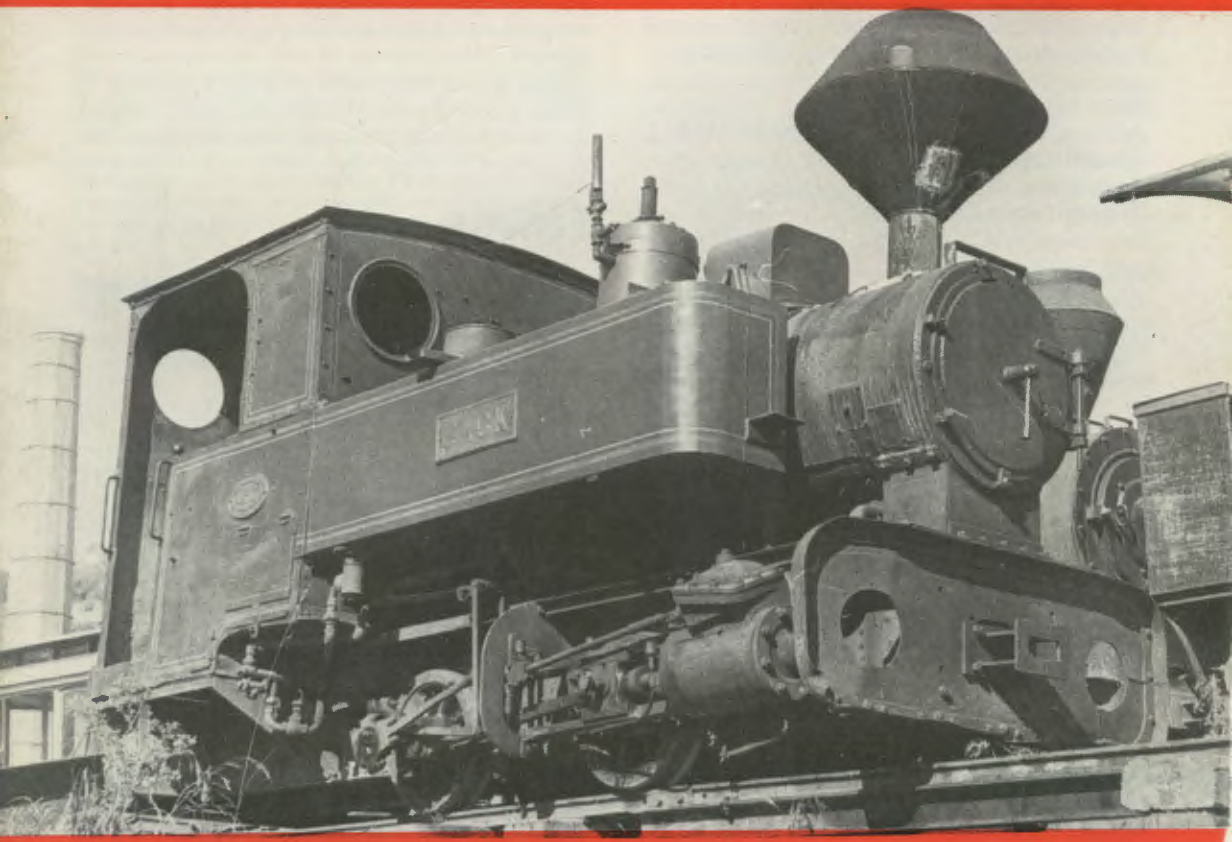
LIGHT RAILWAYS

Number 70
October 1980



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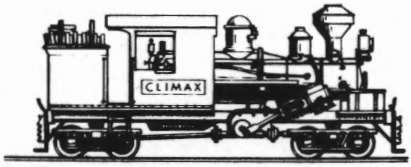

Light Railway Research Society of Australia

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Front Cover:
Krauss 0-4-0T (B/N 5945 of 1907), *Jack* at the Goulburn Steam Museum 14 May 1976 (see article LR69). *Jack* was formerly owned by the NSW Conservation and Irrigation Commission and Fairymead Sugar Mill (No. 7). The locomotive is now owned by E.M. Baldwin of NSW.

No 70 Vol. XVIII
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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Historical references to sums of money in *Light Railways* are in Australian pounds (£).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. It greatly assists the editors if they are typed or written on one side of the paper only and double spaced.

Editorial

As an economy measure LRRSA Council decided to adopt a smaller page size for *Light Railways* beginning with No. 69. The new format was not well received and a decision was made to revert to the old page size beginning with this issue. Our apologies for any inconvenience caused by these changes.

A number of readers have expressed the view that they would like to see a range of articles in each issue. Both LR69 and 70 have presented a suitable range of material. I have a number of longer articles to hand for future issues, but shorter articles are required to provide more balance. Material from Queensland, Tasmania and Western Australia would be very much appreciated.

In this issue we have a history of the Great Victoria Colliery Railway at Queensferry in Victoria by the late A.R. Lyell. This is balanced by shorter articles on the Mayers Point Tramway, Nattrass rail tractors and the Japanese Naval Railway at Buin in Papua New Guinea. Future issues will contain articles on the Geelong Harbor Trust tramways, the tramways of the Delatite River Valley in Victoria, and Perry electric locomotives.

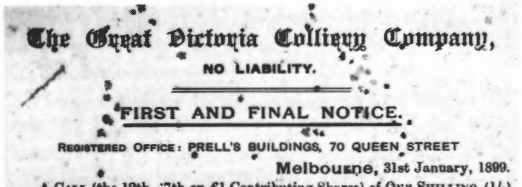
The Great Victoria Colliery Tramway

by the late A.R. Lyell

The chance acquisition of a *Call Notice* of the Great Victorian Colliery Company provided the necessary clue to the exact location of the railway which was known to have existed in the Bass-Queensferry district in the nineties. The late J.C.M. Rolland referred to the existence of such a line in *ARHS Bulletin* No 44 - 1941 when describing the movements of the four locomotives imported by the 5 ft 3 in gauge Launceston & Western Railway, but was vague as to the route of the line. The call notice provided a starting date upon which to base a search of the mining reports in the *Argus* of the period, from which almost the whole story has emerged.

Early Developments

The existence of black coal seams in the Bass Valley and adjoining Hills had been recorded as early as 1859, and in 1867 the Corinella Coal Mining Company was formed to develop the seams and build a tramway to Western Port. The company put down six shafts to varying depths, but the seams were uneven, and the company was unable to locate them at any distance from the outcrop, as it appeared that the prospecting pits had been sunk in disturbed strata in close proximity to a major fault. As a result, the venture lapsed, and it was not until the early nineties that a more promising seam was located on the northern slope of Steenholdt's Hill, some six miles to the south of the original discovery.



The Great Victoria Colliery Company,
NO LIABILITY.

FIRST AND FINAL NOTICE.

REGISTERED OFFICE: PRELL'S BUILDINGS, 70 QUEEN STREET

Melbourne, 31st January, 1899.

A CALL (the 12th—7th on £1 Contributing Shares) of ONE SHILLING (1/-) per Share, has been made and declared on the Contributing Shares of the Company, due and payable to the Manager, at the Registered Office as above, on Wednesday, 8th February, 1899.

All Shares on which the Call is unpaid 14 days after that date become (in terms of "Companies Act 1890"), absolutely forfeited

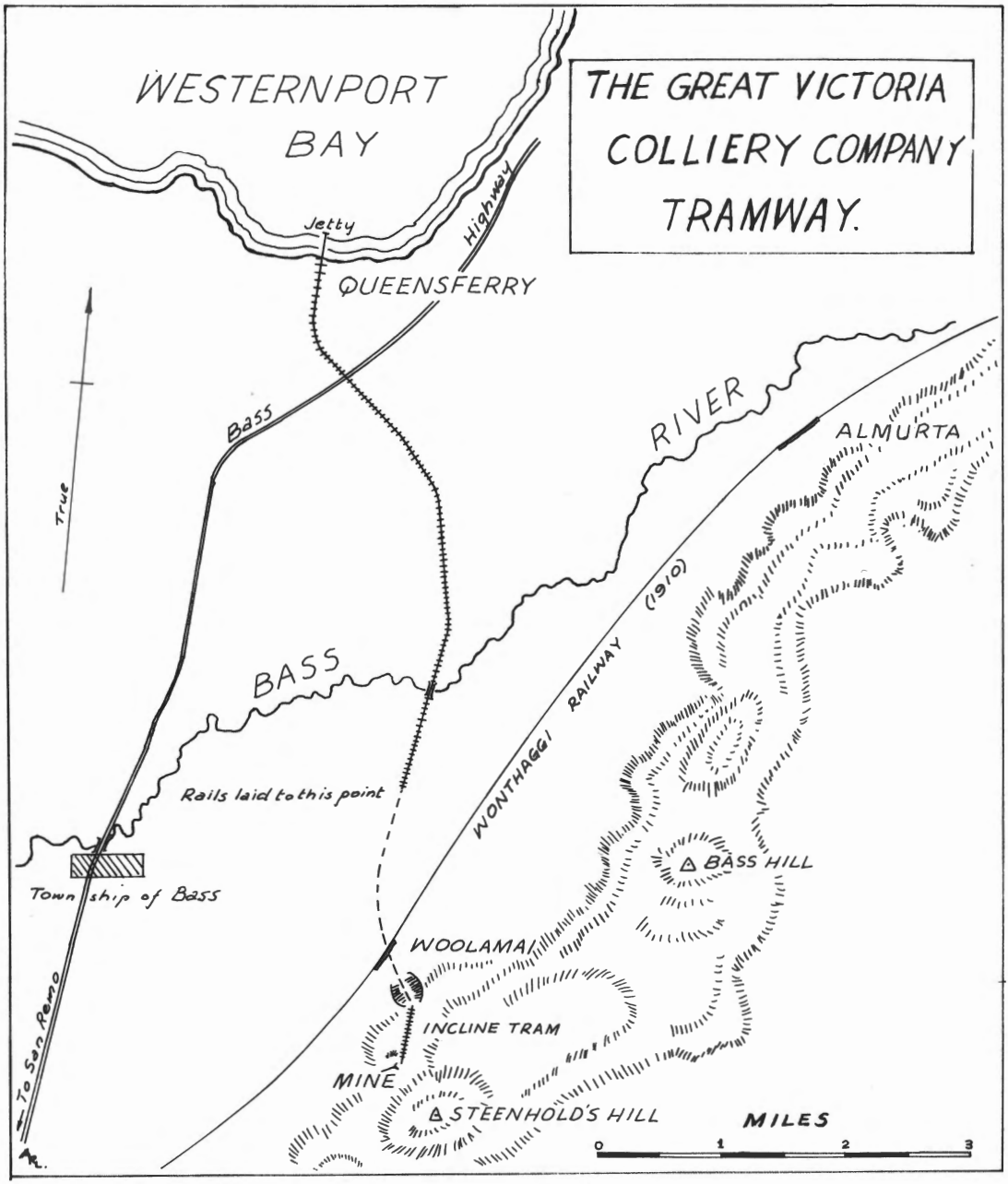
After the expiry of the 14 days allowed by the Act, forfeited Shares may be advertised and sold without further intimation except by advertisement.

WM. ROBERTSON, F.F.I.A., MANAGER.

The country on the eastern shores of Western Port Bay comprises largely a sandy, heath and tea-tree covered coastal plain which extends to the western scarp of the Jurassic (?) sandstones of the South Gippsland Hills, which mark the eastern boundary of the western Port Sunkland. The Jurassic (?) rocks contain the only black coal seams in the state.

The new find, like other Victorian coal fields at that time, was some distance from any existing railway, the nearest point being Nyora, on the Great Southern Railway (and later to become the junction for the Wonthaggi Line). The small settlements around the shores of the bay were, however, adequately served with government built jetties, the nearest to the new coal find being at Queensferry.

The date of formation of the Great Victoria Colliery Co is not known, but it is believed to be late in 1895, as the *Argus* reports the commencement of drilling operations to prove the three seams known to exist on the Company's property, and later describes an Extraordinary Meeting held on 5 December 1896, when a motion was passed authorising the Directors to borrow on the security of the Company's property for the purpose of putting the Company in a position to obtain financial assistance from the Government under the Mining Development Bill[1]. At the General Meeting which followed, the chairman (Mr G.E. Smith)



stated that when all necessary works were provided, and the mine was in full production, the output would be 1000 to 1500 tons per day. The *Argus* that it was a magnificent mine, and it was a pity that they had to borrow to carry out essential development works, such as a tramway to the seabord.[2] A shareholder suggested that the Government might be induced to let the Company have rails and other requisites for the tramway on reasonable terms, and it was decided to make enquiries in this direction.

Apparently finance, both private and Government, was forthcoming for a report dated 23 April 1897, announced that construction of the tramway had commenced on 19 April, and that 20 chains of earthworks and formation were completed to date.[3] In addition, a contract had been let for the supply of 600 sleepers. By 21 May, 1½ miles of formation was complete, including No 3 Embankment, which required 5000 tons filling.[4] A start was to be made the following week on No 3 Cutting, the heaviest piece of work on the whole tramway, being 9 feet deep at the crown of the ridge, and will take nearly a fortnight to complete.[5] It must be born in mind that all the 'earthworks' so far, (infact, for almost the whole line) were in light sandy loam, and it was likely that none of the shareholders had ever visited the area, so that these reports of progress on the cuttings and embankments, all of which were numbered, must have made impressive reading.

Route of the Line

Leaving the Queensferry Jetty, the line, which was 5 ft 3 in gauge followed the western edge of a three-chain road running due south for a distance of 35 chains, where, still in the roadway, it swung south east for another 28 chains, when the main Bass Road was crossed on the level. The road was followed on the same bearing for another 20 chains, after which the line entered Crown Allotment 213D (Parish of Corinella) on the same alingment for a further 35 chains, after which it swung in a more SSW direction for about 27 chains, to once more follow a 2 chain road (still on the western edge) for a little over a mile, before turning S9°W for 46 chains to the Bass River.

Here, a timber trestle bridge 400' in length was erected by the Company, and still on the same alignment, the line followed the western edge of the road then bearing easterly to a terminus south-east of the present Woolamai station, a distance of 200 chains from the Bass River. At this point a self acting tramway about half a mile in length led from loading bins to the mine, which was situated in Allotment 97F, on the north slope of Steenholdt's Hill.

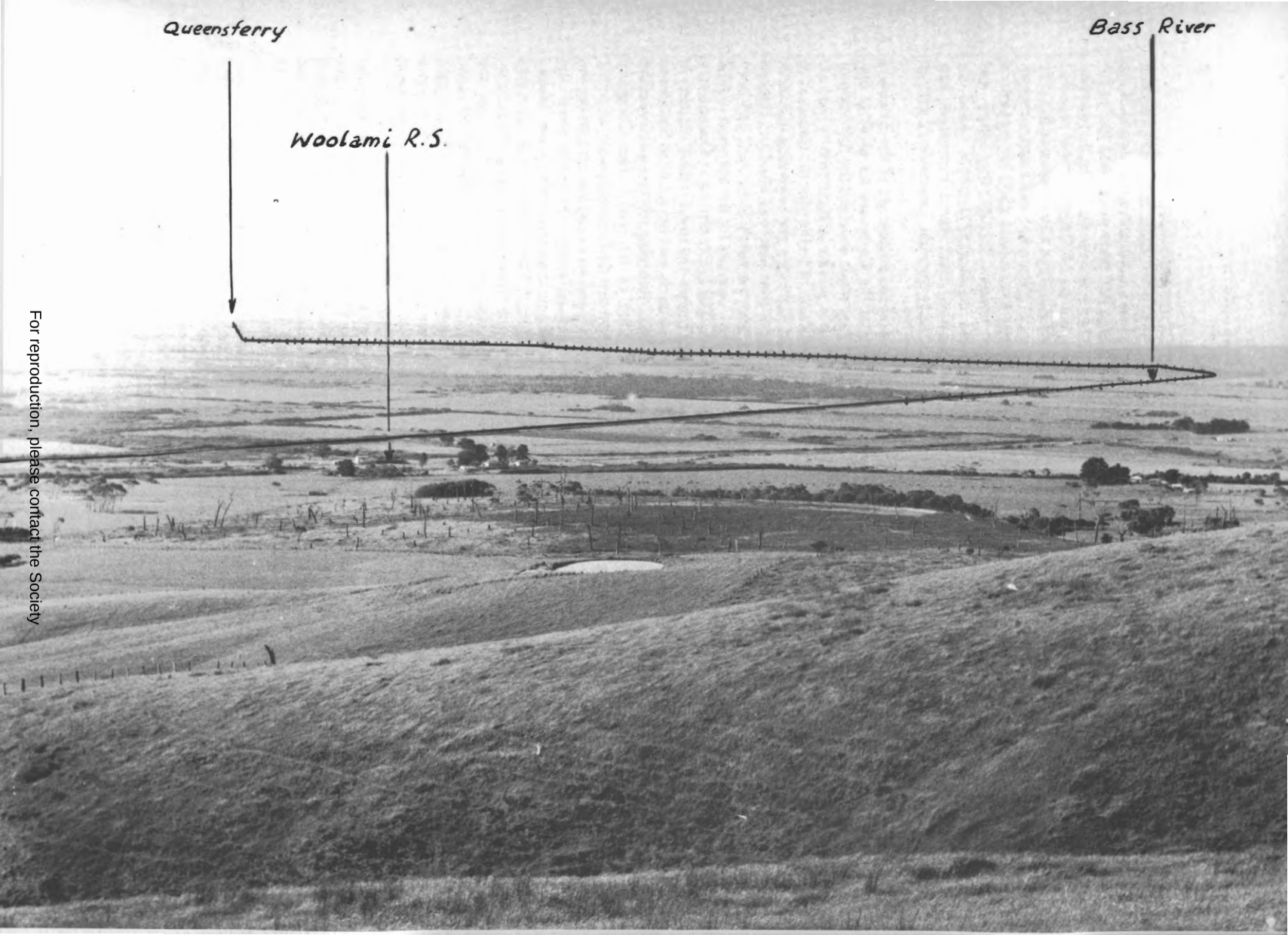
Tramway Construction

By the 10 August 97, three miles of formation had been completed, borings for foundation of the Bass River bridge had been made, and timber for the bridge was being delivered. So far, no rails had been acquired, but on 14 October it was reported Purchased from Railways Commissioner the rails etc, forming the old Kilcunda-San Remo tramway 8 5/6 miles in length, and paid £500 on account of same. Called tenders locally for lifting and delivering same on works. Tenders called for erecting bridge over Bass River. Formation now complete and ready for rails, Queensferry jetty to the Bass River.[6]

Following upon the acquisition of the Kilcunda tramway material the Company set to work dismantling this line, which involved the provision of gates and fences on private land crossed by the line, and the construction of trollies for the transport of the rails to San Remo. By the beginning of March 1898, 400 tons of rails had been lifted and stacked at San Remo, and the ketch *Peter Nell* had been chartered by the Company for the transport of rails to Queensferry. The ketch arrived at Queensferry with a cargo of timber and iron for the Company in the last week in March, and ran round to San Remo for a cargo of rails, returning to Queensferry on the 31st with a load of 67 tons.[7] The Company experienced a setback the following week when Mr E. Morey MLC filed an injunction restraining the Company from removing the rails from the Kilcunda-San Remo tramway of which Mr. Morey claimed ownership.[8] The Company's defence was undertaken by the Crown Solicitor, under instruction from the Railways Commissioner, and the injunction was discharged. The *Peter Nell* made two trips per week, and by 20 May 1898, 508 tons of rails, together with seven sets of points and a large quantity of fishplates and spikes had been landed at Queensferry.[9]

By the end of October 1898, an engine shed had been erected at Queensferry, and the locomotive was engaged in hauling ballast, which was obtained from the first cutting.[10] At the end of the year, the rails were laid for a mile south of the Bass River bridge, and on 20 January 1899 it was reported that the track was ballasted for 20 chains south of the river, and that the bridge had been tested by the locomotive (40 tons) and loaded train passing over it without the slightest sign of subsidence!

During the latter part of 1898 a little work was undertaken at the mine, and on the earthworks necessary for the self-acting incline tramway, for which 1⅜ miles of steel rope, weighing 10 tons had



been purchased.[12] However, the construction of the line from Queensferry was deemed more important, and the men were taken off the mine end of the line to concentrate on this task.

On 3 February 1899 it was reported that the tramway was permanently laid as far as the formation went (5 miles), and that everything was in readiness for the completion of the line.[13] Here the history of the line and the Company ceases, for on 10 April 1899, an extraordinary meeting of the Company was held to accept the resignation of certain Directors, who as mortgagees of the Company were no longer able to act on the board. At this rather acrimonious meeting, when it was suggested that a new company be formed to purchase the undertaking, it was revealed that the Company had sundry debts £5299, mortgage £2332, debt due to the Railways Department £1375. In addition, the Company was in default two yearly payments to the (Mines) Department, and was in default on the interest on the payments! It was estimated that £3000 would be needed to complete the work, and another £5000 to provide working capital.

The shareholders were not enthusiastic about the proposal, and a Mr McIntosh offered the opinion that if £50,000 were given to ghe gentlemen at present at the helm it would go where the rest of the money had gone!

Later in the same year the Company went into liquidation.

Rolling Stock

Nothing is known of the 14 coal trucks purchased by the Company but the locomotive had some claim to fame. It was a 5 ft 3 in gauge 4-4-0T built by Robert Stephenson & Co, (No 1914 of 1870) for the short-lived Launceston & Western Railway of Tasmania, becoming No. 1 of that railway. It is not known when it arrived in Victoria, or its history in this state before coming into the possession of the Great Victoria Co. At some stage in its travels it apparently acquired a tender, for the newspaper reports refer to the erection of the tender.

A report dated 1 July 1898 announced that the locomotive and fourteen trucks had been overhauled and pronounced in good running order, and that arrangements were being made for their transport to Queensferry.[14] A contract was let to Robinson Bros & Co., and Wm Cowper and Sons for the dismantling, shipping round to Queensferry and re-erecting of the locomotive and tender, and there testing under steam. The locomotive and trucks were shipped (the loco in pieces) from Little Dock in the schooner *Nell,* and by 17 September 1898 the engine had been erected and given a trial run of four miles.[15] (An analysis of the platelaying reports would indicate that the run was probably two miles out and back again, but four miles sounds more impressive for the shareholders!) The locomotive was employed on construction duties for the next five months.

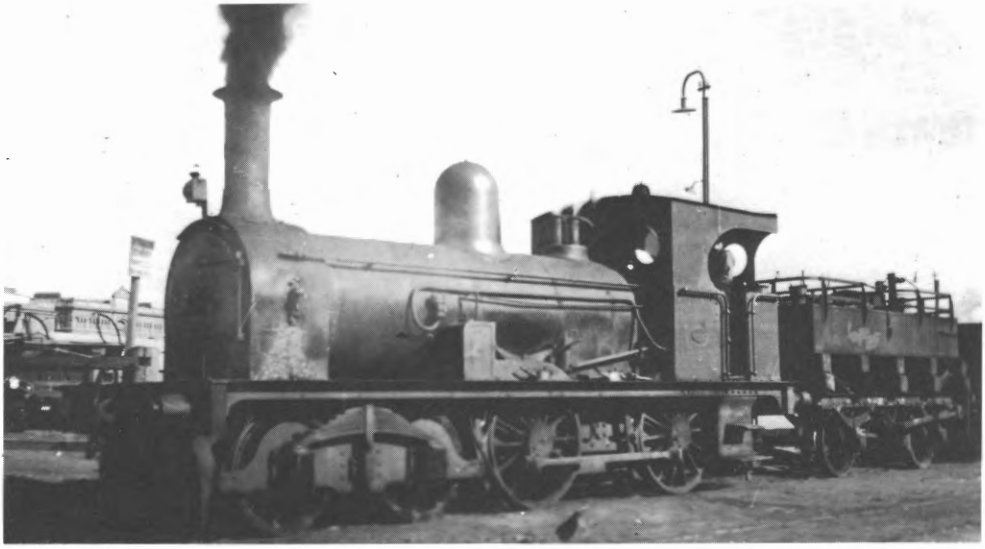
After the failure of the Company, the locomotive lay derelict at Queensferry for some years, and after the completion of the Nyora-Wonthaggi line in 1910 it was hauled by road to the railway and dragged 'dead' to Kelly and Lewis' works. There it was overhauled and painted, and was despatched to South Australia, to the contracting firm of Smith & Timms, who named it *Gawler,* and used it on the construction of the Angaston line. On 28 February 1912 it was taken on strength by the South Australian Railways, where it became 0 204, being scrapped by them on 1.11.1929.

Today, little evidence of the line remains. Queensferry has completely disappeared with the exception of the piles of the jetty, and, on the foreshore, a sleeper with a dog-spike still embedded

Old sleeper with dog spike used as fence post, Queensferry beach, May 1955.
A.R. Lyell
Opposite Page
Location of Great Victoria Colliery tramway on 1955 photograph.

Shore end of Queensferry Jetty showing extension to West, May 1955. A.R. Lyell

Site of incline tram, Great Victoria Colliery. A.R. Lyell



Robert Stephenson 1914 of 1870 working in Adelaide as SAR Number 0.204.
South Australian Railways

in it, serving as a fence post. The formation along the three chain road is barely discernable, and 'No 3 Embankment' with its 5000 tons of filling can be recognised because the bracken growing on it is a couple of feet higher than that on each side. The cuttings, being in sandy soil, have eroded until they are little more than shallow depressions in the scrub, and it was only with the assistance of air photos made available by the Lands Dept. that some of the line was traced at all. One pile remains on the site of the Bass River bridge, but the formation along the two chain road can still be traced as a mound some nine inches higher than the road. The foot of the incline tram is visible, largely because of the changed nature of the ground at the foot of the range.

A small mine was operating on the eastern slope of Steenholdt's Hill in the early 1950's, the output being carted by motor truck to Kilcunda. However, during a visit in November 1956, a Mines Department boring plant was noticed at work only a few chains from the site of the Great Victoria Colliery tunnel. In May 1957, Mabilia Bros. commenced mining operations just south of the old tunnel.

It is also fo interest that the ketch *Peter Nell* left the Snowy River for Lakes Entrance on 22 April 1899 and was never seen again, having apparently foundered in a heavy sea shortly after leaving the Snowy.

References:

1 *The Argus,* 10.2.1896
2. *The Argus,* 5.12.1896
3. *The Argus,* 27.4.1897
4 *The Argus,* 25.5.1897
5 *Ibid.*
6 *The Argus,* 18.10.1897
7 *The Argus,* 4.4.1898
8 *The Age,* 19.4.1898
9 *The Argus,* 16 and 23.5.1898
10 *The Argus,* 31.10.1898
11 *The Argus,* 23.1.1899
12 *The Argus,* 26.9 and 3.10.1898
13 *The Argus,* 6.2.1899
14 *The Argus,* 4.7.1898
15 *The Argus,* 1, 15 and 22.8 and 19.9.1898.

Nattrass Rail Tractors in Victoria

by E. G. Stuckey

In the 1920s considerable publicity was given in Victoria to the Nattrass Patented eight or twelve-wheel drive Rail Tractor. The claim was that the 'New Patented System Revolutionises the Sawmilling Industry'. Some of the publicity material is reproduced here together with an introductory article by Ted Stuckey which offers a more sober evaluation of the performance of the Nattrass Rail Tractor.

It appears that only one Nattrass Patent Rail Tractor operated in Victoria. This unit was demonstrated on Ezards tramway at East Warburton in November 1926 by the designer, Mr. L. Nattrass of New Zealand.

The unit was purchased by the Forests Commission of Victoria for use on the construction of the Tyres Valley tramline, near Erica. The line terminated at Collins Siding, on the Victorian Railways 2 ft 6 in gauge railway from Moe to Walhalla.

The tractor was urgently needed to enable platelaying to commence on the tramline. When bought by the Commission, the tractor cost seven hundred pounds and was supplied by L. Bannister & Sons of Melbourne. It was supplied on trial, arriving at Collins Siding on 21 January, 1927.

A test run of the new tractor took place on the 22nd. On the 25th, the motor seized and the tractor was returned to Melbourne for repairs. Mr Lakeland, Chief Engineer for the Forests Commission, reported that the tractors wheels were poorly cast and had flat spots on the treads opposite the spokes. Apparently the torque rod casing was also faulty, as oil leaking was reported. Lakeland further suggested a number of alterations that were desireable in any future models. He felt that greater traction was possible if the adhesive weight was to be increased to 5 tons. Replaceable tyres were suggested along with a reduction of wheel flange size from 2 in to ⅞ in. Provision of brass bearings with oiling facilities on all axle boxes, provision of some spring mounting of the chassis to compensate for track irregularities and the provision of some form of driver protection during inclement weather, completed the list of suggested improvements.

The tractor took 105 minutes to travel the 6.6 miles from Collins Siding to Tyres Junction, all but a mile of which was with the load. Troubles continued with the tractor. In April, the motor required adjustment. In June, the main gears wore out and had to be replaced, and in July the crankshaft bearings had to be replaced.

Despite these problems the tractor continued to assist with platelaying and hauling timber during the rest of the year. In may 1928, Christenson and Saxton tested the Nattrass on their 2¾ mile wooden branchline. The tractor took 2 hours to travel up to the mill with two empty trucks. On the following day it returned downhill behind two loaded trucks and returned in 3 hours with four trucks carrying 50 bags of chaff. On November 25th the casting on the front universal on the drive shaft broke. The tractor was then used without the rear bogie until the 27th when the middle crankshaft bearing came loose and smashed the crankcase.

It was not considered economic to repair the tractor and it sat at Tyres Junction until December 1932, when Mr C.H. Ingram, a local sawmiller offered to purchase it. He wished to rebuild the tractor for use on his branch line. At this time the rear bogie had been coverted to carry two 400 gallon water tanks for fire fighting along the tramway. Ingram offered to provide a suitable truck for this purpose as part of his offer. However, he did not pick up the remains until November 1934.

Ingram rebuilt the tractor and used it on his line until 1939 when it was destroyed by the bushfires.

Any information about the use of Nattrass tractors in other States of Australia would be appreciated.

References - The Forests Commission of Victoria.

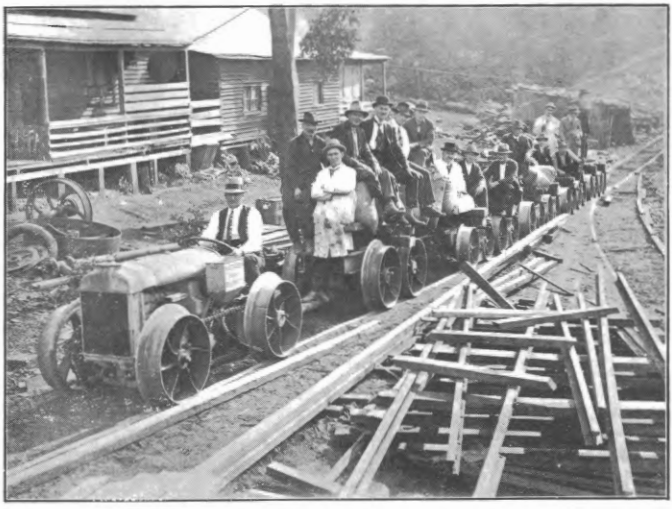
RAIL TRACTORS

NATTRASS PATENT EIGHT WHEEL DRIVE.

Successful Demonstration at Warburton.

Rail Tractor Hauling 30 Tons of Timber from Starvation Creek to Big Pats Creek, Warburton.

Starvation Creek is situated about 17 miles from Big Pats Creek. The Tram Track is zig zag for the first mile up, fairly steep grade, and thence rises 1ft. in every 23ft. over 6 miles.



Fully 20 people rode on the top of timber.

A large number of Sawmillers attended the demonstration.

Operating on Mr. J. F. EZARD'S line, between Big Pats Creek and Starvation Creek.

Tractor Hauling Timber Bogies with Merchandise and Living Freight from Big Pats Creek to Starvation Creek, Warburton

RAIL TRACTORS.

New Patented System Revolutionises the Sawmilling Industry.

Rail Tractor drawing 5 Trucks of Sawn Timber.

The Nattrass Patented eight or twelve-wheel drive Rail Tractor, now being introduced into Victoria, is the outcome of upwards of five years' extensive experimenting and experience. This system utilises the dead weight being carried on the rear bogey for tractive force; economy in transport one of its chief features; one case of petrol per day provides power equal to twelve horses; the saving is enormous; tramways need not be ballasted; bridges can be lighter and need no decking; expensive cuttings need not be made to ease the grades, as this Tractor can haul a load up any grade that same can be braked down with safety.

A great number of these are in use in New Zealand, and are operating on all kinds of tramways, with grades up to one in five, with and against the load.

The following opinions are worthy of note :—

Mr. C. C. Odlin, Managing Director of Odlin's Ltd., Wellington, says: "That this Rail Tractor is a boon to sawmillers."

Messrs. Crighton & Co., Pokaka, say: "It has saved us £20 per week in the cost of transport, and replaces two teams of horses." After 18 months' experience, this firm has installed an outfit in their second mill.

Messrs. Mitchell & Cook, Mataroa, working continuously for over two years: "Has done all that was claimed for it, and no miller should be without this system of transport, even if it costs twice the money."

Patent Rail Tractor operating on Bush Tramway with severe curves and grades up to 1 in 6, in presence of Sawmillers' Association and Secretary.

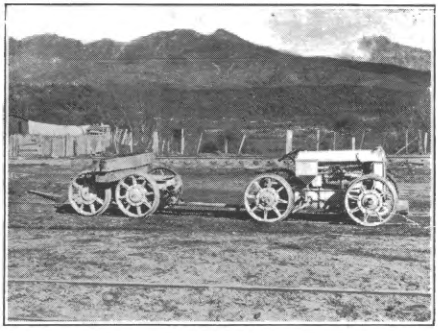
Mr. Baigent, Akatarawa Sawmilling Co.: "This Tractor has performed some remarkable feats, including the carrying of our Log Hauler, weighing eight tons, up a one-in-five grade in a few minutes, what would have taken more than a day by any other means."

Mangawhero Sawmilling Co., Raetahi: "After spending £7000 on tramway, and purchasing locomotive (unable to shift any timber because of grade being one in nine), one million and a half feet of timber accumulated, and your Rail Tractor saved the situation. One machine, by operating day and night, cleared the yard in four months, besides removing the output of our mill of approximately 7000 feet per day." Additional mills have been constructed, and they now own four Rail Tractors.

Manakau Sawmilling Co., who claims to operate on the most difficult country in the Colonies, after experience in loss of many horses, installed one machine nine months ago, and have now purchased their second machine. Besides increased output of timber, due to the more rapid and reliable means of transport, they have effected a saving of £25 per week.

A sample Rail Tractor may be seen at our Warehouse. Sawmillers, Quarry-owners, Cement, Sugar and Coal Companies are invited to apply for all particulars, and those desirous of arranging for demonstrations are invited to communicate on the subject.

CATALOGUES IN PREPARATION.



Rail Tractor.

L. BANNISTER & SONS PTY. LTD., 393 Finders St., Melbourne

Operating successfully throughout New Zealand, where Sawmillers speak in the highest praise of its qualities.

IN RUGGED COUNTRY, WHERE HAULING LOGS IS DIFFICULT, THE NATTRASS RAIL TRACTOR HAS PROVED ITSELF.

HAULING LOGS IN NEW ZEALAND.

SEE TESTIMONIAL.—J. D. WALKER, of Yarra Junction, writes:—"Anybody who sees it bringing in my logs will be satisfied about what it can do, without seeing it on a good graded steel line."

L. BANNISTER & SONS Pty. Ltd., **393 Flinders St., Melbourne.**
TELEPHONE CENTRAL 7354.

Mayers Point Tramway, New South Wales

by David Burke

While undertaking research in the Mitchell Library I recently came across a couple of news clippings from *The Manning River Times* referring to the Mayers Point tramway operated by Allen Taylor & Co. The first, of March 12 1974, tells of the finding of a series of old photographs depicting a tramway disaster near Wootton. The research officer with the Newcastle Historical Society, Mr Fred Gregory provided the paper with a short history of the line. He said the 18-mile tramway was originally laid with wooden rails in 1911 and these were replaced in 1913 with steel rails. The first locomotive was introduced at this time when the line was taken over by Messrs Allen Taylor & Co who operated the tramway until its closure in 1944. The line was built to convey log timber from a bush terminus on Horse's Creek near Mt Mistake to the owner's mill on the waterfront of Myall Lake at Mayers Point. In all, four locomotives served on the line including two Climax engines (LR 24). The second cutting (March 20, 1974) contains a letter from C.W. Haigh in response to the article, providing some details of the wreck shown in the photographs. The crash occurred in 1941 when the locomotive fell through a bridge damaged by bush fires, resulting in the death of the driver.

Earlier this year when houseboating on the Myall Lakes, we took time to visit the old Mayers Point sawmill and landing site.

The remains of the tramway are still quite visible, in that right-of-way heading north-west clearly identifies itself in the gras and surrounding paddocks - sometimes with the help of rotting sleepers which somehow escaped removal.

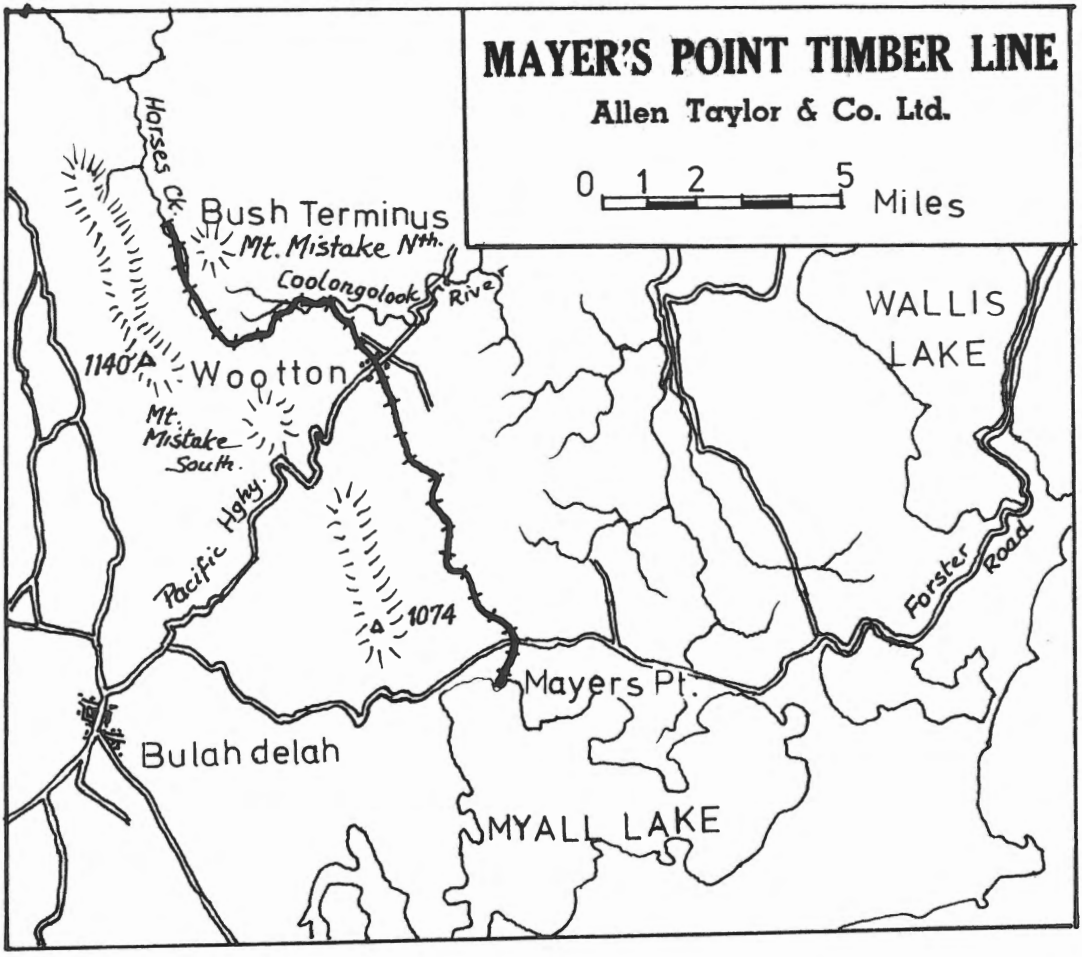
Across the calm waters of the Myall, one could imagine the shriek of the Climax steam whistle and the threshing of the side rods . . . sounds stilled these 30 years and more.

The line was quite a substantial one - the locomotive stock alone speaks for that - and at the depot area at the lakeside terminus one finds various pieces of rusty iron, bolts and the like. Among the dirt we came upon part of a Climax cab - rear bunker portion, I believe - and a complete flat-topped saddle tank (still equipped with handrails and faded lining-out) which obviouisly was once part of the motive power complement - probably the Andrew Barclay style 0-6-0.

While at the mill site, a cabin sailboat ventured among the reeds around the remnants of the wharf, the skipper also being a timber tramway buff who told us that he had explored the uppper reaches of the line, now beyond the Pacific Highway towards the old Gloucester road, where had found other relics of the right-of-way, including the timbers of some trestle bridges.

When researching for the book *Come Midnight Monday,* I found that the (NSW) Forestry Commission, Clarence Street, Sydney, has a file of excellent pictures of various long departed North Coast bush tramways, including a few from Mayer's Point. A story of the line was also contained in an early issue of the ARHS Bulletin - that of August, 1948 (Btn No 130). The writer was the late C.C. Singleton, a founding father of the Railway Historical movement. This is a summary of what "Sing" had to say:-

Travellers on the Buladelah to Forster Road were often interested to note a narrow gauge light railway crossing the road in the vicinity of the village of Mayer's Flat on Myall Lake, but in 1944 the line was closed and the rails and materials were removed.



The line was of the 3 ft 6 in gauge, being one of the last surviving timber lines in the North Coast district. Originally a horse-drawn tramway laid in for M.A. Croll in 1911, it was relaid in steel in 1913, and taken over by Messrs Allen Taylor and Company, who carried on till its abandonment in 1944.

Log timber from the bush terminus was sawn at the owner's waterfront mill on Mayer's Point and taken by water to Port Stephens and Sydney. When Allen Taylor and Co established their headquarters at Mayer's Point, they abandoned the mill there and shipped the logs on droghers via the lakes and Myall River to their sawmill at Winda Woppa (on Port Stephens). A small engine shed and several sidings were located near the wharf at the site of the original mill, while the employees resided at the adjacent small villager of Mayer's Point.

Leaving Mayer's Point, the line pursued a more or less north-westerly direction, crossing the Forster Road on the level at about a mile out and rising to surmount the saddle between the Myall Lake and the Coolongalook Creek basin, following the creek down to the village of Wootton on the Bulahdelah-Coolongalook-Nabiac Road, which is crossed on the level at about 8 miles out. The line then follows up Worth's Creek to its source and crosses a saddle at 600 ft elevation to descend the valley of Horses Creek to the terminus at an elevation of about 320 ft.

The first locomotive was a Climax purchased in 1913. It consisted of a flat frame on two four-wheel

bogies, with a locomotive type boiler at one end, and two vertical cylinders and watertank at the other, the cylinders driving a long cardan shaft with a two-speed sliding gear operating both bogies through bevel gearing. This engine would haul 10 logs on pairs of bogies, or about 50 tons, at eight miles per hour, or on the very steep grades at four miles per hour. The wheels were 2 ft 2 in diameter, and the cylinders were 7½ in x 7 in, the boiler pressure being 160 lbs. This engine ran up to 1939.

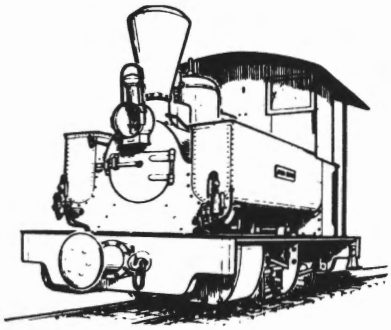
A second engine of the more conventional type was acquired in 1914 and ran up to 1927. This was an 0-6-0 saddle tank (with flat top) with 2 ft 10 in driving wheels, the centre wheels having blind tyres; outside cylinders were 11½ in x 18 in, and steam pressure was 125 lbs. It was similar in appearance to a class by Andrew Barclay, and may have come from the Maharatta Tramway near Bonville Creek.

The third engine was a much larger conventional side tank engine, and was of the 2-6-2 wheel arrangement with 3 ft drivers, outside cylinders 14 in x 20 in, built by Clyde Engineering Company to the order of Allen Taylor, builder's number 241 of 1920. This engine exerted 15,200 lbs tractive effort, and had a boiler 4 ft 2 in diameter; 9 ft 3 in between tube plates; 150 1⅞ in tubes; evaporating surface 780.5 sq ft; grate area 15.25 sq ft; carried 1,000 gallons of water and 3 tons of coal; had Walschaerts' valve gear; bar frames, and the total weight was 40 tons. Boiler pressure was 175 lbs. The engine was found unsuitable for the sharp curves and light track of the line, and was sold to Tasmanian Government Railways in 1921, becoming P class No. 1.

The fourth engine was another Climax, a duplicate of the first engine. It was purchased in 1926 and continued running up till the closing of the line in 1944. Both Climax engines had steam brakes on all the wheels and drew their water from the creeks when on bridges by means of ejectors and hoses; all engines had diamond stacks, as they were woodburners. In addition to the sand domes forward, the Climax engines had two sand boxes on the rear of their watertanks, and had the usual American push-hole sockets cast int he buffer beams.

The timber bogies were the usual type strung on long poles, spaced as required and coupled together by chains, but kept apart at the couplings by distance pieces of round timber, rather primitive, but quite satisfactory in practice.

When visited in 1940 the 0-6-0 saddle tank was in the shed, but so shut in by rubbish, including bevel drive bogies of the scrapped Climax that no photos could be taken. A noticeable feature was the presence of two external steam pipes running from the steam dome, placed well back on the boiler, to smokebox. The 2-6-2 tank had, of course, gone to Tasmania by then. This latter engine is unique in that it has the same maker's number as A.I. & S. Ltd's *Iron Duke,* obviously an error on the part of the Clyde Engineering Company.



LETTERS

COSMOPOLITAN GOLD MINE TRAMWAY

On receipt of information from Richard Horne, London, identifying the small saddle tank locomotive that formerly worked on the Cosmopolitan Gold Mine Co. tramway near Pine Creek, NT, R.K. Morgan's account in LR51 needs correction and amplification.

The tramway of 2 ft gauge (not 3 ft 6 in as suggested by Morgan) which was under construction by the former Jensen Gold Mining Co. when taken over by an English company Consolidated Gold Mining Co. in 1894, had a tiny six ton 0-4-0ST locomotive with 6 in x 10 in outside cylinders which was supplied by Kerr Stuart & Co. as B/No. 606 of 1893. (It also was identified as KS 79 in another list of that company's products).

It was shipped to Australia on 17 October 1893, presumably direct to Darwin and put to work hauling ore from the Eleanor and Kohinoor reefs to the battery probably early in 1894.

In LR 57, J.Y. Harvey pointed out that the loco was of 2 ft gauge and was, therefore, almost certainly the same as that which long after the closure of Cosmopolitan was transferred circa 1916 to the Maranboy tin fields, a further 100 miles south of Pine Creek. This enterprise was either a long time in getting the tramway started, or very short-lived, but certainly the locomotive was the former Cosmopolitan Kerr Stuart, as the tramway was definitely 2 ft gauge.

What happened to it post 1925, when the Maranboy operation seems to have ceased is yet to be determined. My guess is that it was either worn out, or in such bad repair as not worth the expense of recovery. Perhaps there is some record of the fate of the Maranboy operations?

John Buckland
East Brighton, Victoria

FEDERAL TIMBER COMPANY AND TRAMWAY

In the *Melbourne Walker* Vol. 19, 1948 page 70 was published an article I wrote called Timber Tramways'. It included the following statement:

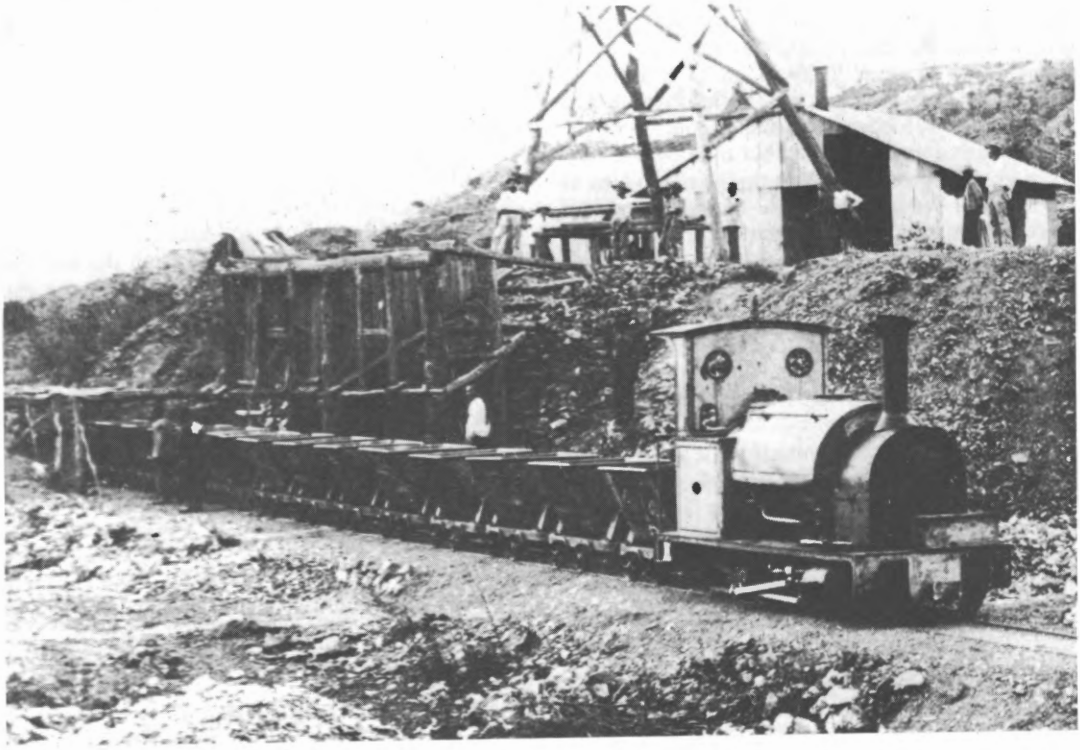
The old mill of the Federal Timber Co. was situated at the head of Starvation Creek and had a wooden tramway of four foot gauge running down the valley to Richards tramway where the timber was transhipped on to the three foot gauge and hauled by McEzards locomotive. *The motive power of the four foot gauge is not known.* (emphasis added).

The matter has now been resolved by a statement by a Mr Learmouth who lived at Goodwood and worked at Knotts Mill. Mr Learmouth states that tractors were the motive power of the four-foot gauge. These were fitted with 24 in wheels which were later changed to 18in to reduce speed.

Learmouth Creek at Powelton was named after the family. Mr Learmouth states that the bush was so thick in the Goodwood and Knotts Mill areas that no attempt was made to enter some areas until after bush fires had been through. The reason that very little trace of the tramways are to be found now is that, as the period of use was to be short, the tramway tracks were just laid on the ground. These tracks were later cut up for firewood by Mr Learmouth's father and others.

I hope this information is of some help to the LRRSA.

Garnet Johnson
Melbourne Mens Walking Club



Cosmopolitan Gold Mining Company's Kerr Stewart locomotive (B/N 606/1893) at the mine near Pine Creek, Northern Territory. Department of Territories.

MOUNT ELLISON - IRON BLOW TRAMWAY, NORTHERN TERRITORY AND THE MISIMA ISLAND RAILWAY, PNG

At first glance there does not seem any connection between the two above named light railways. There is, however, in that one of the Kerr Stuart locomotives from the former subsequently formed the motive power on the latter.

To explain the relationship, I quote from letters kindly loaned by George Bond, to whom they were written by one Colin Cox in 1956 and 1959. He formerly worked as a loco-driver on the Mt Ellison line.

I came to Darwin in March, 1903 to work for the mines at Yam Creek (Grove Hill) when they were changing over from battery to smelters. Late in 1903 the line was started from the smelters to Yam Creek railway siding with three rails (dual gauge). A few months later the first loco arrived from England and was used to bring material from the siding to the smelter site. The line was then started to Mt Ellison and Iron Blow ... The first loco was named *McDonald* after one fo the directors (Kerr Stuart 643 of 1901). The line had almost reached Mt Ellison when the second loco arrived named *Heasman* also after a director (Kerr Stuart 697 of 1901, both Skylark class 0-4-2T). I put the *Heasman* together and then took on the driving bringing ore from Mt Ellison and Iron Blow to the smelters for 18 months. The rails were at Mt Ellison for well over 12 months before I returned to Sydney, during which time the mines closed. I came back late in 1906 and my father and I took a 12 months tribute at Mt Ellison and used a loco to bring the copper ore in to the railway at Yam Creek siding, for transport to Cockle Creek (NSW) . . . The mines had a caretaker for 12 months. Mt Ellison was 12 miles from the smelters and a further 1½ miles to the siding, with Iron Blow one mile further. In 1907 the mines' machinery was bought

by a Melbourne firm, Cameron & Sutherland. I drove the loco for them taking the machinery to the siding to be shipped away, a lot of it going to Tasmania. The two locos went to Melbourne. On the tramway the locos were hauling about 12-14 ore trucks, each carrying 2 tons, but there was a very steep grade (about 1 in 20) to tip the ore in bins at the smelter. We used to haul 2 trucks (6 tons) up there. There was a fair amount of traffic on the Ellison-Iron Blow and siding lines

There was also another small loco and tram line at Pine Creek hauling quartz from the Eleanor leases about a mile to the battery. [This has recently been identified as Kerr Stuart B/N 606 of 1893 0-4-2ST, which also carried KS No. 79/1893 in a second series.].

In a second letter confirming that the locomotives were both identical Kerr Stuarts, Mr Cox added that the ore trucks were side-tipping type made of steel and the firewood trucks similar with a wooden deck. One locomotive was used to bring in ore from Mt Ellison and firewood for the mine boilers; the other for ore from Iron Blow to the smelter bins and goods from the railway siding, including coke which was used in the smelters. There were only six cuttings about 3ft deep and four embankments of about 8 ft on the line, and one bridge which spanned the Government line at Yam Creek. The brick abutments were still there in 1959 and several 8-10 ft culverts spanning small creeks on the route.

When the Mt Ellison-Iron Blow operations closed in 1906, the plant and machinery were bought by Cameron & Sutherland, Melbourne, as stated by Mr Cox. In 1909 both locomotives were bought by Whim Well Copper Mines Ltd which had constructed a 2 ft gauge tramway for 13½ miles linking Whim Creek with Balla Balla on the coast of Western Australia south-west of Port Hedland. The demand for copper prior to the outbreak of world war I apparently necessitating additional motive power and the Kerr Stuarts were used to supplement the tramway's two Orenstein & Koppel 0-4-0T locos (B/N 2424 and 2461 of 1907) until September, 1914, when exports ceased.

The mine and tramway continued operating until March 1917, when KS 743 at least was resold to Cameron & Sutherland. KS 797 was allegedly abandoned on site with one of the Koppels. Here the story becomes somewhat confused with conflicting accounts that 743 (apparently) was sold to Block 10 Misima Gold Mines NL in 1920 and transported to Misima Island in the Louisade Archipelago, off Papua New Guinea (see LR51, Autumn 1975) where it worked until 1922. The plant, including the locomotive was bought by Miller & Co., machinery merchants of Melbourne, who after having it regauged for operation of 3'0" sold the much-travelled KS 743 to E.A.C. Russell, sawmiller, for use on his timber tramway operating out of Gembrook, Vic. Proving less than satisfactory it was soon replaced by an articulated 0-6-6-0T built by Day's Engineering, South Melbourne on the Heisler principle, after which the KS was locked away in the engine shed at Gembrook and only removed, so I believe prior to its cutting up for scrap on site in 1953.

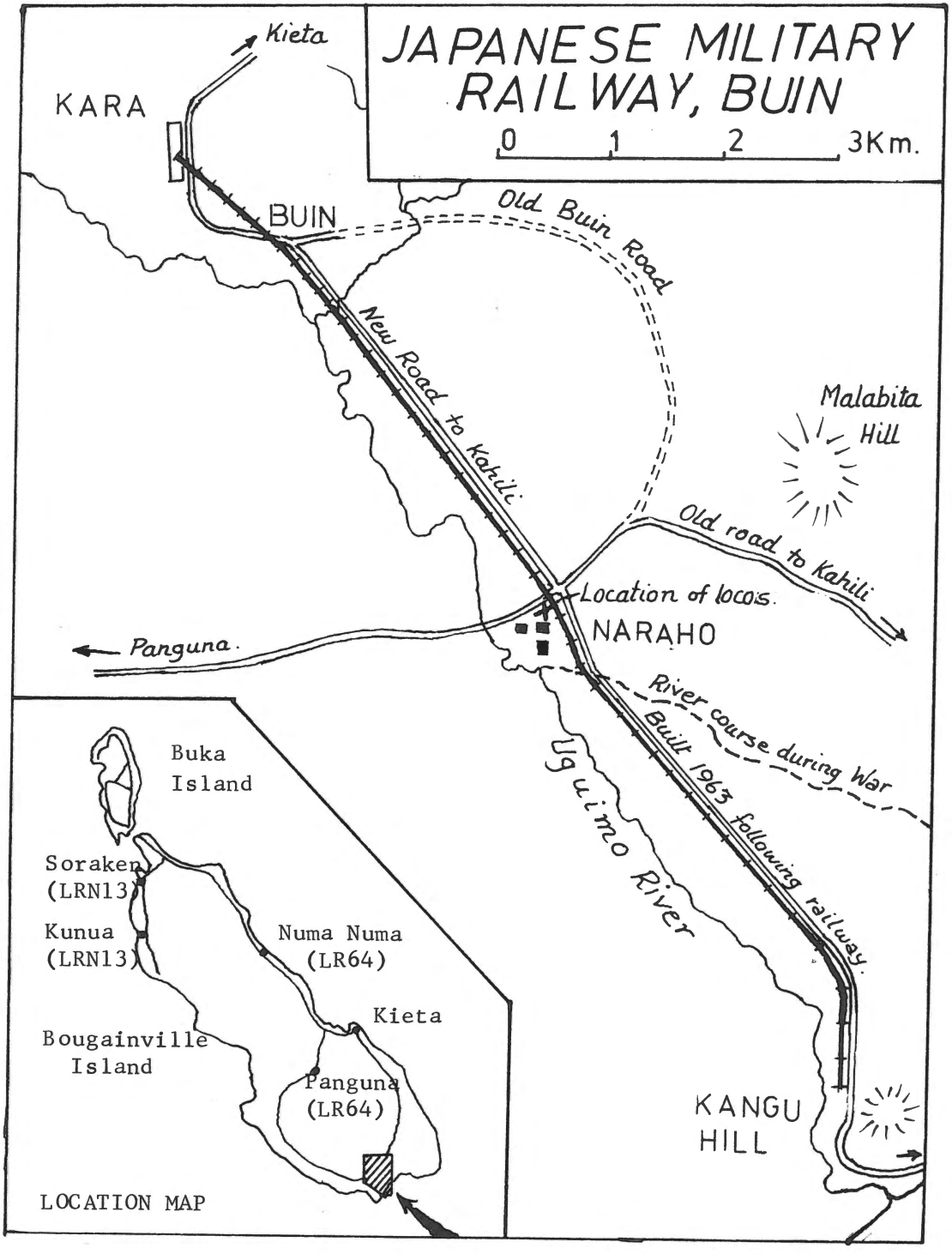
Where the mystery is confounded is the somewhat garbled report that KS 743 (or perhaps 797?) was seen at Junction Mine, Broken Hill, NSW in 1926 and scrapped there in 1930. Alternatively, other reports suggest that 743 went from Broken Hill to Misima, as there was a connection between the two financially.

Although I am inclined to believe that the first account of 743's movements is the more plausible and that the Gembrook engine was, in fact KS 743 rebuilt and not 797.

John Buckland
East Brighton, Victoria

JAPANESE NAVAL RAILWAY, BUIN, NORTH SOLOMONS PROVINCE, PAPUA NEW GUINEA.

I refer to the letter from Mr Bruce Douglas in LR64 on the Japanese Military Railway on Bougainville. I have been able to visit the Buin area to inspect the remains of the railway and additional information has been supplied by the Japan-Papua New Guinea Goodwill Society and residents of PNG. The gauge of the railway was 610 mm and it ran from Buin Port (Kangu Hill) to Kara Airstrip (now Buin), a length of 12-13 km. The line was originally constructed using 6 kg rail to carry hand pushed trucks of fill and gravel from Kangu Hill for the airstrip. All work was done by Japanese civilians attached to the army. Later the railway was upgraded using 12 kg rail to take locomotives. I was shown the remains of at least 7 locomotives. Five were diesel mechanical Kato Works 4wDM as shown in the photograph in LR 64. The locomotives are 3m in length, 1.2m wide and 1.8m high. The engine is 6-cylinder and from the heavy construction looks to be diesel. A photograph of one of the locomotives is provided. I understand



Kato Works 2ft gauge locomotive outside Buin PWD workshop M. Pearson

that the National Museum and Art Gallery (War and Aviation Section) is planning to preserve this locomotive. The two others were smaller 2-2w and could have been powered by petrol engines, but these have been removed. All have been stripped of removable parts but are otherwise in good condition. They are located in the bush on the side of the main Buin-Kanga road which follows the old railway formation. They all have the Anchor & Chrysanthemum emblem of the Japanese Navy embossed on the side.

Local labour was not used on the line as the japanese did not trust the local people for fear of its construction being reported to the Allies. I have found no reference to the line in Allied documents so the existence of the railway may have been a well kept secret. General Kanda and Vice Admiral Tomoshige Samejima were apparently planning to make their last stand along this line when peace was declared.

As reported in LR64 most of the line was taken up by salvage operators after the War. Many of the rails are now used by local villagers in cocoa and copra driers while others have been used for bridge works.

Michael Pearson
Buka Passage, PNG.

SOUTH AUSTRALIAN JETTY TRAMWAYS LR 64 pp4-10

I was pleased to see in LR No.69, detailed correspondence adding very valuable information to the nucleus of notes which formed the original article in LR64.

R.T. Horne's information dealing with the electric cranes on Murray Bridge SA wharf is most interesting. I recall seeing detailed photos of this installation in a publication ten years ago, but can not recall its title. More recent books contain the following photos:-

River Boat Days P. Phillips. Lansdowne publishers:
p 48. PS *Trafalgar* at Murray Bridge Wharf (c 1930).
p 118. Steamer and barges at Murray Bridge 1894
p 75. Cleaning the catch at Goolwa 1899.
Veteran Ships of Australia and New Zealand G. Andrews. Reed publishers:
p 109. PS *Avoca* and PS *Coonawarra* at Murray Bridge.
River Boats and Rivermen W. Drage and M. Page. Rigby publishers:
p 171. Building Goolwa Barrage.
p 174. Rocks being dumped at Goolwa Barrage.
The Book of the Murray G. Lawrence and G. Smith. Rigby publishers:
p 23. Goolwa Barrage.

On a visit to Wallaroo SA jetty on September 1st 1979 a four wheel rail bound hand crane was observed on the wharf with axle box covers carrying the letters SAR 1897.

During that visit to Yorke Peninsula I was able to collect considerable data which formed the basis of a brief article dealing with the Wallaroo Railway and Pier Coy's horse railway together with the branch railway to Moonta and the later Moonta Town horse tramway. This will appear in the October 1980 edition of *Trolley Wire* which is presently at the printers.

Recently I have been fortunate in obtaining a small collection of interesting photos of the Port Broughton to Mundoora tramway during its horse worked period. Should your correspondent Ian Goff, or some South Australian reader be prepared to compile an article on this undertaking for *Light Railways* I would be willing to make these prints available for publication.

Ken McCarthy
Keiraville, N.S.W.

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Back Cover:
Planet four-wheel 75hp diesel locomotive at Warragamba (see LR43).
Metropolitan Water Sewerage & Drainage Board.