

LIGHT RAILWAYS

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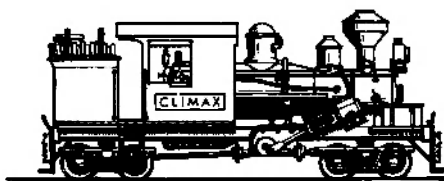
Light Railways

No.49

VOL. XIII

SPRING

1974



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Whilst every effort is made to ensure the accuracy of articles published in 'Light Railways', errors may creep in. Additional information is being discovered all the time, and this sometimes contradicts previous information.

If you see any errors, or can add information, please contact the Editor, and so help us to record the full history of Australia's light railways.

Historical references to sums of money in 'Light Railways' are in Australian pounds (£). One pound equalled two dollars on changing to decimal currency in 1966.

Articles and News items are always welcome.

FRONT COVER 2 ft 6 in gauge Climax 1694 at Newport Workshops, 1928, prior to its delivery to the Tyers Valley Tramway, Erica, Vic.

Photograph: Victorian Railways

Published by THE LIGHT RAILWAY RESEARCH SOCIETY OF AUSTRALIA

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How to research a tramway

By Frank Stamford

History is more than a mere chronology of facts painstakingly listed in a style which makes reading it a daunting chore rather than an entertaining pleasure. The greatest challenge facing the writer is to get across to his reader a real and accurate insight into the whole overall atmosphere of an industrial enterprise and tramway. The principles outlined in Arthur Straffen's editorial in LR 32 form the guiding philosophy of LR's editorial policy, and two paragraphs of it are worth quoting again:

'Besides locomotives and track locations we in this Society need to consider the place each light railway held in its community, why it was built in the first place, and its effect on life in the area. 'We need a writer who can tell us what it was really like to be a saw-miller at Ada No.1, for instance, or to describe the social life of Powelltown during the peak of prosperity, and we could certainly do with first hand accounts of riding the rails such as that magnificent piece in LR 19. 'How was the feed for the hundreds of horses and bullocks working in the forests brought to them, and how much did it cost? 'What help was available for an injured man at an outlying camp? 'These questions, and many others like them, are just as important to our studies and the aims of our Society as are the cylinder dimensions of "Coffee Pot", and I respectfully suggest of rather greater general interest. 'I sincerely hope that... this magazine will become ever more widely known and respected, not only for the accuracy and interest of its railway content, but for its valuable contribution to the social and economic history of the out-of-the-way places that we all seem to find so fascinating.'

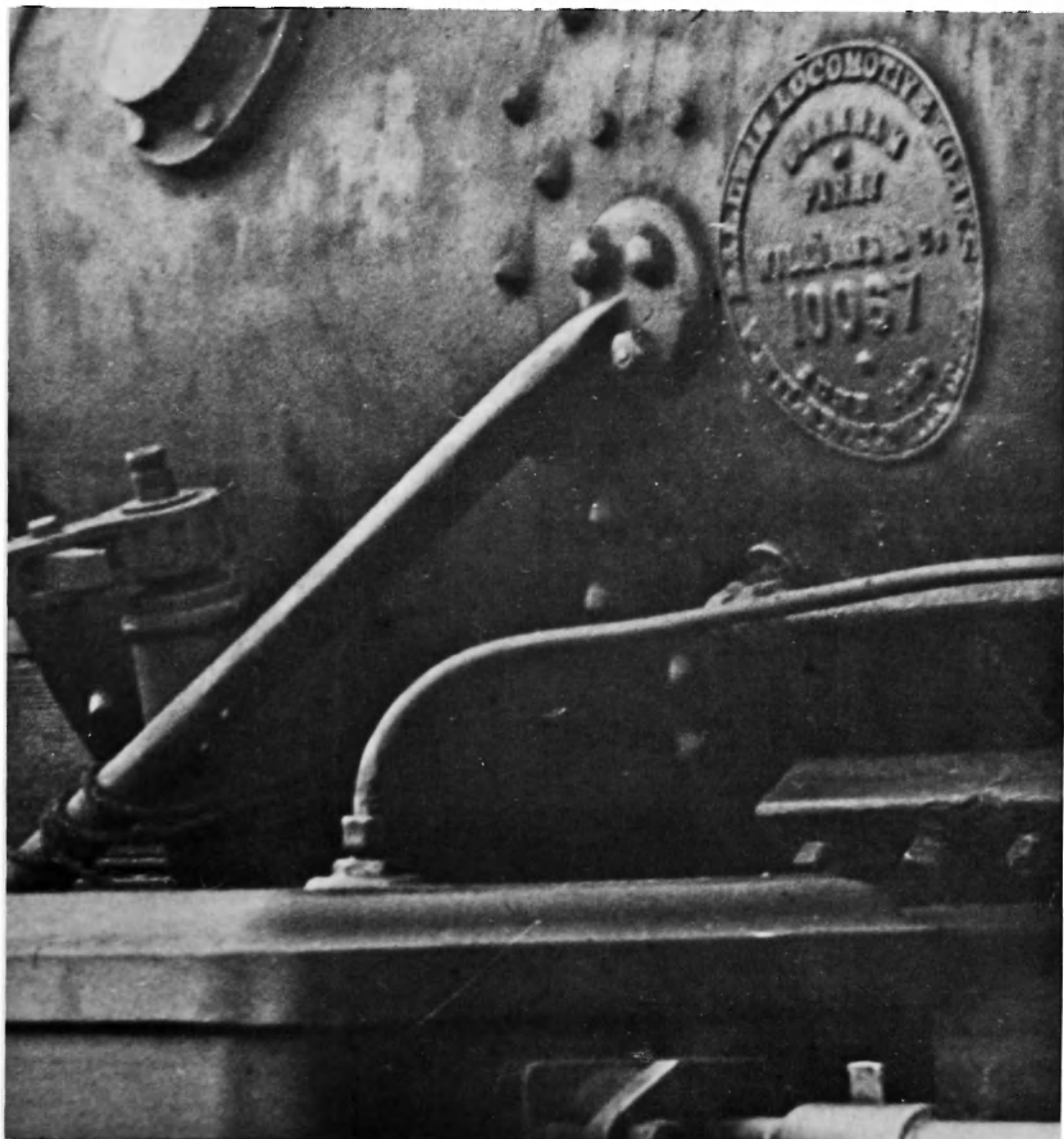
This article describes the methods which various members of the LRRSA have used to prepare historical articles. A number of active members in the Society have now gained considerable experience in the problems associated with light railway research, and this experience should be of use to other potential historians. Although it is based on experience gained in Victoria, the methods to be adopted elsewhere should not be fundamentally different.

SOURCES OF INFORMATION

The major sources of information available are:

1. Existing articles in railway enthusiast journals or other publications
2. Official records
3. Newspaper files
4. Maps
5. Interviews
6. Site investigations
7. Photographs

The researcher should aim to make use of as many as possible sources from all the categories listed above. The following is a guide to the effective use of each category.



Many old photographs are of extremely high quality and are worth very close scrutiny. This extreme enlargement of a small section of a 1907 photograph showing a train on the McIvor Tramway gives no doubt that this Baldwin 2-6-0 locomotive carried builder's plate No.10067.

1. EXISTING ARTICLES IN RAILWAY ENTHUSIAST JOURNALS OR OTHER PUBLICATIONS

For most light railway research, there is little information to be gained from railway enthusiast journals. If the line which interests you has been mentioned in railway enthusiast literature, it is probably only in the most general terms, but the information so gained can provide a good starting point, even if it only points out the actual existence of a tramway.

If the article is not supported by references you should aim to verify every fact from other sources; although this sounds difficult you will find it becomes almost automatic as the project continues. The overall accuracy of these types of articles, when not supported by references, is poor; articles with up to fifty errors have been found. Such articles often describe a tramway at a particular point of time, without reference to previous history of the line. This can give a very misleading overall impression.

Even the actual existence of tramways referred to in these articles has to be questioned. An example is the Costerfield and Redcastle branches of the McIvor tramway which are shown on maps in some articles, apparently for no other reason than at sometime in the past somebody thought they might have existed. Contrast this with the results of recent investigations: two former drivers interviewed deny that the branches ever existed although they confirmed the existence of all the other branches found in site investigations; no references can be found in newspapers; no references can be found in the Company's records; no maps prepared at the time show any tramways in this area.

Another source to be treated with care is the local history. Numerous books and booklets on local history are now being published. Many of these are little more than the disjointed reminiscences of old identities, entertaining in themselves, but almost useless for our purposes. Again they may point out the existence of a tramway, and thus provide a valuable lead. A few of these publications are carefully researched, and fully supported by detailed references, e.g. V. G. Fall's 'The Sea and the Forest'. Such books are of great value to the researcher, but you would be lucky to find one dealing with your area.

A good rule to follow with all articles unsupported by references: Assume all facts are wrong until you can prove them right from independent sources.

2. OFFICIAL RECORDS

These can be subdivided into:

- a. Parliamentary Reports
- b. Records in Government Departments, Shire Councils etc
- c. Company records in the Latrobe Library
- d. Confidential company records, such as minute books

This type of record has traditionally been used as the basis for histories of government railways, but for the light railway researcher such material is often almost unobtainable. When obtainable it is useful because it is generally very accurate, and it can provide important basic data which can be amplified from other sources.

a. Parliamentary Reports

In Victoria all Parliamentary Reports back to 1860 are readily available on open shelves in the Latrobe Library for the Victorian, New South Wales and Australian Governments. There is very little that specifically deals with light railway matters, and generally only small snippets of information can be picked up, often in unlikely places. Inquiries by the Parliamentary Standing Committee on Railways often give brief details of industries and transport arrangements in the areas under examination. Annual Reports of the Victorian Railways give loading

g.p.2

(ALL COMMUNICATIONS TO BE ADDRESSED TO THE COMPANY.)

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Sydney, N.S.W., 12th Oct. 1888

Received from
Messrs Cropley, Bros. 16th South Warrag-
gul, per E. S. & A. C. Bank, Melbourne,
the sum of One hundred and fifty
Pounds as first payment on
account of Locomotive cabled for
21st Sept., 1888.

JOHN FOWLER & Co. (LEEDS), LIMITED,

£ 150 —

per Mr. Cullen Ward.

Memo.

to Mr. Ward 14.8.10.9

Exch. & Lp. 1.9.3

£ 150 --

Original documents can be useful in research, like the receipt above, which shows that Cropley Bros. of South Warragul paid John Fowler & Co. a deposit on a locomotive, which was cabled for on 21 September 1888. In itself this is not proof that Cropley Bros. ever operated a locomotive, it is only by piecing together evidence from all possible sources that such facts can be proved. (See LR 21, p.3 for an article on Cropley's tramway).

figures at individual stations - a good clue to the fortunes of any feeder tramways. Reports of the State Rivers & Water Supply Commission and Forests Commission can also be useful; but optimists expecting vast quantities of data from these sources will be disappointed.

b. Records in Government Departments, Shire Councils etc

This is a far more lucrative field, but much less accessible. When a tramway crossed a road, or was built along the side of a road it was necessary for the owner to obtain permission from the local Shire Council and the Lands Department. If built in State Forest, then approval of the Forests Commission was necessary, whilst Victorian Railways' approval was necessary where a tramway encroached on VR land at stations and sidings. Tramways in the mining industry were the province of the Mines Department, and this Department was also responsible for all boiler inspections, including locomotive boilers.

Access to Shire Council records (where they still exist) can only be gained with the co-operation of the Shire Council concerned. This is often very difficult, and it would be desirable to obtain as much information as possible from other sources, so that you have adequate evidence to prove to the Shire Council that you are a serious researcher. Even then you may not succeed.

Early records of Government Departments are now in the hands of the Latrobe Library, and access is readily available to them if you can prove your bona fides as a researcher. (If you have any difficulty in this regard, seek the Society's help).

More recent records are still held by individual government departments, which treat them as confidential. Consequently access to such records is extremely difficult. You should not approach the relevant department directly for information. Instead keep the editor fully informed of your progress, and the information that you are seeking. The Society has its own lines of contact with various Government Departments, and by making use of these you can save an enormous amount of often useless effort.

Of use to the mining tramway researcher are Mines Department Geological Survey Reports. These are readily available in the Latrobe Library, and contain some useful maps.

c. Company records in the Latrobe Library

Access to these records is readily available on request. They comprise statutory documents relating to defunct companies that had to be lodged with the Registrar of Companies. Usually they only include lists of shareholders, annual balance sheets, and details of winding up. If you are lucky you may find maps, lists of assets, and details of their disposal. These records are very accurate in so far as they go. But most tramways were run by unincorporated partnerships or individuals, which were not required to supply any records to the Registrar of Companies.

d. Confidential company records (minute books, accounting records etc.)

In working through the various sources of reference you may be lucky enough to unearth these types of records. In most cases they will have been destroyed years ago, but when interviewing former officials of the Company concerned it is worthwhile making enquiries. Such records can give accurate information on dates of acquisition and disposal of assets (like locomotives), operating procedures and financial results. But records of small unincorporated firms were often very poor.

3. NEWSPAPER FILES

This is one of the most valuable and readily accessible sources of information available. The best approach is to ascertain what shire the tramway you are researching was in. Determine which were the biggest towns in the Shire, then search

the newspaper index in the State Library (Newspaper and Periodical Room) for newspapers published in those towns. Assuming there were three newspapers covering your particular area, you should examine files of each newspaper for one particular year, to determine which paper will give the best coverage. Then examine every issue of that paper published during the life of the tramway. If you do not know the opening and closing dates of the line, you must work backwards and forwards until you find some evidence of the opening and closing.

In few cases can you expect banner headlines. The best source of information is in the monthly reports of the Shire Council Meetings, but news items, editorials and classified advertisements should always be scanned for small items lurking in the fine print. Where there is a report of something newsworthy it is worthwhile checking the capital city papers around the same date for additional reports.

A tramway which lasted fifty years may require 100 hours of newspaper scanning, but it must be done for a complete history to be made. Even when you appear to be unearthing little information from this source, you may unexpectedly find some vital fact.

Above all make full notes of your sources of information: name of newspaper, date, name of reporter (if given), section of newspaper (e.g. editorial, report of shire council meeting, news items etc).

4. MAPS

You may unearth existing maps which show parts of your tramway. But beware, most likely any individual map you find will be incomplete and or inaccurate. Existing maps which may be of use are one inch/mile Army Survey Maps; one inch, two inch and four inch/mile Forests Commission dyeline maps (which can be purchased from the FCV); and Lands Department maps.

Old road maps of the types used by motorists, are generally very inaccurate, and should be treated only as a guide. In many cases it may be impossible to find any relevant map. If however you can find a physical description of the tramway in official records, you can still make a reasonably accurate map. Such descriptions give allotment numbers through which the line passed. By transferring this information to a Lands Department cadastral map (i.e. a map showing property boundaries), and then relating the result to a Survey Map of the area, you will be able to plot the tramway's route.

Also worth considering are aerial survey photographic maps which can often give information not shown on an ordinary map, (see C. W. Jessup Aerial Photography as an Aid to Tramway Research, LR 31, pp 4-5).

5. INTERVIEWS

If you are researching a tramway which for example closed in 1890, you will not have the opportunity to interview anybody with first hand knowledge of the operation. This will make your task much more difficult. Much information will simply have been lost forever.

The use of interviews as a research technique is regarded with suspicion in some quarters, as the following quote from a review of 'West Otways Narrow Gauge' in the Supplement to the Australian Railway Historical Society Bulletin, September 1974, shows:

'While a large proportion of the content has been obtained from official sources, a considerable number of references come from persons who presumably are local identities. In the reviewer's experience, this material, interesting though it is, should be authenticated from other sources; fortunately much of it consists of relatively unimportant reminiscences, and does not therefore detract from the essential facts of history.'

Monumental blunders

Monumental blunders can be made by historians who are inexperienced in the interviewing technique, hence the above reviewer's misgivings. It requires consid-

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erable patience, tact, skill and care to gain the information desired. Nevertheless, to compile a complete history interviewing is essential because of the non-availability of other sources. Many of the 'essential facts of history' are locked in the minds of former tramway owners and employees.

Most tramways have virtually no official records, and many have few newspaper references. In these cases the only other avenues available for reference are maps (but many tramways were never mapped), photographs (often non-existent or unidentified), site investigations (not possible unless some other clues as to the existence of the tramway are known), and interviews. It follows that many short lived tramways which existed beyond the span of human memory are lost forever and will never be recorded. This would apply particularly to New South Wales, the oldest and most industrialized state.

Everything possible should be done to encourage, develop and refine the interviewing technique, for once a former tramway employee dies his knowledge of the industry is lost forever. There is more urgency in this facet of research than in any other.

Interviewing technique

To avoid falling into traps, a definite technique is required. Researchers in the LRRSA, including Norm Houghton, Ted Stuckey, Geoff Maynard and the writer have all had experience and success in this field, and the following tips are based on this collective experience.

Before interviewing anybody, gain as much factual information as possible from other sources, particularly newspaper files, official records and maps. In the course of your interviews you may locate more of these sources, particularly company records.

Having done this you should have a good idea of the weaknesses in your article, and you should aim to amplify these areas in your interviews. You will also have a number of specific queries that you will want answered, and you should carefully list these. Operational procedures should also be of interest to you, (there are no General Appendixes or Working Time Tables for light railways, hence interviewing is a must for this type of information), and you should seek information on the general style of life and facilities offered at the bush camps.

Who to interview

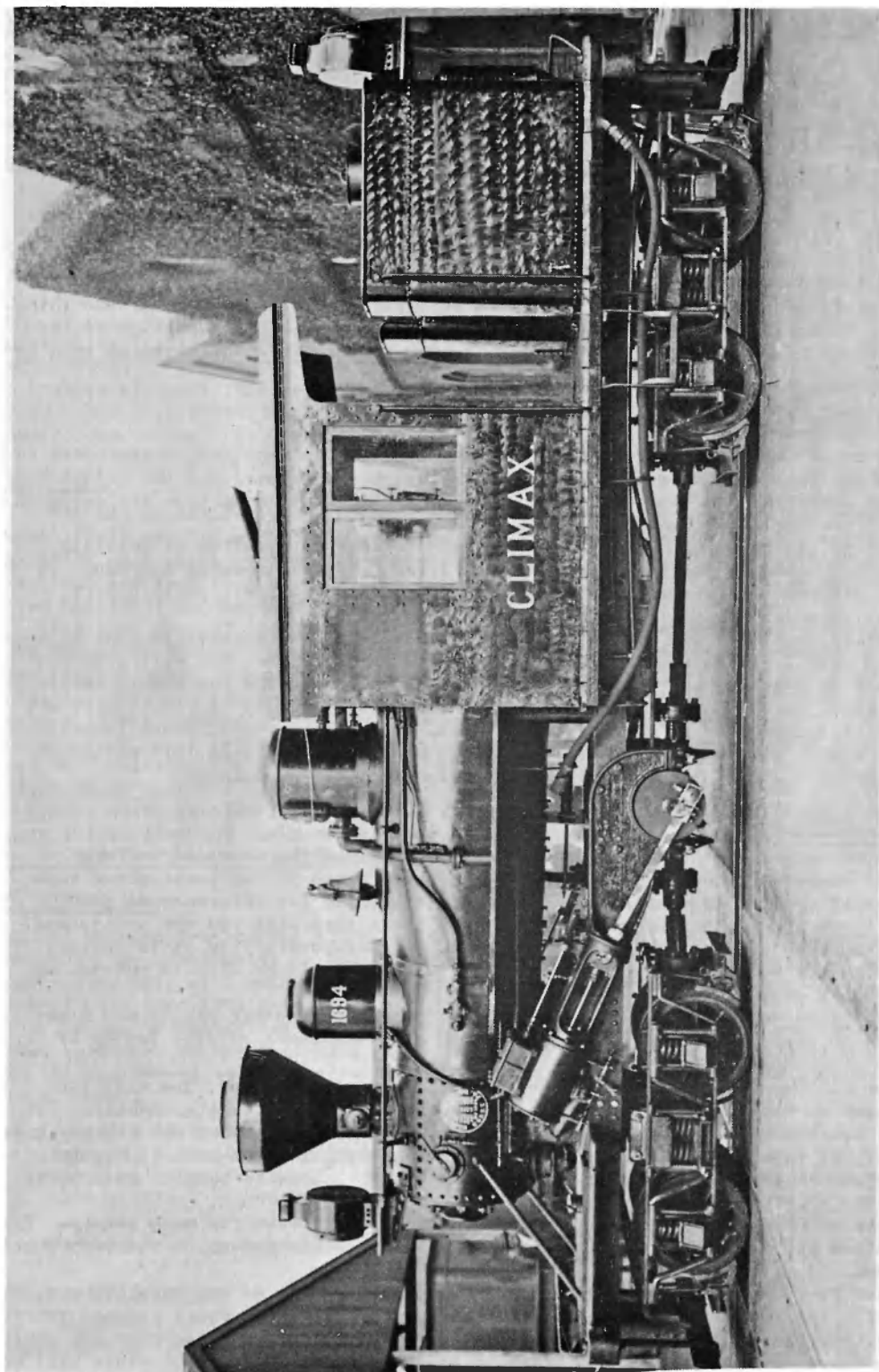
In newspaper researching you will have come across the names of various people connected with your tramway. Look up their names in the local phone book (copies of country telephone directories are available for reference at the State Library). If they are listed ring them, tell them what you are doing, and try to arrange an appointment to visit them. Another possibility is to contact the Secretary of the local historical society, who should be able to put you on to suitable people.

Each time you interview, you should ask the names of other people who might be able to assist you. Before long you could have the names of six, twelve or even twenty people.

You will soon learn to judge the accuracy of your informant. You will find some have very poor memories, whilst others are extremely accurate. Mentally you should constantly compare what your informant is saying with what you already know, and you can then give your informant an 'accuracy rating'. You must be tactful, when you know your informant has made a mistake it is usually best to keep it to yourself.

When he or she says something which surprises you, press for more details. Try to confirm all important details with others, if possible get third and even fourth opinions.

Show your informant as many photographs of the tramway as you possibly can. This will jog the memory and he may point out details in them which escaped your notice. Ask him if he has any photographs (the LRRSA can arrange to copy any photographs which you locate, and can organize on-the-spot copying if the owner will not lend them).



Brand new 2 ft 6 in gauge 'Climax' locomotive (B/No.1694) at Newport Workshops in 1928.
Photograph: Victorian Railways (No. H1669)

Climax Locomotive 1694

By E. G. Stuckey

In April 1928 an order for a 2 ft 6 in gauge 25 ton 'Climax' B class geared locomotive was placed with the Climax Manufacturing Company, U.S.A. by George Trawbridge & Coy on behalf of the Forests Commission of Victoria.

The loco was required for the haulage of sawn timber on the tramway constructed in 1926-27 by the Commission to use timber from the southern and western slopes of Mount Erica. The tramway terminated at Collins Siding, situated one mile south of Erica, 98 miles from Melbourne on the 2 ft 6 in gauge Moe - Walhalla line of the Victorian Railways.

The locomotive arrived at No.7 Victoria Dock on 14 August 1928 aboard the 'City of Dalhart' in a knocked-down form. After erection at the Newport workshops of the VR it was loaded onto the VR narrow-gauge transporter and moved to Moe. On 5 September 1928 it was transferred to the Moe - Walhalla line and delivered under steam to Collins Siding by driver J. Edwards and a VR crew, arriving at 10.40 pm.

The following day it steamed across a temporary connection onto the Tyers Valley tramway and was driven to the tramway depot at Tyers Junction, a distance of $6\frac{3}{4}$ miles.

The locomotive carried Climax builder's number 1694 - and is believed to be the last geared locomotive manufactured by that Company. The overall length was 28 ft 6 in with a height of 11 ft 3 in and a width of 8 ft 3 in. The boiler was built by the Union Iron Works, Erie and was 15 ft long with a diameter of 41 in, tapering to $35\frac{1}{4}$ in. at the smoke box. Operating pressure was 180 lbs p.s.i. After being in service for some time the safety valve was reset at 200 lbs p.s.i.

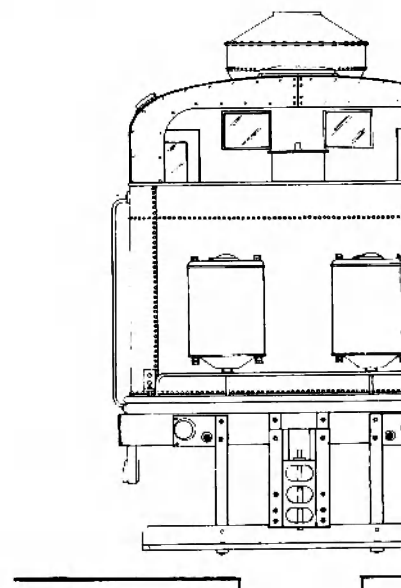
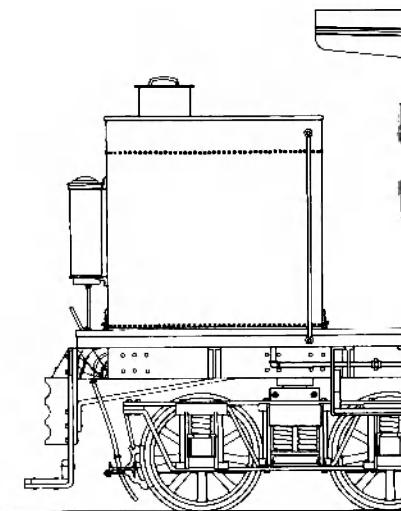
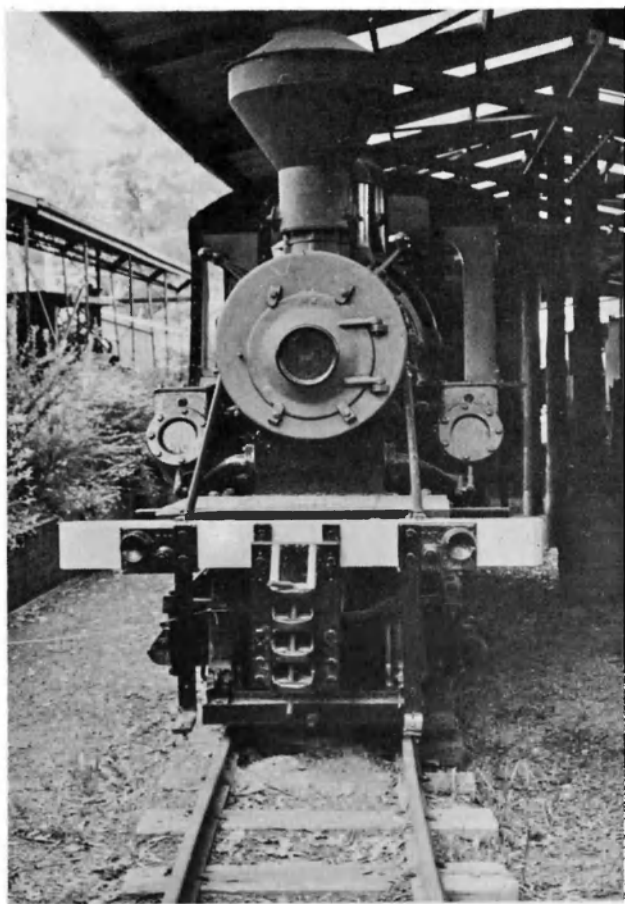
Two 9 in x 12 in cylinders operated by Stephenson link motion and mounted longitudinally on the main-frame drove the loco via a cross shaft and two central tail shafts to each of the four-wheeled bogies. The wheels were 28 in. in diameter

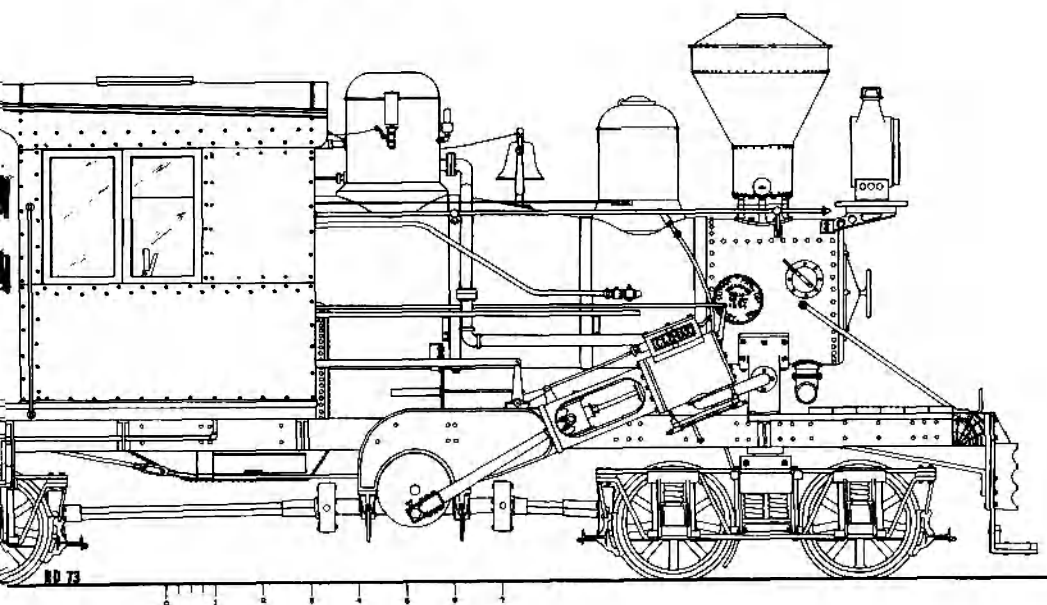
'Climax' 1694 on the Tyers Valley Tramway.

Photograph: K. Simpfendorfer

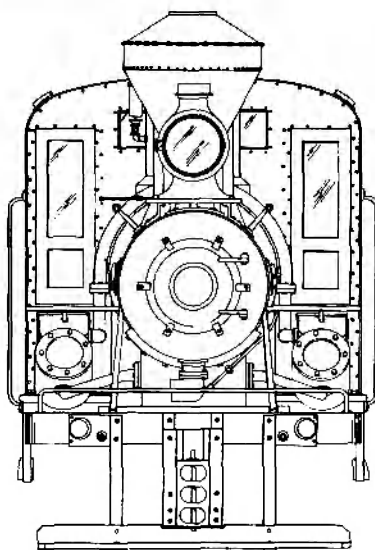


Climax 169¹ as it is today, preserved at the Puffing Billy Preservation Society's Menzies Creek Museum.



CLIMAX c/n 1694

BUILT JUNE, 1928
WEIGHT 25 TONS
DRIVERS 28"
GAUGE 30"
CYLINDERS 9x12"
DRAWN BY: RICH DUNN



and the loco had a rigid wheelbase of 3 ft 9 in, the total wheelbase being 21 ft 1-3/8 in. The tractive effort produced was 11,000 lbs.

Provision was made to carry 600 gallons of water and about 100 cubic feet of firewood could be stacked on top of the tank. The loco was fitted with a steam cock and flexible steam pipe to drive the water pump which supplied an overhead tank at Tyers Junction. A bell and two kerosene lamps were supplied but were lost in one of the early derailments. The smokestack was fitted with a Radley & Hunter spark arrestor as a fire protection measure.

Broken axles

Climax 1694 entered service on 7 September 1928 by hauling six trucks of timber from Tyers Junction to Collins Siding. The trip was not uneventful as the loco derailed at two points where the track had sunk on one side. These track faults were quickly repaired.

On 14 November 1928 the rear axle of the back bogie broke and a temporary loop was constructed to allow the two petrol tractors to continue the service while the bogie was repaired at the Newport workshops. Both axles were replaced and the bogie refitted on 27 November.

The loco used about 1½ tons of firewood to make the trip from Tyers Junction to Collins Siding with ten trucks (a load of approximately 65 tons) and return. Regular service was conducted on the basis of two trips per day except when the loco was withdrawn for maintenance.

On 1 August 1930 a crankshaft broke whilst thirteen trucks were being hauled to Collins Siding. The loco was hauled back to Tyers Junction by the two tractors and repaired. All went well until March 1931 when the steam pipe blew out of the dome. It was repaired by the SEC at Yallourn workshops.

At 6.30 pm on 27 July 1932 the back axle of the rear bogie broke when the loco was about two miles out of Collins Siding with a rake of loaded trucks. A quick repair was effected by the SEC at Yallourn and the loco was back in service on 1 August. Later in 1932 a new spark arrestor was fitted.

Broken axles proved to be the major problem. On 31 March 1933 the rear axle of the front bogie broke at the 4½ mile post. Almost a year later on Tuesday 19 March 1934 at 3.00 pm the rear axle of the rear bogie broke when the loco was about 200 yards from Collins Siding. The loco overturned, injuring the driver, J. Edwards, who was taken to the Melbourne Hospital. The fireman and brakeman jumped clear and were unhurt. Both bogies were removed and sent to Yallourn for repair, new pinions etc being fitted at the same time. An SEC rigger assisted in righting the loco. As a result of the accident the permissible load was reduced by 20% and boiler pressure to 160 lbs p.s.i.

The Climax Company and Chas Ruwolt Engineering of Melbourne were requested to advise on this problem. New axles of 4½ in diameter alloy steel instead of 4 in steel were fitted, and the diameter of the tail shafts was reduced from 3¼ in to 3 in where they crossed the axles. This work was completed on 16 August 1934.

Eight new tyres were supplied early in 1935 by Thompsons Engineering Coy of Castlemaine. The axle problem appeared to be solved but on 12 July 1936 the back axle of the rear bogie broke. In November 1937 repairs were made to the boiler plates near the mud plugs.

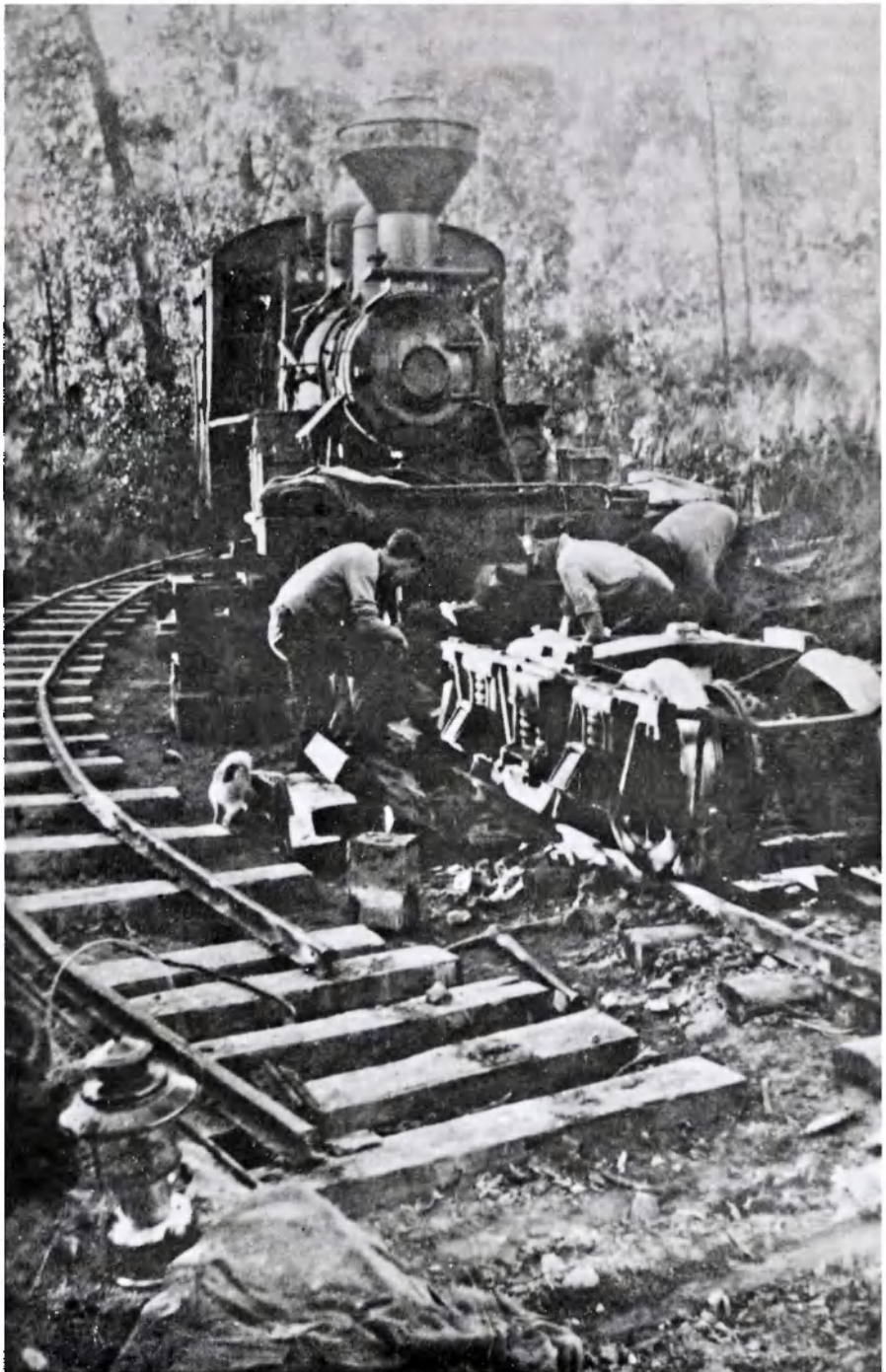
On 20 April 1938 the front axle of the back bogie broke while shunting on the triangle at Tyers Junction. Four trips later about half-a-mile from Collins Siding the back axle of the front bogie broke.

The boiler was retubed in December 1940 and a new water tank and funnel were fitted in 1944. However during the 1939-45 war materials and labour were in short supply and by 1946 the whole line and rolling stock required considerable repair. Since the mill supplying 45% of the revenue was shifting to a new location served by road the economic life of the tramway was at an end.

The line finally closed in July 1949, the Climax remaining at Tyers Junction until 28 November 1950 when it was moved to Erica via the VR line. In 1962 it was transported to the Puffing Billy Preservation Society's museum at Menzies Creek.

References

N. E. Wadeson, The Tyers Valley Tramway, ARHS Bulletin No.255, January 1959, pp 1-7.
Forests Commission of Victoria



Climax 1694
being
refitted
with its
bogies after
breaking an
axle.
A deviation
around the
disabled
loco can be
seen on the
left.

Photograph:
Forests
Commission
of Victoria

(continued from page 9)

It is better if you interview your informant with his wife. Women are excellent at working out dates, remembering names, and other detail information. In many cases they were involved in looking after the administrative side of small timber mills.

Whilst interviewing you should take notes, but it is also desirable to tape record the entire interview, so that you can make detailed notes from the tape at your leisure.

The best type of people to interview are former tramway proprietors, mill managers, bush bosses, locomotive drivers, winch drivers, and men responsible for track construction and maintenance.

Make sure you keep an accurate record of names and addresses of informants, and ensure that you can identify which informant gave specific items of information. In this way you can give detailed references in your finished article so that your readers can make their own decision on the accuracy of your source.

When your completed article has been published, you should send a free copy to your various informants. The Society will supply you with a reasonable number of free copies for this purpose.

6. SITE INVESTIGATIONS

The extent to which these should be necessary will largely depend on the adequacy of other sources. Even at best, a visit to the site is worthwhile to familiarise oneself with the type of country and conditions in which the line operated. This should assist you to get across an overall picture of the line in your writing.

Where few or inadequate maps exist, site investigations are necessary to plot the line, find mill sites, junctions etc. Details of methods of construction, size and location of bridges can also be found this way. Site investigations are often the only way of finding track layouts, though such information can be checked against photographs and commented on by people you interview. Site visits can involve an enormous amount of effort, in some cases it can take several hours to cover a mile of tramway.

A small team (about three or four people) is probably more effective at this work than an individual. Once the formation of a tramway is lost, it requires hawk-eyes and a certain amount of luck to pick it up again. Several people scanning an area can do this more effectively than an individual.

Beware of unexploded bombs

Whilst searching the Redgate Forest for the Melvor tramway, near the army firing range, members of the survey party were confronted with a sign reading 'Warning, Unexploded Bombs'. Whilst this hazard is not frequently met, there are other traps. Even official documents can be wrong. In mapping the Cherrington line of the Melvor tramway, we had a copy of an old Forests Commission map, which showed the tramway following a certain road, on a nice easy gradient.

On the site it all looked so logical, so we spent several hours on foot zig-zagging through a paddock without finding any trace. We tried an entirely different road and immediately found the tramway, climbing a very steep grade. It was only by making the site investigation that we could prepare an accurate map of the line. This we did by taking compass bearings and distances based on pedometer readings. By relating recognizable features (roads, creeks etc) with a survey map this enabled a surprisingly accurate map to be made. Suitable compasses are those made by Silva, which incorporate an accurate scale enabling bearings to be taken.

Get out and walk

Even in open country, like that at Melvor, it is essential to forsake your vehicle, and search for signs on the ground. What becomes obvious in foot slogging can be ignored and driven past dozens of times.

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7. PHOTOGRAPHS

As well as providing valuable material to illustrate your article these provide evidence of operational methods, types of rolling stock, buildings, traffic handled and track layouts. At every opportunity you should enquire of people if they have photographs. The Society can arrange to copy them, on the spot if necessary. Make numerous enquiries to identify and confirm the location of places pictured in photographs, and try to find the name of the original photographer.

When you locate a photograph which is new to you, it is worthwhile spending some time examining it in detail, to see what information you can get from it. Comparisons of photographs taken at the same location but at different times can also be most revealing.

PREPARATION OF YOUR ARTICLE

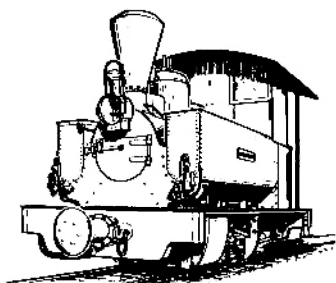
Having completed your research you have to make an article out of it. As stated on page 3, you should aim for something more interesting and readable than a dry chronological recitation of facts without human interest. The more people you can entice to read your article the more you have justified your time in researching it. Even non-profit magazines produced by volunteers must ensure that they have sufficient readers to be a commercial success, at least to the extent that they cover all financial costs.

If you have any doubts about how to prepare your article do not hesitate to contact the editor to discuss your ideas. Generally editorial policy is to interfere as little as possible with the author's presentation and style. Articles with plenty of background information are quite acceptable, e.g. the Bootless Bay Railway in LR 47 with its history of the workings of the New Guinea Copper Mines. This article would have lacked something if it had been confined solely to the railway. Remember that LRRSA publications are aimed at a wider market than railway enthusiasts alone.

Some tips:

- a. Do not try to separate the tramway from the industry and settlements it served. Social and industrial history does have a place in 'Light Railways' and we wish to encourage it.
- b. Make sure that you have cross checked information from all your sources before going to print. Make no assumptions unless you feel you absolutely have to. Explain any such assumptions fully in the text to alert your reader to the lack of factual basis for your statement.
- c. Put in a fully detailed list of references for all important facts contained in your article. These are as much an essential part of an historical article as the text itself. They authenticate your article and make it useful to future historians.
- d. Before writing the text try to plan a logical sequence of presentation. This will simplify the actual writing, and reduce it to small and manageable sections. Aim for short simple words, set out in a straight-forward manner, and avoid unnecessary or irrelevant padding. Try to get your message across in as few words as possible, without being abrupt.
- e. After writing your first draft, leave it for about a week, then re-read, and revise it. Do this a second time, and if possible let somebody else read it and be receptive to their suggestions.
- f. Once it is ready, it should be typed (if possible) double-spaced on one side of the paper only. Hand written articles are acceptable, but it helps if you leave a wide margin on the left hand side, and use one side of the paper only. Make sure that names of places and people are clearly legible, use block letters if necessary.

- g. Try to relate your text to any maps, diagrams, or photographs which you submit with your article. You should be particularly careful that any places mentioned in the text are shown on the maps, unless there is a very good reason why this cannot be done. Avoid explaining at length details which are obvious in the photographs or maps, this wastes words and consequently your readers' time.
- h. Do not be too concerned if you feel your article has shortcomings in English expression or spelling. If necessary the editor can make any changes considered desirable in these fields.
- i. In 'Light Railways' measurements of length use the abbreviations ft and in for feet and inches (e.g. 4 ft 8 $\frac{1}{2}$ in, not 4' 8 $\frac{1}{2}$ "; 3 ft, not 3'). This is to reduce chances of misinterpretation and typographical error. It is a considerable help if contributors use the same abbreviations.



LETTERS

WANDONG BALDWIN LOCOMOTIVE, LR 47, p.24

I have been meaning to write to you for several weeks to answer Robert Morgan's query in LR 47 regarding the builder's number of the Wandong Baldwin. Several years ago, before he left Australia, Charles Small agreed after an independent examination of a photo in the Hawthorn Municipal Library, that the loco was quite definitely Baldwin B/No. 7111, an ex-Melbourne Harbour Trust loco. I may add that J. L. Buckland agrees with this identification.

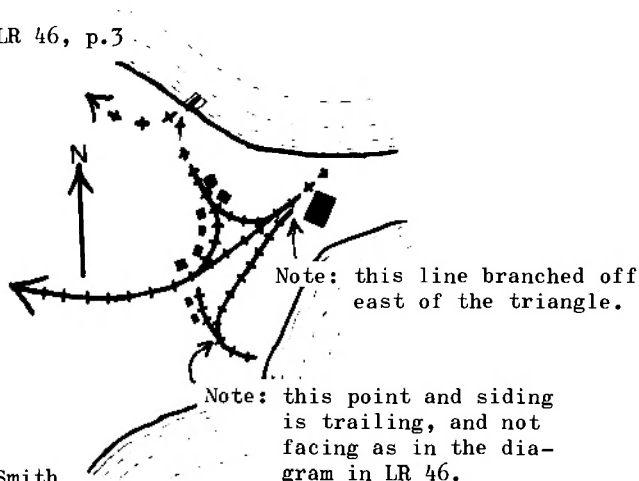
Hawthorn, Vic. 3122

A. R. Lyell

ROTTNEST ISLAND DEFENCE TRAMWAY LR 46, p.3

From my recent tour to Western Australia and Rottnest Island (September 1974) and with a close examination of some sections of tramway there I think there are a few things wrong with the diagram published in LR 46.

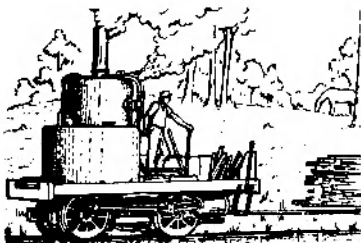
According to my examination it should appear as in the diagram at right.



Balwyn, Vic. 3103

Richard Smith

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News, Notes & Comments

NEW SOUTH WALES

SILVERTON TRAMWAY, Broken Hill 3 ft 6 in (1067 mm) gauge

A lightning trip to Broken Hill over Easter 1974 shows a marked change to that city as far as its 3 ft 6 in gauge railways go. Sulphide Street station building is presently in use as a tourist information centre and museum. The old sand-blasted fanlight window over the station entrance still survives, although covered by a masonite overlay advertising the building's new function. Little of the station track layout remains; that still existing being quite overgrown. Outside the surrounding picket fence, near the platform, are an ON class bogie ore wagon and an old four-wheel wagon GX 610. Apparently left there for preservation, both vehicles have been derailed deliberately to ensure they remain! As yet, no restoration work has been done, GX 610 still being stencilled clearly 'S.T.Co.' in faded and rusted lettering.

The connection between Sulphide Street and Railwaytown still remains although quite overgrown. The magnificent brick station at Railwaytown was empty and unoccupied at the time of the visit. Other corrugated iron buildings are beginning to show the passage of time as they gradually rust away.

Much of the workshop buildings remain, although there is little trace of the loco depot. Amidst several roads of derelict ON's, 0-6-0 Diesel Hydraulic No.26 (Andrew Barclay B/No. 391 of 1953) rots away. Apart from damaged cab fittings it seems complete. Closer to the workshops Beyer Peacock 2-6-0 No.1 of 1888, and a 'W' (Beyer Peacock B/No. 7553 of 1951) sit exposed to the elements. Although superficially rusted, both locos seem well preserved after five years without any cover at all. The same cannot be said of an old four-wheeled passenger carriage lurking behind one of the workshop sheds. It is most decrepit and really brings home the desolation.

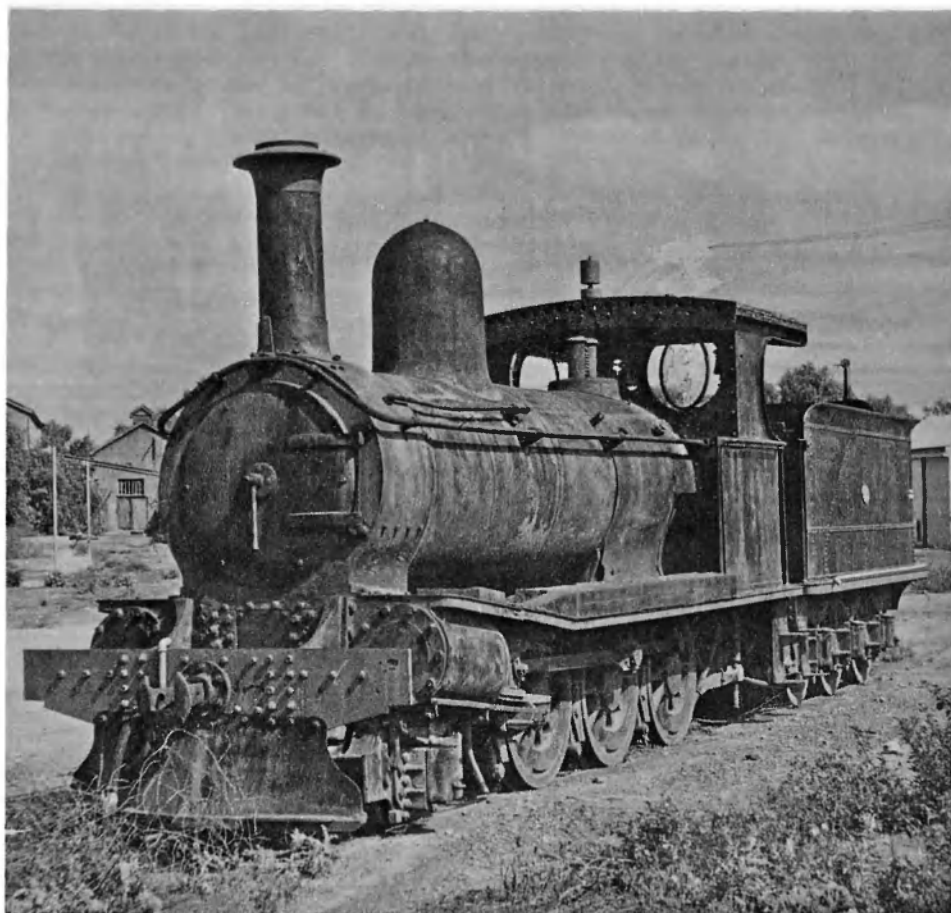
Further out towards Silvertown, the desolation is complete. Water tanks remain in one or two places with isolated pieces of trackage in the station yard at Silvertown. Beyond Silvertown the line has been completely abolished, although a few mile posts remain.

(Graeme Inglis)

A weight attached
to a signal wire
at Broken Hill.

Photograph:
Graeme Inglis





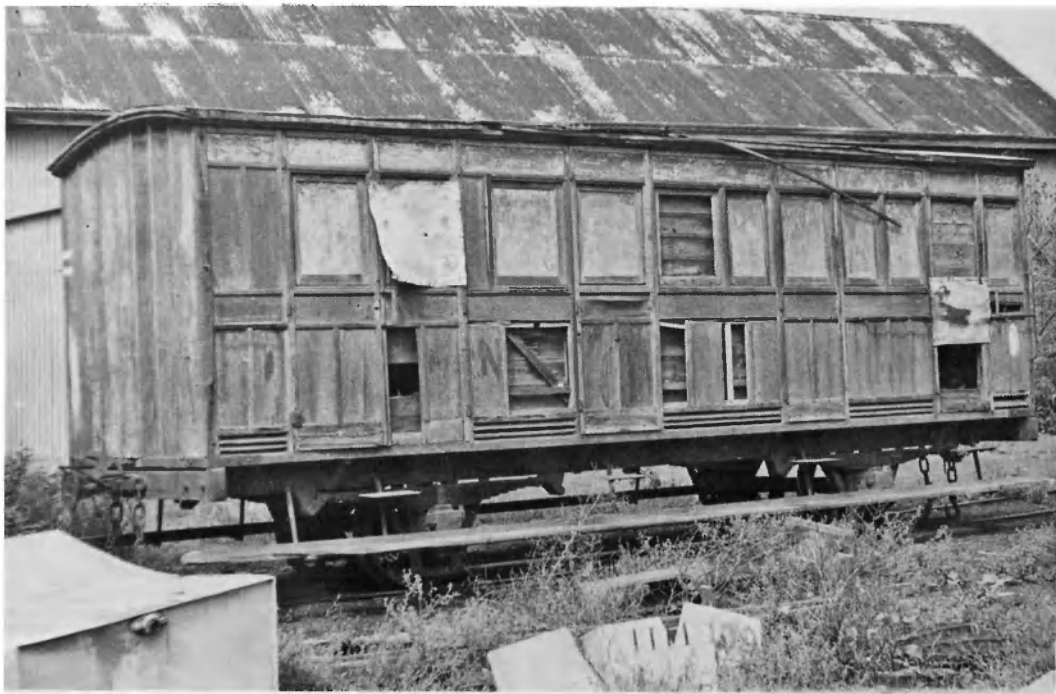
Silvertown Tramway 1974

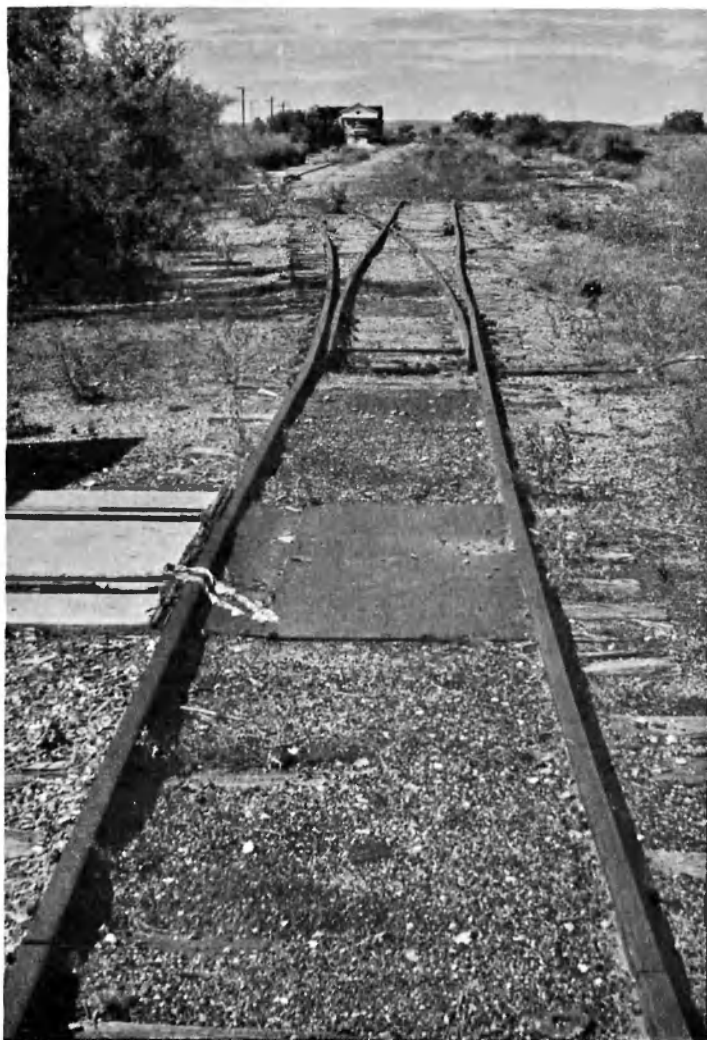
Above: Silvertown Tramway No.1, a 3 ft 6 in gauge Beyer Peacock 2-6-0 locomotive built in 1888, at Broken Hill, NSW in August 1974.

Top Right: Derelict four-wheel coach, Silvertown Tramway Co., Broken Hill.

Bottom Right: Derelict Andrew-Barclay 0-6-0 diesel loco, S.T.Co. No.26 (B/No. 391 of 1953); Broken Hill, August 1974.

All photographs: Graeme Inglis





Silverton, August 1974.

Photograph:
Graeme Inglis

VICTORIA

ALEXANDRA & DISTRICT HISTORICAL SOCIETY

Further to the item in LR 46 p.21 regarding this Society's proposed timber mill and bush settlement to be built on land at the Alexandra railway yards, Ruook Timbers Pty Ltd has confirmed the loan of fourteen items of steam mill plant, two 2 ft gauge diesel locomotives and a 3 ft 6 in gauge six-wheel coupled Day's rail tractor. This will assure the establishment of a timber industry historical park. The application for a government grant is still proceeding.

(Alexandra & Eildon Standard, 14 November 1974)

POVERTY POINT BRIDGE (Walhalla)

I hiked into the Poverty Point bridge on Thursday 16 January 1975 and discovered that an access track has been provided within the last few years.

To reach the track, proceed along the Thomson Valley Road past Parkers Corner to the Happy Jack Road (about one mile past Parkers Corner). A further 0.2 miles

For reproduction, please contact the Society

along the Thomson Valley Road a forestry track leads right. It looks unpromising at first, but is driveable in dry weather. The turnoff and all subsequent forks have yellow markers indicating the correct route. After descending some distance down the side of Thomson valley, the road track terminates and a foot track continues. It leads down to the west bank tramway, a short distance south of the bridge.

Our walking times were: bridge to car track twenty minutes, car track to Thomson Valley Road 25 minutes.

(Roderick B. Smith)

PUFFING BILLY PRESERVATION SOCIETY 2 ft 6 in (762 mm) gauge

The PBPS has recently purchased a four-wheel TACL rail tractor from the Walhalla & Thomson River Steam Tramway. This historic 2 ft 6 in gauge tractor was previously used by the Forests Commission of Victoria for shunting at their Erica sawmill, and previous to that it was used on the Tyers Valley Tramway. It is intended to use the tractor as yard shunter at the Emerald carriage works.

WARANGA BASIN TRAMWAY 2 ft (610 mm) gauge

An officer of the State Rivers & Water Supply Commission informed me during January that \$32,000 would be spent on upgrading the Waranga Basin tramway. The officer is desperately seeking 30 lb/yd rail. Although a section at the far end of the wall has been abandoned, the proposal to replace the tramway with rubber-tired vehicles will not proceed.

(Roderick B. Smith)

Book Reviews

TASMANIA REMEMBERED, Early Photographs of H. J. King, edited and annotated : G. W. Cox and E. V. R. Ratcliff; published by the Mary Fisher Bookshop, Launceston 1974. Price: \$9.90 incl. postage from LRRSA Sales Department

From time to time members of this Society have demonstrated their broad range of interests in the historical field: although railway oriented, our interests cover many aspects of transport, industry and social life which contributed to the light railways which are our principal concern. This book will be of interest to many of our members.

It is a selection of the photographs of H. J. King, with notes, taken throughout Tasmania between the years 1911 and 1933, with a few earlier ones added for interest and comparison. Of the 114 photographs in the book, 31 are directly of railway subjects whilst the remainder illustrate mining and associated equipment, early motor transport, shipping, aviation and city and town scenes, including horse transport and electric trams. The reproduction ranges from good to excellent, but unfortunately a few of the railway scenes show evidence of a considerable degree of enlargement, resulting in graininess and overall loss of contrast, while the Mount Lyell Abt locos seem to induce camera shake into the otherwise steady hands of the photographer.

The railway section comprises scenes of the TGR in 1912 while mining lines include the Tullah Tramway (Wee Georgie Wood), Mount Lyell (Abt locos at work, haulage inclines, smelters etc), Lake Margaret Tram, and the Mount Nicholas coal mine with an electric locomotive.

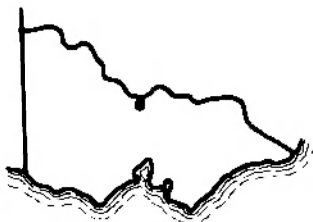
This is a book which should appeal to the general historian as a source of interesting period photographs; to the railfan for the variety and uniqueness of many of the subjects; to the modeller as a source of ideas and information (ten degrees of super-elevation on a 2 ft gauge line seems to be acceptable, see p.57); and to the photographer as a collection to admire.

Although not without minor faults this is a book to be recommended.

AJS

Tramways of Echuca

by Frank Sutton



This article presents some brief notes on early 5 ft 3 in gauge tramways of Echuca, all of which were horse worked. The information has been obtained from the Riverine Herald 1873-74; 'Echuca, a Centenary History' by Priestley, and from local people. The location of the tramways were shown on an old map in the Echuca Historical Society's Museum. Part of the Pakenham Street line was shown in the 1923 plans for sewerage reticulation, also in the Museum.

The first sawmill tramway to be built was that to Blair & McGrowther's Mill, near the patent slip used to build barges and steamers (1 on map). Condemned VR rails were used and the sawmillers paid the cost of construction. A gravel track marks the location of this line. There were proposals to extend the tramway to the meatworks at Boileau (about three miles east of Echuca) but this did not eventuate. Blair & McGrowther's Mill became the Murray River Sawmill Co. Ltd in 1881.

James Mackintosh also had a sawmill in Echuca East, 96 chains east of Blair & McGrowther's mill. Mackintosh required a line to his mill. He supplied the sleepers and paid for the construction which cost £1100 (2 on map). The line remained the property of the Victorian Railways and Mackintosh was charged 2s 6d for every truck using the tramway. Other sawmillers in the area (Riddle, Payne, and Whitely) built branches from Mackintosh's line.

A levee bank follows its route to the junction of Goulburn Road and Pakenham Street. The route can clearly be seen along the river side of Pakenham Street, behind the houses, until it reaches the Southern Cross Creek. On the eastern side of this creek no traces are left of the line. The Southern Cross Creek (named after a hotel that stood on its banks in Goulburn Road) drains much of the Stanhope - Tongala irrigation region and is now much deeper than it was when the tramway crossed it. I have not been able to find out when these tramways closed. The line to Mackintosh's Mill is said to have lasted long after the mills closed. The rails, according to some, were removed during the depression of the 1930's, and sold by people on the dole.

In 1881 David Stratton set up a flour mill on the north-west corner of High and Pakenham Streets. A tramway was constructed to this mill down the centre of Pakenham Street. When Pakenham Street was sealed the tramway was left in place. The section of tramway between Hare and High Street was removed when the street was reconstructed in the early 1960's. It is said to be still under the bitumen between Hare and Annesley Streets.

