrance to the State Mine site has commenced, while additional work is required on the track to bring it to DoT accreditation requirements.
Editor, 4/02

Victoria

ALEXANDRA TIMBER TRAMWAY & MUSEUM
610mm gauge
The 2002 Easter Steam Festival enjoyed fine, warm weather and good attendances that kept the small band of dedicated volunteers fully occupied over the three-day event. John Fowler 0-6-0T (11885 of 1909) operated passenger trains over the tramway extension on part of the former Alexandra-Rubicon tramway line with Peter Evans (driver) and Ray Graf (fireman) providing the crew. The 8hp Marshall portable was back in operation after its misfortune last Easter (LR 160, p.28). On Easter Saturday a short ceremony was held on the station platform to recognise the contribution made by Doug and Alice Lister to the ATT. They are the museum's longest serving volunteers and are both life members.
Timberline 65, April 2002

KERRISDALE MOUNTAIN RAILWAY 610mm gauge
Updating the report in LR 160 (p.29), trackwork was completed to the 'summit' in February 2001, Attention was then given to

Coming Events

JUNE 2002
1 Puffing Billy Railway, Belgrave VIC. *Jungle Bells in June* – Night Train to celebrate a traditional Christmas dinner. Also on 7-8, 14-15, 21-22 and 28 June. Bookings essential: 03 9754 6800.
8-9 Stannary Hills, QLD. Stannary Hills Revisited heritage celebration with historical photographs, unveiling of a monument, book launch and other attractions. Details from Ray Langford, (07) 4091 2993.
9-10 Richmond Vale Railway, Kurri Kurri, NSW. Coalfields Steam weekend: Phone (02) 4937 5344.
9 Cobdogla Irrigation & Steam Museum, Barmera, SA. Steam & Humphrey Pump Open Day. Phone (08) 8588 2323.

JULY 2002
7 Puffing Billy Railway, Belgrave VIC. 40th Anniversary of Puffing Billy Railway re-opening. Special re-enactment train and celebrations at Menzies Creek. Information: 03 9754 6800.
14 Cobdogla Irrigation & Steam Museum, Barmera, SA. Steam Open Day. Phone (08) 8588 2323.

AUGUST 2002
11 Cobdogla Irrigation & Steam Museum, Barmera, SA. Steam Open Day. Phone (08) 8588 2323.

completion of the second road shed and service facility. This was opened with an open day and steam up in the boiler house in November 2001. Round trips to the 'summit' were made with 4wDM KMR No.2 (Malcolm Moore 1039) pushing two makeshift carriages. The railway is now building a 4-wheel passenger carriage capable of carrying 12 passengers. The major project for 2002 is restoration of the Ruston Hornsby 20DL 4wDM No. 285301. This was received as a rusty derelict chassis without engine, radiator or super structure. A Gardner 4LK engine has been obtained and has been overhauled ready to marry up to the gearbox.

Andrew Forbes, 2/02

PUFFING BILLY RAILWAY
762mm gauge
Emerald Tourist Railway Board

Planning is underway for celebrations to commemorate the 40th anniversary of re-opening the Puffing Bully Railway. These will be held on Sunday 7 July 2002 with the main activities being focused on Menzies Creek. The PBR experienced an upsurge in patrons in February and March 2002. In February there were 21,077 patrons, including 6814 international visitors, the best result for February ever, while the March figure of 28,590 was the an all time record.

PBR News, No.346, May 02

RED CLIFFS HISTORICAL STEAM RAILWAY 610mm gauge

The RCHSR has moved forward over the past year in developing the line's infrastructure. The first task undertaken was to remove from the Mildura station an early pre-fabricated building, formerly a train examiner's hut. The hut was purchased from Freight Australia and moved to Red Cliffs with the assistance of crane owner/operator, Robin Johns, helped by financial support from the Red Cliffs Rotary Club. It has been relocated at the turn-table end of the extended line. Work for the Dole participants carried out renovation tasks under supervision, including- re-roofing and painting. The building will be known as "Thurla" which is

This mysterious diesel locomotive, and an equally unusual three-axle flatcar, are preserved at Cabramurra, in the Snowy Mountains of NSW . *Photo: Bob Piper*

Hawthorn Leslie 0-4-0ST 4 BURRA *(3574 of 1923)) at Illawarra Light Railway Museum, Albion Park, 10 February 2002, during the visit by the Locoshed Discussion Group.* *Photo: Brad Peadon*

a reference to the area in which it is located.
The turntable has also been completed. It uses support beams from the Lock on the Murray River at Wentworth and the rail also comes from that source. The two beams rest on a former semi-trailer, ball-raced turntable, the base of which is bolted to a circular concrete pad. The 11½-ton Kerr Stuart locomotive can easily be turned by hand if positioned on the balance point.
The project now in progress is the relocation of the de-commissioned Irymple Railway station, another pre-fabricated building, but from the pre-1910 era. The Irymple Lions Club had secured a Government grant of $40,000 to refurbish the building in its present location. However, due to the risk of vandalism in an isolated location, Russell Savage, MLA and a RCHSR committee member, consulted with Irymple community interests and residents and obtained their permission to relocate the building to the existing Red Cliffs temporary siding. Being a Heritage-listed building, this permission was required before the relocation could take place. Once in place the station will be refurbished to its original specifications and colour scheme. The original grant of $40,000 has been re-allocated to the RCHSR. The station will be a valuable asset as it will provide the railway with an authentic station, complete with ticket box, kiosk and a general amenities / committee area. Ian Hinks, 2/02

Heritage &Tourist

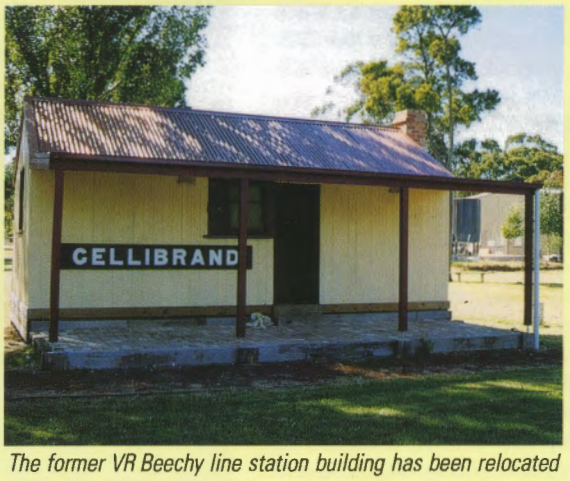
Tasmania

ABT WILDERNESS RAILWAY, Queenstown 1067mm gauge
In January 2002, Mark Plummer travelled behind an Abt locomotive on the rack up to Rinadeena. The ride was a memorable experience: the sound of the locomotive

OLD BEECHY RAIL TRAIL

On Saturday 9 March 2002, a comprehensive program of events was put on by the Beech Forest & District Progress Association and the Old Beechy Rail Trail Committee to mark the Centenary of The Beechy 2ft 6in gauge railway. Replica name boards for the stations at Gellibrand, Dinmont and Beech Forest were unveiled and two more sections of the rail trail were opened – one at Dinmont and the other at Beech Forest. The Gellibrand name board has been placed on one of the former station buildings that has been restored and re-erected in Gellibrand town as an information and rest stop. The locomotive water tank has been retained at Dinmont.
A community festival at Beech Forest included a huge display of historic photographs on the railway. A centenary dinner was also held at the Beech Forest Hall. Guest speakers at the dinner included Norm Houghton (LRRSA), Bob Whitehead (ARHS) and Ian Selliseth (South West Rail Group). A feature of the dinner was the screening of historic films and the official handing over to the Rail Trail Committee of the original name board for the Kawarren railway station. This has been in safekeeping at a Melbourne address since 1963. *Norm Houghton, 3/02; Mark Plummer, 3/02*

Two cyclists test out the newly opened section of the Old Beechy Rail Trail at Ditchley, near Beech Forest. Photo: Mark Plummer



The former VR Beechy line station building has been relocated to Gellibrand town as an information centre, with replica name board attached. Photo: Mark Plummer

A PERSONAL STORY

The day weather wise was sunny and clear as I left Geelong and headed for Beech Forest. The drive from Colac through the Otways was delightful and as I got closer to Beech Forest, the weather appeared to be holding as sunny and warm for the town's special occasion.
Beech Forest was a hive of activity. Stalls had been set up with farm produce for sale, as well as plenty of coffee, eats of all kinds and other paraphernalia. A highlight for me was the replica station sign in black and white, erected just off the road to indicate to visitors which town they are in.
In the information building, built where the railway station once stood, an information display had been erected. It included a map of the Otways and many photographs of the district around the turn of last century, and provided the present day visitor with a good idea of how the area has changed. Nearby, a tent had railway items for sale. I was attracted to the books on the Beyer-Garratts G41 and G42. As a child living at Colac, I would race out to the corner post of our front fence when the loco whistled at the station and wait to see *The Beechy* cross Wilson's Street. While carrying out a balancing act, I would try and count the number of carriages that the engine was hauling. Now, wandering around Beech Forest, at times the sound of a steam engine's whistle penetrated the air, but I think that everyone there would have liked to have seen an actual locomotive standing on some track and fully steamed up. Unfortunately, those dreams died 40 years ago with the line's closing.
For those living at Beech Forest and the surrounding area, a small band of people have banded together to see that their rail history will not be forgotten. These dedicated people have seen to it that a photographic display is available for visitors to browse over, together with some railway relics. The item that caught my eye was the side plate with the number G42 on it. The display is well laid out for the visitor to browse over at their own pace and they will have no trouble in finding answers to any questions they may have about the Beechy area and its trains. I also discovered that one of the Garratt firemen/drivers, Les Ogden, whom I had known as a child, was still alive and living in Victoria.
I then headed to the opposite end of town to take a walk around the Beechy line's well-known loop. The rails are well and truly gone, but the easement is still well defined and one can walk around it in a few minutes.
In the evening, the Centenary Dinner was held in the Beech Forest local hall. Historians reminded us of the Colac to Beech Forest railway line, recalling their personal experiences of the Old Beechy line. In between the entertainment, a video/movie took everyone back to the days when steam was king and life was a lot slower. To cap off the night, the candleholders were auctioned off to help raise funds for various groups in the district. They were made from old dog spikes that had held the rails in place when the line was active. What a souvenir to remember the one hundredth anniversary of the opening of the Beechy line!
The anniversary celebrations will not be forgotten by many of the people who travelled to Beech Forest for that one day in one hundred years.

Philip Dandy

climbing the rack was awesome and the scenery magnificent. Any one who tells you any Abt locomotive should be kept as a static exhibit rather than being restored and running on the rack needs to make the journey to Queenstown. Mark was impressed by the visual restoration of the locomotives, the new terminal at Queenstown and the new carriages.

There has been much talk of the line's alleged shortcomings, but overall the restoration is most impressive and its survival means that commercial realities will dictate certain aspects of the operation. Mark looks forward to the current problems being overcome and the line being extended from Regatta Point to the tourist centre at Strahan. Future prospects include special fan trips and the railmotor at Zeehan running on the line. For added authenticity, perhaps some replica ore wagons could be constructed to be placed between the locomotive and the passenger cars to add to the experience of the journey.

Mark Plummer 4/02

LUNE RIVER RAILWAY

610mm gauge

TransDerwent Ferry & Railway Company

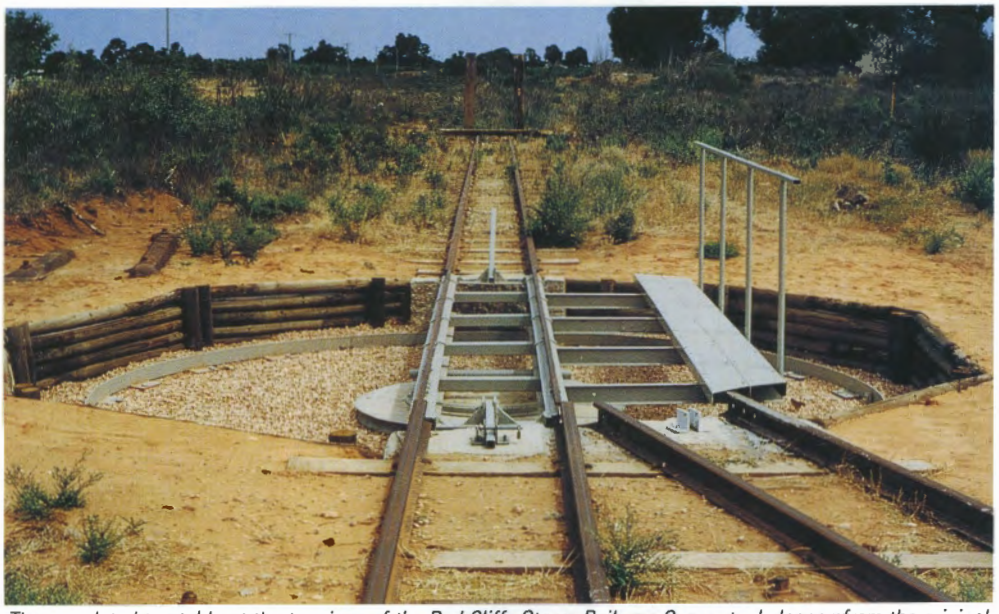
We last reported on this railway in LR 155 (p.31), when it was noted that 0-4-2T No.6 *OLD THOMAS* (Hunslet 1844 of 1936) was stored pending its return to Don River. This move occurred in somewhat controversial circumstances on 20 February 2002. Don River Railway officials collected the locomotive from Lune River, but the operator there, Peter Fell, claimed that there was a "gentleman's agreement" that the locomotive would stay at Lune River, its original operating home. The locomotive had been returned to Ida Bay in 1993 on a lease arrangement with Don River. The Tasmanian Heritage Council advised that permission was required to move the locomotive. A spokesman for the Don River Railway stated that the boiler would be repaired and the locomotive would be made available to 610mm gauge heritage railways in Tasmania.

Hobart Mercury, 21 February 2002 via Jim Shugg

Ex-Water Board 'Planet' 4wDM (Hibberd 3575 of 1952) displays its new livery at Cowra locomotive depot on 13 January 2002. *Photo: Brad Peadon*

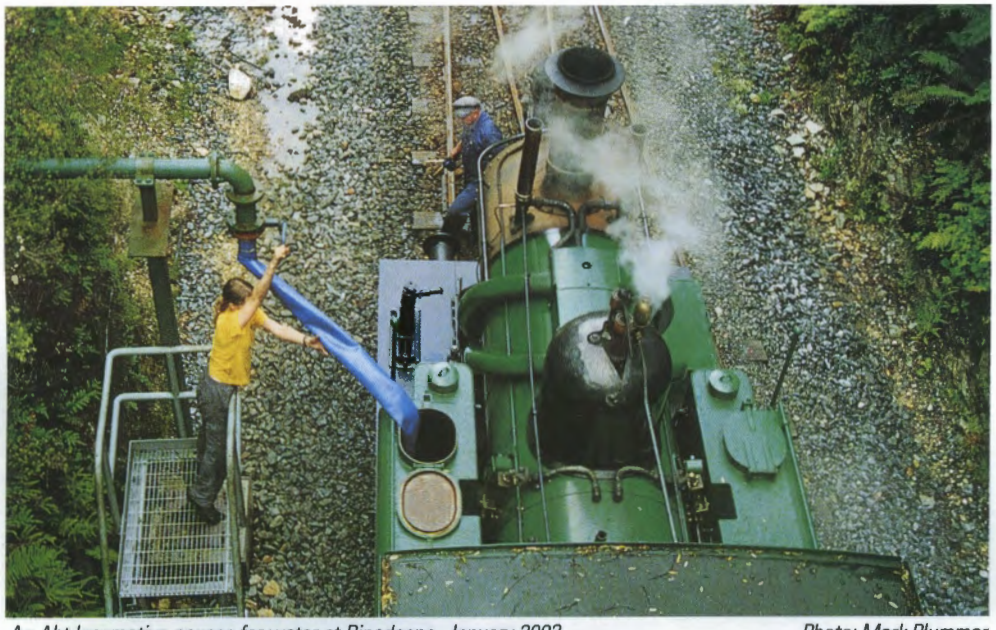
Blacksmith Philip Spark demonstrates his craft at the 3rd Annual Lithgow District 2002 Ironfest *Photo: Bob McKillop*

The new siding at 'The Summit' on the Kerrisdale Mountain Railway. KMR No.2 KMR MAL *(MM 1039) is on the new line, with No.1* GEORGE *behind..* *Photo: Andrew Forbes*



The completed turntable at the terminus of the Red Cliffs Steam Railway. Some steel sleepersfrom the original VR 1600mm gauge branch line remain at this location. *Photo: Ian Hinks*

The impressive Abt Wilderness Railway station at Queenstown, January 2002. *Photo: Mark Plummer*



An Abt locomotive pauses for water at Rinadeena, January 2002. *Photo: Mark Plummer*

Heritage & Tourist

South Australia

BEACHPORT JETTY

1067mm gauge

The third annual Festival by the Sea was held at this fishing village, located 32km north-west of Millicent, on 23 February 2002. The Festival featured live music, Jazz ensembles and buskers, but the interest to readers of *Light Railways* lies in the jetty into the lagoon.

A publicity photograph for the event showed the jetty tramway to be still in place, with a trolley on it. Arnold Lockyer's article on SA jetty tramways (LR 142) advises that 763 metres of line remains on the jetty.

Hamilton Spectator, 8/1/2002, via Ian Stanley

Overseas

RAROTONGA STEAM RAILWAY, Cook Islands 750mm gauge

History was made on 9 February 2002 when the first locomotive ever to steam in the Cook Islands was moved gingerly along tracks through the coconut palms at Avarua. The locomotive, ex-Polish State Railways 0-8-0 Px48 class No. 1741 built by Chrzanow, was purchased by Tim Arnold in 1992 and shipped to the Cook Islands via Auckland, New Zealand. It was overhauled in a large workshop at the rear of Tim's house in Tupana Village on the island of Raratonga. A circle of track had been laid in Mr Arnold's large garden, but the intention was to run the loco at the Sheraton Hotel complex when this was completed. Additional details welcome.

NZHT-Rail group, via John Browning 3/02; *Continental Railway Journal,* Nos 123/4

ERRATUM, LR 164

The Moreton Central Mill EM Baldwin 0-6-0DH locomotive featured in the photograph on page 3 of LR 164 was not actually *PETRIE* (6-2300-1-6-68 of 1968), but its sister loco *BLI BLI* (6-1257-6-7-65 of 1965).