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# LIGHT RAILWAYS

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**Australia's Magazine of Industrial & Narrow Gauge Railways**

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**Light Railway Research Society of Australia Inc.**



## LIGHT RAILWAYS

Australia's Magazine of Industrial and  
Narrow Gauge Railways

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1 inch (in)	25.4 millimetres
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1 chain	20.11 metres
1 mile	1.61 kilometres
1 ton	1.01 tonnes
1 pound (lb)	0.454 kilogram
1 acre	0.4 hectare
1 horsepower (hp)	746 Watts
1 gallon	4.546 litres
1 cubic yard	0.765 cubic metres
1 super foot	0.00236 cubic metre
(sawn timber)	

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## Black Friday, 75 years on.

On 'Black Friday', 13 January 1939, enormous uncontrollable bushfires spread across Victoria, leaving behind vast areas of burnt forest, 69 sawmills destroyed, towns wiped out and 75 lives lost. Many of the tramways serving the timber industry were severely damaged.

In the aftermath of the fires, profound changes occurred in the Victorian sawmilling and forestry industry, partly as a result of Judge Stretton's Royal Commission findings, and partly due to the need to salvage the fire killed trees before they became worthless.

No longer was it feasible for sawmills and communities to be established in remote country close to the timber, with a tramway for shipping out the sawn timber the primary means of communication with the outside world. Larger sawmills were now established on the fringes of the forests where rail access was readily available and the sawmilling families were safer. This required a change in practice, and the beginning of the move away from tramway based operations towards heavily mechanised logging, using road transport to efficiently move logs to the mills, over greater distances.

While the fires themselves may not have directly destroyed all Victoria's bush tramways, they were a catalyst for the change which ultimately caused their demise throughout the State.

*Scott Gould*

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

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

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

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

**Front Cover:** A three and a half year restoration project, including a new boiler, has been completed on Wee Georgie Wood, Tullah's well known Fowler 0-4-0WT (16203 of 1924). Chris Martin photographed the train drifting downhill with Mount Farrell providing a spectacular backdrop, on 14 December 2013.





*K1 takes water at Rhyd Ddu on 6 September 2013, the first day of the Welsh Highland Railway gala weekend, as it double heads the first passenger train of the day from Caernarfon to Porthmadog.*

*Photo: John Browning*

# Gone overseas

by John Browning

A trip to Britain in mid 2013 provided me with an opportunity to visit many 2ft gauge preservation railways. This gave me the chance to see a select group of locomotives that have left our shores for preservation. There are emotional and legal obstacles to the export of such heritage items so I was very interested to see what had been done with them and whether or not they were presented in such a way as to acknowledge their heritage. I have previously written, in LR 196, about some of the legal issues involved from the perspective of Australia's Movable Heritage legislation.<sup>1</sup>

I found three steam locomotives from Australia running and one other under restoration, as well as two from Fiji, one running and one being restored. There were also two ex-Australian diesels. Two additional narrow gauge steam locomotives are known to have gone from Australia to private collectors in Britain. They had come to Australia from south-east Asia and so were unaffected by Australian heritage export controls.

## K1 – the pioneer Garratt

One of the very early exports for preservation was of the prototype Garratt 0-4-0+0-4-0 articulated locomotive, K1 (5292 of 1909), sent back to Manchester by the Tasmanian Government Railways for preservation at the Gorton works of Beyer, Peacock & Co Ltd in 1947. It had been out of use at Zeehan for 15 years and had been offered for sale in Australia, including to Queensland sugar mills. It returned to

England as a hybrid, fitted with the boiler unit of its sister K2 (5293 of 1909). Following the closure of Beyer Peacock, the locomotive was saved in 1965 by the Festiniog Railway and was an exhibit at the York Railway Museum from 1976 to 1995.

Its restoration to steam became a flagship project of the revived Welsh Highland Railway (WHR), and, fitted with a new boiler, it was in steam by 2004, although a number of issues meant that it did not enter full passenger service until after being converted back from oil to coal firing in 2007. Since then a multitude of problems related to its age and complexity, including many steam leaks and issues with the engine unit pivots, meant that it saw only intermittent service, with remedial work being tackled by a very small group of dedicated volunteers. One major problem is that the locomotive cannot be expected to handle 11-car passenger trains at scheduled line speed, and therefore the railway's resources are naturally concentrated on the more modern South African Garratts that can do this work. After it had been out of use since late 2011, there had been talk of K1 being ready for the September 2013 Welsh Highland Railway Gala, but my initial visit on 8 July found it unattended and forlorn at the back of the shed at Dinas, the engine units partially disassembled. I felt disappointed that there seemed little prospect of seeing it in steam any time soon.

Imagine my delight when on 6 September, on arrival at Dinas for the Gala, there was K1 in steam, operating in concert with Beyer Peacock's last Beyer-Garratt, NGG 143. It successfully double headed a return passenger working that day and for the next two days was entrusted to run 'solo' the full length of the line, hauling a freight train composed of South African vehicles.



*K1 on display at Porthmadog Harbour station on 23 August 1966.*

*Photo: John Browning*

K1 looks superb in a lined out black livery and externally, the main obvious alteration is the coal rails that enable its bunker to hold sufficient fuel for service on the WHR. It has both K1 and K2 number plates in recognition of its ancestry. Mechanically, a number of modernised features have been added, some of which date back to TGR days, to enable it to operate in regular traffic, and some components have been standardised with the South African locomotives, but these changes are unobtrusive, and it is successfully operating as a compound, as designed. Its superb period reproduction headlights await commissioning with its new turbo-generator, which is mounted out of sight below the boiler.

The locomotive should be very suitable for running shorter 'low season' trains but it must be recognised that the new WHR is at an early stage of its development. A period of consolidation and expansion will need to occur before the railway can operate at a level to enable it fully to accommodate passenger demand, with more rolling stock and locomotive power required, together with accompanying infrastructure. Given the limited resources available, it is a reflection of the efforts of volunteers but also of the commitment of the railway's management, that K1 is in service. Although significant progress has been made, there are still 'snags' to be addressed and it may be some time before the locomotive is in regular reliable service doing the job it is capable of.



*The then unnamed Decauville 246 in use at Canberry Fair, Dickson, ACT, on 12 April 1982.*

*Photo: John Browning*





*Decauville 0-4-2T VICTORY takes a breather between trains at the Bredgar & Wormshill Light Railway public running day on 4 August 2013.*

*Photo: John Browning*

### **VICTORY – Decauville 246**

Decauville 0-4-2T 246 was built in 1897 for Frederick Buss' Invicta Mill near Bundaberg and initially carried the name *VICTORY*. After the closure of Invicta Mill, it was purchased by the Millaquin Sugar Company, and ended its working days at Qunaba Mill in the early 1960s, where it was familiarly known as '*Frenchy*'. It had received a new Bundaberg Foundry boiler in about 1943.

Sold by Millaquin Sugar to a steam enthusiast in 1969, it ended up at various sites in the southern states, including Moama in NSW, Canberra Fair – an 'historical village' in the ACT, and at Megalong Valley in the Blue Mountains. With its boiler 'cooked', it was sold at auction in 1993 and appeared at Bill Best's Bredgar & Wormshill Light Railway (BWLR) in Kent in 1996. Like many long-lived sugar industry locomotives, it was in very poor condition mechanically and needed a new boiler, becoming the most challenging restoration project undertaken by the BWLR. The project took ten years to complete. The new boiler is similar to the large-domed Bundaberg Foundry one rather than the original Decauville design.

The BWLR is a private site in the wooded Kent countryside where since 1975 Bill Best and his friends have constructed a delightful railway. Nine restored 2ft gauge steam locomotives run there, including two Fowlers from Mozambique, and a fleet of bogie carriages has been constructed. Everything is done to perfection. There are public running days on Easter Sunday and the first Sunday of each month from May to October, with all proceeds going to charity, and there is also an annual Gala Day. School parties are welcomed during the week at no charge. Three steam locomotives usually operate each Open Day with an intensive service of two trains. Any

Australians visiting on an Open Day are assured of a warm welcome if they introduce themselves.

Bill Best knew of my visit and so made sure that the Decauville was in operation. Barking up the gradient from Stony Shaw, it proved itself to be in excellent external and mechanical condition. It looks superb in green livery, with the main indulgence being a brass band around the top of the dome. It carries the fleet number 7 together with brass nameplates and reproduction builder's plates. Brief details of its history in Australia appear on the BWLR website and guidebook. It is a real credit to those responsible for its restoration and maintenance, and gives pleasure to thousands of people each year.

### **FELIN-HEN – a World War I veteran**

This Baldwin 2-6-2T locomotive (46828 of 1917) has a complex history. It was built for use by the US Army on the western front as number 5104. After the war, in 1924, it was sold by an English dealer, together with two others, to the Penrhyn Quarries in north Wales. Here it was intended that they should replace the Hunslet 0-4-0ST locomotives *CHARLES*, *BLANCHE* and *LINDA* on the line between the quarries at Bethesda and Port Penrhyn on the coast. The locomotive was named after a locality on the line, in English the "old mill". The Baldwins were unsuited to the task and put aside from 1927 with the Hunslets returned to service. By some miracle, in 1940, Fairymead Sugar Co in Queensland acquired *FELIN-HEN* while the other two Baldwins succumbed to a scrap drive.

*FELIN-HEN* was a popular engine at Fairymead. However, the front pony truck had a propensity to derail when it was pulling a load and as a result, this was removed in about 1953.



**Right:** Baldwin FELIN-HEN at the Lions Park in Takalvan Street, West Bundaberg on 13 May 1975.

**Below:** The remains of FELIN-HEN stored in the loco shed at Qunaba Mill on 8 September 2001.

**Below right:** FELIN-HEN as USA 5104 on the canal bank at Tacot de Lacs on 10 September 2013.

Photos: John Browning



New tanks were also fitted. Out of use from the end of 1965, it was plinthed alongside the main road in West Bundaberg in about 1967 where it was left to deteriorate.

The historical value of the locomotive was recognised and it was removed and put into the care of the then Bundaberg Tourist Tramway Preservation Society in 1978. A restoration project was begun in association with the local TAFE college in 1983 but this stalled. By 1997, the remains of the loco were stored in the loco shed at Qunaba with the Society's efforts concentrated on the Botanical Gardens Railway.

In 2002, the locomotive was acquired by Patrick Mourot, owner and operator of the Tacot des Lacs tourist railway (TDL) near Nemours in France. A number of other items from the narrow gauge railways of World War I are preserved here including rare steam and internal-combustion locomotives and rolling stock. It took Patrick from 2002 to 2010 to complete the restoration of the locomotive as USA Army 5104, with many items having to be constructed including the missing pony truck and front portion of the frame as

well as much platework. In addition all pipework and boiler fittings had to be sourced and fitted. The locomotive now has heritage protection in France as a result of being classified as a "monument historique".

TDL operates in a wooded area on the remains of the old sand extraction railway of the Sablières de Bourron, centred along the valley of the River Loing. There is a huge collection of locomotives on site with passenger trains operating every afternoon in July and August and frequently for pre-booked parties during the spring and autumn months.

A friend, Thomas Kautzor, had suggested that a few people should join together to organise a charter of the locomotive but it was difficult to be sure that this could be arranged successfully, and a day trip from London was necessary. However, we went ahead and Thomas made the necessary arrangements with Patrick. On 10 September we presented ourselves at TDL to find the proud owner busily preparing the locomotive for a run, allowing us to spend time photographing a lot of the equipment around the depot.



A diesel passenger train had to be operated for a pre-booked bus tour but before it departed we were able to ride behind *FELIN-HEN* in a French Artillery Railways bogie wagon down into the forest to cross the bridge over the river before returning to the depot and then taking the line in the other direction to an area alongside a canal. *FELIN-HEN* looked magnificent in its grey US Army livery. I was aware that there had been a problem with the left-hand cylinder and that this had been receiving some attention from Patrick in the period leading up to our visit. Perhaps the valve gear could be set up better and maybe there are other mechanical issues that have not yet been fully sorted out, but the locomotive looks great and it was a great privilege being able to see it in action.

### Lautoka number 19

The Colonial Sugar Co Ltd ordered this locomotive from Hudswell Clarke in Leeds to replace an early Couillet-built Decauville for use on its sugar wharf at Lautoka in Fiji. The 0-4-0ST (1056 of 1914) was first known to CSR staff as 'Lady Gordon' as its predecessor had been named *GENERAL GORDON*.

Plinthed at the mill from the 1960s, the locomotive briefly returned to steam for the mill's 75th anniversary celebrations in 1978. Latterly stored alongside surplus machinery, it was acquired by an English collector in 2012. Soon after arriving in England it was obtained by Graham Lee, the owner of the Statfold Barn Railway (SBR) near Tamworth in the Midlands.

The SBR is an extensive privately-owned line in farmland with a large collection of working steam locomotives. There are well-equipped workshops and a number of full time employees working on restoration jobs, with a 'production line' of locomotives awaiting restoration, some that might

be classified as complete wrecks. Statfold Barn holds the documentary records of locomotive builders such as Hunslet, Hudswell Clarke, Kitson and Kerr Stuart. There are three public Enthusiasts Days a year when every available steam locomotive is in operation hauling passenger trains. Attendance is limited to those who purchase tickets in advance, with the proceeds going to charity. In case you think this sounds a little restrictive, the Enthusiasts Day on 14 September 2013 attracted 1200 visitors. In addition, locomotives from the SBR frequently visit other railways around the UK.

A comprehensive restoration of Lautoka number 19 began with its total dismantling after it arrived in mid-2012 and took around 6 months to complete. It is now beautifully finished in CSR Midland Red livery with gold lettering and lining, and has been fitted with air brake equipment to operate passenger trains when 'on tour'. While it is relatively small compared to other sugar industry locomotives, it looks massive compared to the run-of-the-mill British 0-4-0ST locos that were built for use in slate quarries and other industrial operations.

Speaking to staff at Statfold Barn, it was interesting to hear them say that they have found Lautoka number 19 to be the best engineered of any of their steam locomotives, a tribute to Hudswell Clarke and maybe also to the exacting standards demanded by CSR's consulting engineers.

During my trip to the UK, I saw Lautoka number 19 in operation not just at the Statfold Barn Enthusiasts Day in September but at the Amerton Railway in June, Threlkeld Quarry in July and the West Lancashire Light Railway in August. Making Statfold's locomotives available to visit other preservation sites is greatly appreciated by volunteer groups and provides good exposure for the work being done at Statfold Barn.



**Left:** Lautoka number 19 plinthed outside the mill on 6 October 2006.  
**Below:** Lautoka number 19 hauls a demonstration freight train at the Amerton Railway in Staffordshire at the Steam Gala on 16 June 2013.  
Photos: John Browning







**Above:** PILTON, formerly LEICHHARDT, at Woody Bay Station on 11 July 2013. Photo: Tony Nicholson

**Left:** South Johnstone number 9 looks somewhat neglected at Dinas on the Welsh Highland Railway, 12 August 2013. Photo: John Browning

### Cane diesels

Two 2ft gauge Drewry 0-6-0DM locomotives built by EE Baguley Ltd have gone to England in recent years, both initially being intended for use on the Lynton & Barnstaple revival project in south-west England.

Baguley 2393 of 1953 operated at CSR's Victoria Mill near Ingham as *LEICHHARDT* and was one of two obtained by the Illawarra Light Railway Museum Society in 1994. *LEICHHARDT* was deemed to be surplus to requirements and sold to the Lynton & Barnstaple Railway Trust. After spending some time at a number of sites in England, some restoration work was carried out on it at Statfold Barn. It came to Woody Bay in 2013.

On my visit to the Lynton & Barnstaple Railway (LBR) on 27 June, I saw Baguley 2393 of 1953 parked in a siding at Woody Bay. The locomotive is painted black and will be

named *PILTON*. It is intended to be a back up to steam when heavy trains incorporating rebuilt and replica LBR carriages commence operating on the line in 2014. On a subsequent visit on 26 August, it had been taken into the shed for work to be done on its braking systems in preparation for these duties.

Baguley 2395 of 1953 operated as number 9 at South Johnstone Mill near Innisfail and was privately purchased from Bundaberg Sugar in 2004. After storage at several sites in England, it was sold to the Welsh Highland Railway in 2009. It is intended for hauling track maintenance trains and apparently will be named *CASTELL CIDWM*. In 2011, its wheelsets were removed for regauging. In September, the locomotive was standing on blocks in the open at Dinas Station in rusting South Johnstone Mill livery. By early November it had been reunited with its regauged wheelsets and taken to the loco shed for further attention.



## In the pipeline

There are two other very exiting restoration projects to report on. In June, I visited a restoration workshop in the north of England to see progress on the restoration of Hunslet 4-6-0T 1215 of 1916, another World War I veteran. It was one of the first batch of these locomotives built for the British Army's light railways on the Western Front and carried number 303. After service in France, the locomotive was sold as war surplus equipment. It was repaired by Hunslet in 1924 for the Engineering Supply Company of Australia and sold to Bingera Mill near Bundaberg, still carrying the number 303. It received a new Bundaberg Foundry boiler in 1942. It went to Invicta Mill on the Burdekin in 1957 where it was fitted with the cab and tanks of that mill's Hunslet, 1226 of 1916, becoming 314 *INVICTA*. After retirement it was plinthed at a children's home in Townsville in 1967 and was rescued from there by a Queensland enthusiast in 1994. Some restoration work was started.

In 2005, it was purchased by the War Office Locomotive Society (now War Office Locomotive Trust) and on arrival

in England it was displayed in a number of locations. 'From the ground up' restoration began in earnest in 2012 and will involve the construction of a new boiler. In June 2013, work was being done on the chassis, which shows signs of a very hard life. Progress on the locomotive will depend on the availability of funding but it is hoped it will be in operation by the time of its centenary in 2016. As the only one of its type in steam, it will play a major part in commemorations of the Great War.

Lautoka number 11 was the first of the iconic Hudswell Clarke 0-6-0 tender locomotives supplied to the Colonial Sugar Refining Co Ltd (972 of 1912) and was part of a fleet of seven of these locomotives that came to Lautoka Mill in Fiji in 1912-13. It was fitted with a Belpaire firebox boiler in 1936. After dieselisation in the late 1950s, it survived and was steamed in 1978 for the mill's 75th anniversary celebrations. In 1985 it was sold to a tourist project, the Coral Coast Railway at Cuvu, and had a substantial portion of the firebox cut out to accommodate a drive system powered by a diesel engine in the tender. Laid aside, it was purchased by a British enthusiast in 2011 and was acquired by Graham Lee for the SBR during 2012.

**Right:** Hunslet 4-6-0T *INVICTA* on display at the Sir Leslie Wilson Bush Children's Home, Rowes Bay, Townsville on 20 August 1980.

**Below:** The Hunslet 4-6-0T under restoration at a workshop in the north of England, 18 June 2013.

Photos: John Browning





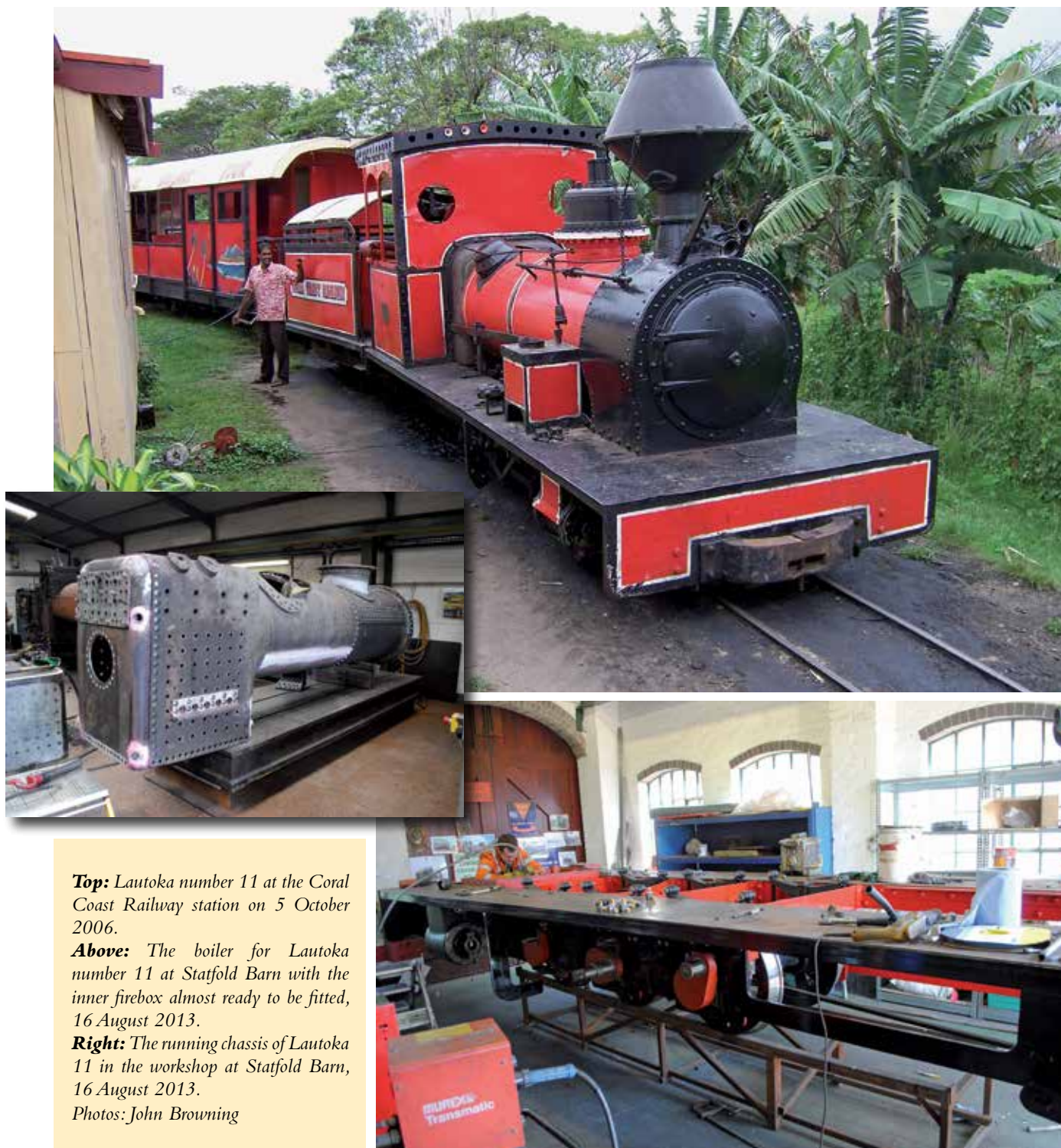
Its condition was deplorable. Apart from the state of the boiler, the frame plates were broken in several places so that as it was dismantled to a rolling chassis the front and rear headstocks both rested on the rails. Following the return to service of Lautoka 19, work began on number 11. By August 2013, it was a restored rolling chassis in the workshop with its extensively refurbished boiler being prepared nearby. Its return to service is scheduled for 2014.

## Conclusion

It was a delight to be able to see these locomotives with Australian associations on my trip. All the steam locomotives have been or are being restored to working order, with authenticity of appearance a high priority. Those that have been

completed are beautifully presented and accessible to the public, and so are visited by many Australians. Although the export of narrow gauge locomotives is a controversial matter, I could not help thinking of the many wonderful steam locomotives in Australia that have been saved from scrapping but are now deteriorating badly because their owners are unable to find the resources even to keep them in covered storage. While it is important for us to protect our cultural heritage, we always need to ask 'protection for what?'<sup>1</sup>. Some 'once preserved' locomotives here have already been scrapped and it is a difficult challenge indeed to try to weigh up between the reality of current dereliction (or worse) in Australia and the potential for outstanding restoration overseas.

1. Browning, John, 2007. *Protecting Our Heritage? Light Railways and the Protection of Movable Cultural Heritage Act 1986* in *Light Railways* 196.



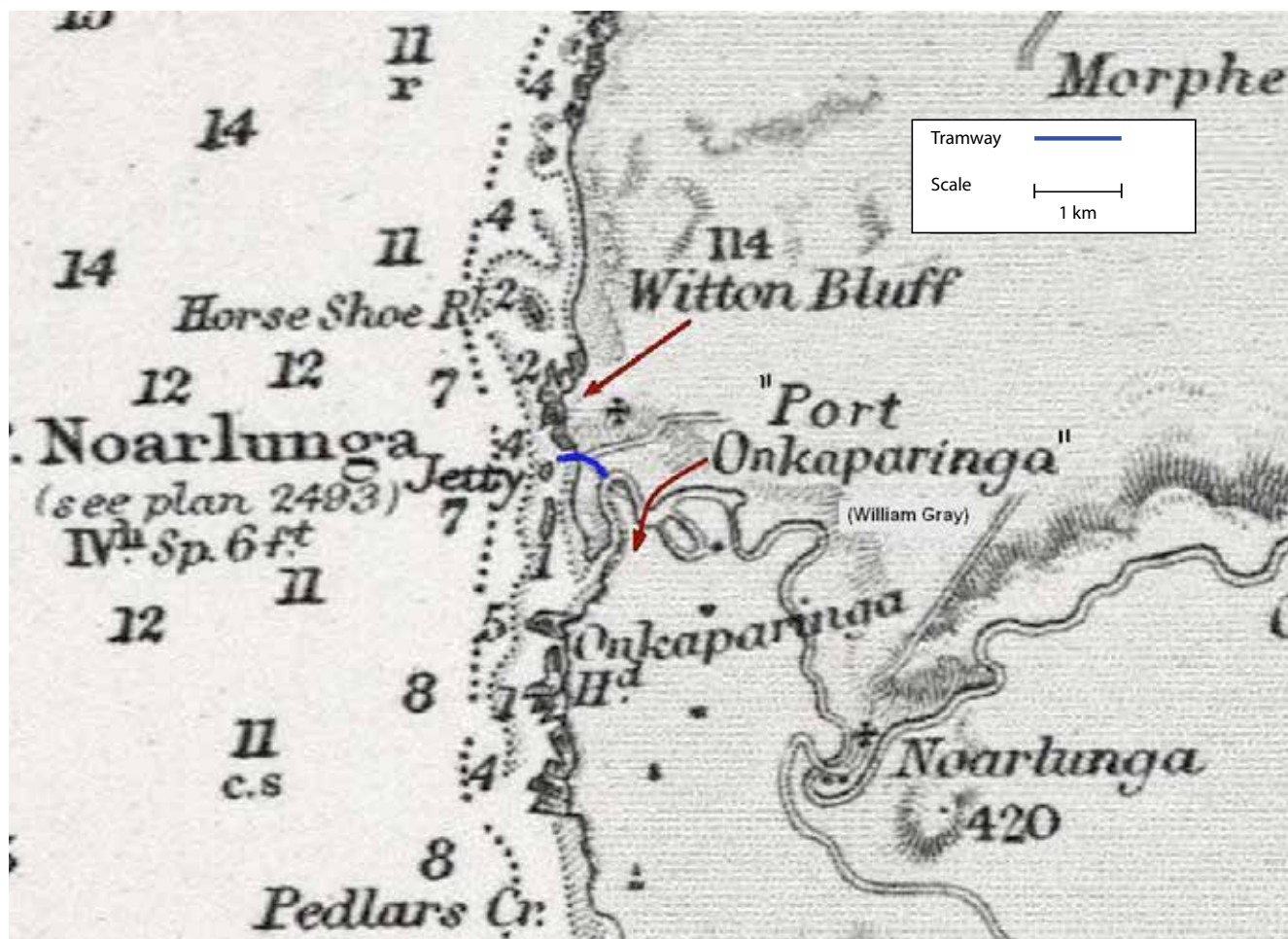
**Top:** Lautoka number 11 at the Coral Coast Railway station on 5 October 2006.

**Above:** The boiler for Lautoka number 11 at Statfold Barn with the inner firebox almost ready to be fitted, 16 August 2013.

**Right:** The running chassis of Lautoka 11 in the workshop at Statfold Barn, 16 August 2013.

Photos: John Browning





Detail, with additions, from "Admiralty 1874. South Australia, St. Vincent and Spencer Gulfs" Witton Bluff is a local promontory and facilitated guidance for vessels to the Port Noarlunga jetty which lay inshore of a protective reef. The approximate location of William Gray's "Port Onkaparinga" estate has been added. British Hydrographic Department, 1899. <http://nla.gov.au/nla.map-rm3734-b1>

## Early jetty tramways of the Fleurieu Peninsula

by Phil Rickard

Whilst the early 1850s saw an exodus of South Australians across the border to the Victorian goldfields, they also saw an increase in demand for South Australian wheat and wool and the need for better transport. In addition to the well-known early jetty and wharf tramways at Port Elliot (built in 1852) and Goolwa (1853), a number of other coastal ports were also vying for the South Australian government's attention, each promoting its need for better shipping facilities to replace the usual method of boats being loaded from the beach and rowed out to vessels offshore.

Port Noarlunga, Willunga, Yankalilla, Second Valley, and Milang were all small villages on, or inland of, the coast (or lake in Milang's case) each seeking a jetty and tramway and successful to varying degrees in the early to mid-1850s. In January 1856, amid allegations of shoddy work and wastage of public monies at these places, the South Australian parliament established the Breakwater and Jetty Commission, to report on the above jetties (plus Rosetta Head, Port Elliot, Goolwa and Guichen Bay). Some of the jetties were already in use, some only partly completed. This article examines the first four of the above mentioned places, all situated on the Fleurieu Peninsula south of Adelaide, and all fronting onto the Gulf of St Vincent.<sup>‡</sup>

Although all four places subsequently received a replacement jetty when the first one was destroyed or became obsolete, this article concentrates only on the initial jetty at each location. The rail gauge of these four early tramways does not seem to be known for certain, but the author believes it was four feet, that being the nominal gauge of Port Willunga and Yankalilla's second jetties which utilised trucks from the earlier structures. Additionally, all four tramways seem to have used iron strap rail screwed to longitudinal wooden baulks.

### Port Noarlunga (Port Onkaparinga)<sup>§</sup>

In the 1850s the Onkaparinga River, about thirty kilometres south of Adelaide, was navigable for about eight kilometres and was much valued by the mainly wheat farmers along its valley – the first steam flour mill had been erected at Noarlunga in 1843. Unfortunately the river mouth is unnavigable and settlers wanted a secure means to transport goods from the lowest practical river landing, which some called "Port Onkaparinga", to a proposed coastal jetty at Port Noarlunga, thus bypassing the dangerous estuary.

In 1851, settlers along the river valley started lobbying the government for assistance and, despite an inspection and report by the Harbour Commission<sup>1</sup> and an initial nominal allocation of £5000, little happened. Through necessity, any jetty needed to be sited some distance north of the river mouth and any tramway to the proposed jetty could not follow the river bank, instead being forced to cut through a ridge of high sandhills which, in turn, required a tunnel. Sandhills are inherently unstable and don't take kindly to being excavated; such would



*Jetty at Port Noarlunga, 1855. The vessel at anchor is the SA Government's schooner Yatala. It appears that the seemingly high-level spoil heap tram is from excavation for the seaward (western) end of the tunnel. Note the offshore reef.*

SLSA image B 11899 Painted by J H Adamson <http://images.slsa.sa.gov.au/mpcimg/12000/B11899.htm>

prove to be the case, as the cuttings at both ends of the tunnel would soon become the tramway's Achilles heel. In early 1854 local residents were rewarded when tenders were called<sup>2</sup> for a jetty on the Gulf of St Vincent and work soon started, but after several months the contractor abandoned its work.

Mid-year, the government's Estimates (for forward expenditure) allotted an extra £2335 for "Jetty and Tramway, Onkaparinga".<sup>3</sup> William Rogers, who had been contracting at Port Elliot in relation to the Goolwa and Port Elliot Tramway, took up the contract<sup>4</sup> and duly completed the works in October 1855. At the lower limit of river navigation (near the south end of today's Wearing St), a small wharf, complete with crane, was built on the northern river bank and was connected to the ocean jetty by a tramway about six hundred metres in length – this work requiring the construction of one of the earliest railway tunnels in Australia. The South Australian Company owned considerable land along the river, upstream, at Noarlunga (today's Old Noarlunga, but originally known as "the Horseshoe") and the Horseshoe Steam Mill was erected adjacent to the river enabling grain and flour to be despatched by river barge to the lower river wharf for transfer via the tramway to the ocean jetty.\*\*

Within months of completion, severe gales in early December 1855 partly filled the tunnel entrances with sand, rendering the tramway unusable, and leading the settlers to petition the Governor for assistance. Locals thought that extending the tunnel's casing about 100 feet on the inland side would help resolve matters.<sup>5</sup> In early 1856 the provincial government formed the Breakwater and Jetty Commission<sup>6</sup>

and the three Commissioners visited and examined all infrastructure within their remit. They noted a number of deficiencies, some major and some of little consequence.<sup>7</sup> At Port Noarlunga they found the jetty had only four feet of water available at low tide, possibly because the jetty was only 320-feet long instead of the 342 feet as originally planned. Additionally, they noted the propensity for the tunnel (which wasn't dead straight) to attract sand into the approach cuttings and tunnel mouths (particularly on the inland side) making it unfit for traffic "after only a year".

The tramway had originally been supplied with two four-wheel trucks but only one was available for examination by the Commissioners – the other was buried in the sand. The one examined had not been constructed as per the drawings; the platform was 8 ft 5½in. by 4 ft 3½in. instead of 9 feet by 4ft 6in., and there was no brake. The tramway was of wooden rails with iron strapping but, again, did not comply with specifications – the iron being between 1¼ and 2 inches wide, and less than the required thickness of ½ inch. The iron rails were only secured to the longitudinal bearers by screws 4ft to 5ft apart instead of three feet.

Some sand clearance and repair work was subsequently effected and, by February 1857, William Gray (a local land owner and merchant) was offering blocks of land (66ft x 132ft) for sale at £25 each in his private "township" of Port Onkaparinga, south of the river. Gray was advising would-be purchasers that "The jetty, tunnel, and tramway now afford every facility of shipping the large quantity of grain produced in this district, and the harbour is considered the safest and best



on the coast”.<sup>8</sup> Later reports in the *South Australian Register* hint that Gray had partly funded the tunnel’s clearance in order to improve the value of the land he was selling! Also in mid-1857, there was a proposal to extend the tramway across the Onkaparinga River to give settlers to the south direct access to Port Noarlunga but by October, Gray was suggesting that a road bridge would suffice, allowing access to the “Jetty, Tunnel, Tramway and River Wharf”.<sup>9</sup>

Further expenditure in 1858 and 1859 was for clearing the tunnel, lengthening the tunnel casing (twice – to try and obviate the sand encroachment) and various jetty and tramway repairs.<sup>10</sup> In late 1860, in response to a motion in parliament, the government released papers<sup>11</sup> showing that the total amount expended at Port Noarlunga, from 1854 to 1860 was £8536 12s 8d, as follows:

1854-5	First contract, for erection of jetty, tramway and tunnel, completed October 1855	£7272 2 6
1856	Second contract, for completion of above, finished December 1856	£500 0 0
1858	Third contract, for cleaning tunnel and lengthening the casing, The casing, completed July 1858	£197 8 0
1859	Fourth contract, for repairs to tunnel, and lengthening casing, completed April 1859	£388 0 2
1860	Fifth contract, sundry repairs and works to jetty and tramway, completed February, 1860	£179 2 0

Despite all these works, some time prior to February 1861 a major collapse occurred in the tunnel rendering it impassable. A public meeting was held to discuss whether to again seek repairs or upgrade the existing farmers’ tracks over the sand hills; one complaint was that the tunnel’s limited headroom restricted the amount each truck could carry, a restriction that didn’t affect farmers’ drays.<sup>12, 13</sup> The tunnel and its tramway remained impassable and in early 1862 the Noarlunga District Council removed timbers from the seaward end in order to construct a platform at the jetty. A year later visitors reported that most of the tramway had disappeared under sand drifts leaving visible just the tramway on the jetty and inland, at the river wharf.

1863 also brought a tragedy when on Christmas Day a six-year-old girl was killed when run over by a jetty truck.<sup>14</sup> The combination of an unshackled truck and children could easily lead to injury or death and was an all too common occurrence on public jetties around Australia. In 1865 the district council started works to cut down the sandhill, fill up the tunnel and build a substantial road upon it, though the battle against sand drifts remained a continual task.<sup>15</sup> Part of the road that was already in existence over the tunnel was to be taken up and sand poured into the tunnel to prevent future subsidence.<sup>16</sup> The actual jetty (and tramway thereon) was extended in 1865 (contractors – P & A Bell) and 1878 (contractor – Richard Honey). It was demolished in 1914 upon construction of a new jetty about 40m to the north.

In November 1867 the Noarlunga district council called for tenders to remove the rails and sleepers from what was left of the tramway to the Onkaparinga River. Three months later “Material of the old tramway” was sold for £15 to a Mr Yates. Despite this, it appears that iron strap rails were still in use on the jetty as in January 1869 the council made enquiries of the Crown Lands office for “iron rails for jetty in lieu of those at present in use”.<sup>17</sup> A month later Crown Lands offered rails at £1 11s 3d per ton which was accepted and by mid-April the Railways Department advised that the rails were ready. Twelve months later the council disposed of the “old iron rails

at jetty” to Captain George Forbes (master of the schooner Nancy) at £1 per ton, drawing to a close the era of iron strap rails on wooden baulks.<sup>18</sup>



*A great way to spend Boxing Day in 1859.*

*South Australian Register, Adelaide 24 Dec 1859*

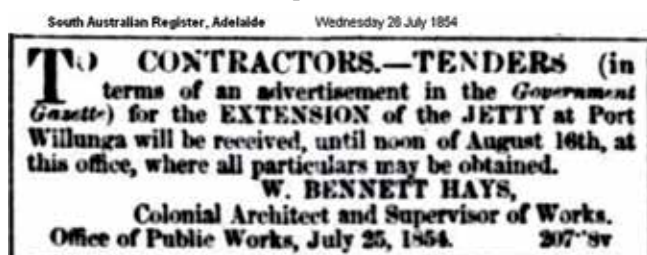
## Port Willunga

Situated about forty kilometres south of Adelaide, on the Fleurieu Peninsula, the Willunga district was subject to early settlement in the new province of South Australia. From the early 1840s it was supplying grains and building slates to the growing province and the city of Adelaide. As an alternative to the rough bush tracks leading to Adelaide, many looked to the sea for transport. The closest point, about ten kilometres distant on the shores of the Gulf of St Vincent, seems to have first been used as a shipping place in February 1850. The locals, with their drays standing in shallow water, used a rowing boat taking just 13 bags of wheat per trip, to load the coastal schooner *Bride*. The schooner then transported the grain to Port Adelaide where it was transferred to the ship *Wellington*, destined for England. The shipping place was promptly named Port Willunga.<sup>19</sup> The locality is characterised by imposing cliffs that extend around a crescent-shaped bay except in the mid-parts. The only weather protection for shipping is afforded by a reef off the headland to the south though that is of little use when a south-west storm arrives.

Not surprisingly, thoughts soon turned to erecting a jetty and a public meeting was held in September 1850 to discuss the matter. Initially, local settlers formed the Port Willunga Wharf Company, intending to do the job themselves but realisation soon dawned of the expense involved.<sup>20</sup> Following several requests to the government, residents must have been joyous when, in March 1853, the government called for tenders to erect a jetty.<sup>21</sup> Unfortunately, the locals soon discovered, during discussions with the Colonial Architect, W Bennett Hays, that two-thirds of the funds had to be subscribed locally, the government proposing to contribute only £500.<sup>22</sup>

Nonetheless, a jetty of sorts was built, 176 feet long, and designed by Hays. It was located at the end of today’s Port Road, adjacent to Butterworth’s store, where there was a break in the cliffs. Construction seems to have started in mid-1853 – in November a man was injured in falling from some part of the structure. It would appear that the jetty was little more than an elongated platform at which drays could unload at low tide and from which boats could load at high tide to lighter produce to offshore vessels. At low water the jetty was around 40 feet from the water’s edge and the locals weren’t impressed! A tramway, comprising lengths of iron strap laid on wooden rails, was laid to facilitate movement of goods using a truck. By year’s end, two large stores, together with two steam flour mills were under construction in the locality.<sup>23</sup>

In July, 1854, the government called tenders for a 171ft extension to the jetty.<sup>24</sup> Unlike the initial work directed by Hays, this extension was directed by the Assistant Colonial Architect, Mr G E Hamilton. It was finished in 1855. Total cost to date was £3883; the jetty was now 347 feet in length and gave around two feet of water at the seaward end at low water! The jetty tramway was extended with the jetty. At least vessels awaiting offshore could now take advantage of moorings, supplied and laid down by the government. Again, the locals were less than impressed.



In early 1856 the Breakwater and Jetty Commissioners inspected the structure and they, too, were not impressed. In May they delivered their report.<sup>25</sup> They measured the jetty at 355 feet; concluded that grave errors had been made regarding the depth of water available; the lack of depth and the swell in the bay often rendered it unfit for use even in good weather; there would be 5000 to 6000 tons of flour produced in the district in the coming season; the 1853 portion of the work was very poorly erected and the rails on the jetty were badly laid:

Inner [1853] portion of jetty – *The rails are generally  $\frac{3}{8}$  in. iron, and not  $\frac{1}{2}$  inch as specified. Rails butted too close, no allowance for expansion, and of unequal widths, and the screws holding them down are 5ft 4in and upwards apart; many screw heads broken off, and some of the rails entirely adrift. The ends of the rails are not screwed with screw-bolts and nuts, as they should have been had the specifications and drawings been properly prepared; but merely with wood screws, and are, consequently, springing up.*

Outer [1855] portion of jetty – *The rails are mostly  $2\frac{1}{4}$  in. by  $\frac{3}{8}$  in., and not 2 in. by  $\frac{1}{2}$  in. as specified; some are, however, wider, being  $2\frac{1}{8}$  in. by  $\frac{1}{2}$  in. [The rails were as near the specified size as could be procured. – AHE]*

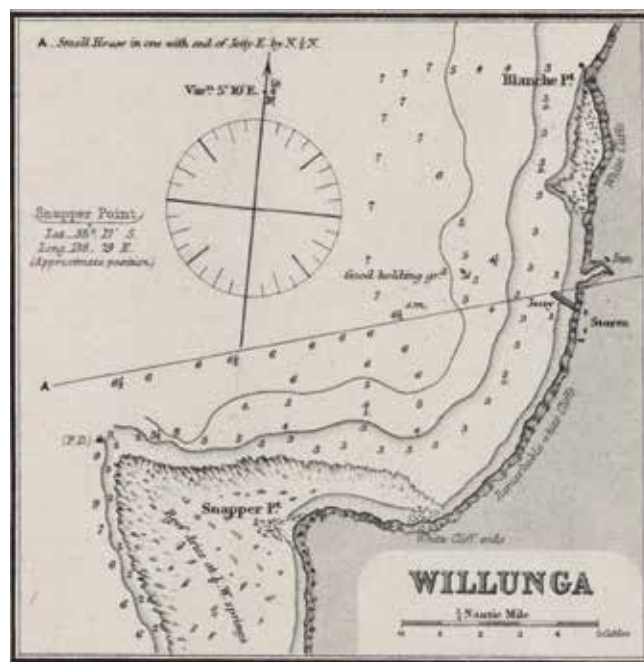
*The fastening of ends of rails is, in many cases, not done by screw-bolts as specified; the longitudinal bearers in some instances being right underneath. [Where screw-bolts could not be put in, large wood screws were substituted. – AHE]*

*The wood screws fastening down the rails to sleepers are specified to be at distances of four feet; but this appears at least one foot too much for security and safety. [The rails are on a level, and are not required for quick traffic. Under these circumstances, four feet . . . does not appear likely to be the cause of insecurity or accident. – AHE]*

The comments in brackets are those of Captain AH Freeling, RE., to whom the Commissioners' report was forwarded for comment prior to laying before parliament. Clearly, Freeling thought that some of the Commissioners' findings were bordering on nit-picking, whilst he was in total agreement on the major deficiencies of a number of contracts done prior to 1854, that is, those done when W Bennett Hays was Colonial Architect and Supervisor of Works.

Further work on the jetty was halted (it had been due to get a T-head), pending plans for a further extension. The gauge is not stated but is believed to have been 4ft, that being the gauge of the second Port Willunga jetty, completed in 1868, and said to have used equipment from the first – two trucks and a crane.<sup>26, 27</sup> In mid-September 1856, severe equinoctial gales battered the gulf coastline. At Port Willunga the schooner

*Alice Martin* broke away and crashed broadside into the jetty, taking out a number of piers plus severing and smashing the tramways.<sup>28</sup>



Port Willunga showing the first jetty. Though this map is dated 1872 it is based on Harbour Master Douglas' 1856 map. The second jetty [built in 1868 and not shown] was about a  $\frac{1}{4}$  mile south of the jetty shown. (NLA)

In 1857 contractor Moses Frith effected another extension to the jetty (at a cost of over £1647), taking its length to 475ft and into slightly deeper water but still not adequate.<sup>29</sup> From 1 July 1859 the government transferred control of the jetty to the Aldinga District Council. The following day councillors and other locals proceeded to the jetty and, asserting their independence, symbolically re-named it "Aldinga Jetty" which only further muddled the nomenclature situation.<sup>30</sup> All shipping lists etc., however, still referred to it as either Port Willunga or Willunga. In particular, the Marine Board invariably referred to the place as "Willunga", presumably because it served the actual town of that name. Some twenty years later the control of most outport jetties was transferred back to the Marine Board.

By 1866 it seems that the iron-strap rails were causing trouble and moves commenced to have them removed. In March, in response to council's request, the engineer advised that he had not been able to procure any "railway rails for the jetty". Enquiries were henceforth made of the Commissioner of Crown Lands who replied in the affirmative that he had "no objection to lending rails, but with the proviso that they be returned as soon as the new jetty was completed."<sup>31</sup> The rails were duly forthcoming and in mid-June the Aldinga DC called for tenders to "remove the southern line of tramway and put down the iron rails at the jetty".<sup>32</sup>

Even before it received new rails the jetty was showing its age and moves were made for a new structure in a more favourable position. A petition to Parliament in June 1865 showed that in the twelve months from October 1863 to September 1864 exports valued at over £69,800 consisting of wheat, flour, bran, barley, hay, wine and lead ore were handled through Port Willunga. The residents' pleas were rewarded when in November 1866 tenders were called for the construction of "Aldinga jetty and approaches" The new



jetty was to be situated about 400m south of the original jetty, towards the southern end of the bay, below the cliffs. This location necessitated the impressive approach road and cutting that is still in use today (by foot traffic), down the cliff face to the beach. The winning tender was from Ernest Augustus Schröder (formerly the Adelaide city surveyor<sup>31</sup>) at £4366 – Schröder had earlier won the tender for the new Yankalilla jetty at Normanville.

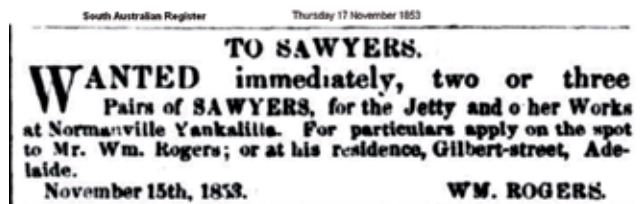
Finally, in February 1868, the new jetty was opened, an event that coincided with a downturn in the grain trade; fortunately the export of Willunga slate was just starting.<sup>33</sup> This second jetty sufficed for the next thirty years and carried vast tonnages of Willunga slate for both local and inter-colonial use – its remaining piles may still be seen today near the bottom of the approach roadway. It has been claimed that in the 1860s Port Willunga was the second busiest port in South Australia, largely due to the slate trade – though both Port MacDonnell and Port Wallaroo also made this claim.

### Yankalilla

Situated 65 kilometres south of Adelaide, on the lower Fleurieu Peninsula, Yankalilla lies in the valley of the Bungala River – “river” being little more than a courtesy title most of the time. That stream enters the Gulf of St Vincent about three kilometres west of the town, at the seaside village of Normanville. The Yankalilla district was thrown open to selection from mid-1840 and, in common with many fertile areas south of Adelaide, was soon being taken up, initially for pastoral pursuits followed by wheat and dairy farming as land clearance proceeded – much she-oak being shipped to Adelaide as firewood. By the late 1840s, the cutter *Midge* (15 tons) was regularly trading between Adelaide and Yankalilla, at which place landfall was made in the estuary of the Bungala River – that place later being named Normanville, after local settler Robert Norman.

In November 1852 many local settlers joined in a petition to the government, requesting a jetty be constructed at the mouth of the Bungala.<sup>34</sup> They noted that sea carriage to Adelaide was about ten shillings a ton as opposed to around £3 per ton over the so-called roads. In March 1853, the Governor, Sir Henry Young, whilst returning to Adelaide from Goolwa and Port Elliot (where he had inspected their jetties and trams) visited Yankalilla and inspected the site the settlers had selected for a jetty, being on the northern side of the mouth of the Bungala River; a grave mistake as it later transpired. In March 1853 the *Register's* reporter noted that:<sup>35</sup>

*The site is approachable from the main road, distant from it about half a mile, over hard ground, through the selection of a settler who is willing to convey a right of way to the public. The only obstacle . . . is a solitary sandhill, requiring a tramway through it of about two hundred yards, which, extended to the jetty, would constitute a causeway of about 300 yards; at the end of this tramway a depth of six feet water would be obtainable at high tide.*



In August 1853 tenders were called for constructing the jetty and ancillary works; these seem to have started around the end of October by contractor William Rogers. By the end March 1854, some £400 had been expended and the

jetty was partly constructed. At the end of November, when Sir Henry again visited and: “. . . inspected the jetty, and found the work satisfactorily done. It has a tramway along its whole length, and is furnished with two trucks. There is also a well-executed plank road leading to it though the sand-hills, and provision is made for the extension of the jetty.”<sup>36</sup> This first portion of the “Yankalilla Jetty and Tramway” was 209 feet long and, if later reports are to be believed, seems to have been a pretty rough job; the cost – including almost 300 yards of plank road – was £2054 15s.

Despite the location sometimes being known as Normanville, from 1851 when the Normanville Hotel was first licensed, it was usually referred to as Yankalilla in the shipping lists, government Estimates and jetty correspondence. An extension of the jetty, 169 feet long, was built in 1855, also by William Rogers, and costing £1836 – bringing the total length to 378 feet. The Public Works Department's Overseer of Works at Yankalilla was Mr FW Dodd who, from 14 August to 31 October 1855, was attending to works at both Yankalilla and Second Valley as they were “only” 12 miles apart – the “road” was pretty rough and indirect. In January 1856, Dodd was one of several overseers cross-examined by the Select Committee on the Estimates, concerned about alleged wastage and ineptitude in the PWD.<sup>37</sup>

It transpired that Dodd had previously worked as a farmer and a gold miner, prior to being appointed a third-class clerk in the Public Works Office where he stayed for just nine months. He had been recommended for the overseer's job by W Bennett Hays, the former Colonial Architect. Unfortunately Dodd had no idea how to measure the work being done by the contractor; he could not use a level, had not been shown what to do and made his notes on slips of paper which he made no attempt to retain!<sup>38</sup> With such inept overseeing of the contractor's work, the contractor (Rogers) virtually had a free hand. Despite this, the Breakwater and Jetty Commission's report issued in May 1856 was rather mild with most of its ire being directed at the 1853-built portion of the jetty.<sup>39</sup>

The Commissioners thought the siting of the whole structure was an error as it was too near the outlet of the Bungala River and thus prone to silting. In relation to the 1853 work they noted that several piles that were able to be examined were not driven to the required depth (5ft 6in. vs. 8ft) and were not shod as required or were shod incorrectly, that some piles were less than the required diameter, various other timbers were of incorrect dimensions to a large degree and some timbers were split, etc. The new part of the jetty was 12ft 6in. wide whereas plans called for 13-foot width. In relation to the tramway the Commissioners noted:

*Defective sleeper to rail at end of jetty, rails to old jetty are 2¼ in. by ¾ in., instead of 2 in. by ½ in. Trucks require painting. Some of the railway sleepers are 4¼ to 5½ in., instead of 6 in. wide, and many not laid straight . . . The rails and sleepers do not break joint properly.*

It would appear that, like at Port Willunga, the tramway was of wooden rails with iron strapping affixed along the top. Following the Commission's findings, a number of letters appeared in the *Register* in relation to the jetty. One series of letters clearly infers that, at least, the outer end of the jetty had two lines of tramway. Regarding the insufficiently driven piles, both “Tar Brush”<sup>40</sup> and William Rogers<sup>41</sup> pointed out that severe storms the previous November (which the jetty survived), had removed between four and five feet of sand from around the piles, thus accounting for their present shallow state. Any real deficiency in the jetty was due to the government's penny-pinching on the materials to be utilised and the siting of the structure.

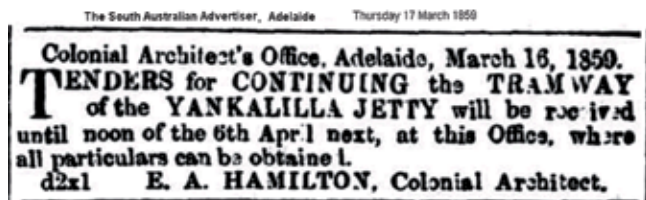
The jetty was reached by a plank road 865 feet in length, around the side of a sand hill. Many of the timbers for the road were under-sized and badly laid. At least the jetty had seven feet of water at low-tide which was a vast improvement on Port Willunga's two feet! A couple of steam flour mills had been erected nearby; future trade prospects were good and a two-ton crane was about to be installed. The commissioners thought that the addition of a T-head would greatly assist the stability of the jetty.

A month after the tabling of the Report, mid-winter (1856) gales brought torrential rain to the headwaters of the Bungala River and its tributaries. A huge torrent of water swept down-river and, entering the Gulf, further scoured the sand from around the jetty piles to a depth of up to eight feet, causing many of the piles of the first section of the jetty to collapse, rendering the whole structure unusable.<sup>42</sup> A month later preliminary work began on a "new" jetty and in November funds of £2440 were allocated for "reconstruction of portion of jetty and tramway at Yankalilla destroyed by the sea [sic]".<sup>43</sup> As coastal vessels kept calling at Yankalilla, one presumes the old method of lightering all goods and passengers from the beach resumed. Repairs were still underway at the end of June 1857.

Around this time it must have been decided to do away with the plank road and substitute a tramway as in early September £550 was earmarked for "Continuation of Tramway at Yankalilla from Jetty through sand ridge". The repaired jetty finally re-opened, possibly late 1857; the government having expended £2446 3s. 4d. on reconstruction during the year to the end of June 1858. Whilst the jetty was now operable, not so the extension of the tramway over the sand hills. In mid-December locals were still awaiting a start and moaning about the total destruction of the old plank road. Nothing had changed a month later when "Agent" gave vent to his spleen in the *Register* on 27 Jan 1859; "... drays have to pass over [the plank road] with half loads and at the risk of breaking the legs of either horses or bullocks ..."

"Traveller", writing in the *Register* the following day,<sup>44</sup> related details of his Christmas trip around the southern Fleurieu Peninsula and included some rather unkind comments on Yankalilla jetty:

*It is feared it is fast approaching that state that a table comes to when its legs get the delirium tremens. The tramway, owing to its narrow width, is dangerously near the edge. About 12 months ago a sailor, in pushing the trucks along, slipped, and over he went into the sea, and was much injured. While I was there, a bag of wheat slipped off the truck, and, of course, dashed into the sea. In fact, anything falling off the trucks must go into the sea. It is built for that purpose, and it answers its end admirably.*



Finally, in mid-March 1859, tenders were called for a tramway to replace the plank road; the contract being awarded to T B Adams at £519 10s.<sup>45</sup> Work must have started promptly as it was certainly in use by mid-September when two men had a very lucky escape when a loaded truck they were taking to the jetty got out of control. Allegedly the grade down to the jetty was a one in 12 and at the bottom there was a curve onto the jetty; here, the truck jumped the rails and fell over

the side. Luckily the two workmen had bailed out when they saw that the inevitable was imminent.<sup>46</sup>

From 1 July 1859 the Yankalilla District Council became responsible for both the tram and jetty, although the PWD was rendering assistance. By this time Yankalilla was a very busy minor port with large tonnages of grain exported. Situated along the short tramway there were three large warehouses where wheat could be stored pending shipment. By mid-1860 the newly-constructed approach tramway through the sand hills seems not to have been making everyone happy, as evidenced by this letter-writer to the *Register*: "It is true that an amount of wood and iron has been placed down for the purpose of a tramroad, to cheapen and facilitate shipping of produce; but, instead, an almost impossible barrier has been formed, and it is now impossible to get to our jetty by the tramroad . . . I hope somebody will be able to give a satisfactory account of this waste of public funds to the extent of £500."<sup>47</sup>

In August 1861 the Port of Yankalilla was declared to be an export port – a great boon especially for the exporters of wheat and flour – which no longer had to go via Port Adelaide for inter-colonial destinations. Coinciding with this, the district council ordered two new jetty tram trucks from William McEwan for £37 10s. Four years later, in December 1865 it was declared to be an import and export port providing yet more work for the customs' officer.

In July 1865, in a virtual repetition of the severe flood of 1856, heavy rain in the Bungala River catchment poured into the sea at Normanville, cutting a new channel towards the jetty which resulted in much scouring of the seabed around the sheet-piling that had been emplaced to protect the jetty piles. Breeching the piling, it undercut the piles supporting the tramway on the jetty approaches, rendering it quite unsafe for walking, let alone the transit of any jetty truck.<sup>48</sup> Over the following weeks temporary repairs to stabilise the structure were effected. Ironically, the week prior to the deluge, it had been announced in parliament that plans were being prepared for a new jetty. The general opinion was that it needed to be moved further from the river mouth!

The government subsequently placed £5000 on the forward Estimates, for 1866, for a new jetty and approaches, tenders for which were called in early July<sup>49</sup> – that of E A Schröder at £3725 being accepted. Work started in earnest in early 1867 – concurrently, Mr Schröder was also building the new jetty at Port Willunga and both were opened in early February 1868. The new jetty had a double line of tramway at the outer part and was approached via a lengthy cutting through the sand hills, extending to Butterworth's flour mill.<sup>50</sup> That new jetty, with repairs, lasted for more than seventy-five years before being cut back in length. The tramway iron was stripped from the old jetty and auctioned<sup>51</sup> in Adelaide by the government in 1869. In 1877 the PWD finally gave the district council permission to utilise the old jetty timbers for "bridges and other public works".<sup>52</sup>

## Second Valley

In 1836, when Colonel William Light was sailing northwards along the west coast of the Fleurieu Peninsula, looking for a site for the future city of Adelaide, the first place inspected was Rapid Bay. The next cove to the north, which he named Finnis Vale, was often subsequently referred to as 'the second valley'. The name stuck and over time the official name died out though for many years different government departments called the place by the different names (a common theme in this article!); during the 1850s newspapers often called it "Finniss Vale, Rapid Bay" – indeed the shipping lists were still referring to it as "Finniss Vale" in the late 1860s. Second Valley





Normanville on Yankalilla Bay, looking inland. The Bungala River is on the right. The original jetty was to the right of the present structure. At left are typical sand hills as originally encountered. The diagonal road into the car park leads back into Normanville. [www.environment.sa.gov.au/coasts](http://www.environment.sa.gov.au/coasts)

was first settled in the 1840s, a couple of kilometres inland, up the valley; today there are two hamlets, one inland and one by the sea. Being around 75 kilometres south of Adelaide, the few early settlers tended to be virtually self-sufficient – some wheat, potatoes, dairy and, principally, sheep for their wool which had to be carted over very rough and hilly tracks, to civilisation.

The earliest mention of a local jetty seems to be in September 1853 when the government's Supplementary Estimates for 1853 included an amount of £2000 for "Jetty at Rapid Bay". This proposed government largess must have sparked some intense local debate as at the start of November 1853, parliament was presented with two petitions from two groups of settlers in the area,<sup>53</sup> each requesting the jetty be at their local cove, namely Rapid Bay and Second Valley – the two places are barely three kilometres apart, albeit separated by fairly hilly country. In May 1854, following inspection of both sites by Captain Lipson, RN., on the government schooner *Yatala*, Second Valley was selected,<sup>54</sup> possibly due to its better protection from westerly gales – the small bay being protected by a rocky promontory extending almost 200 metres from the cliffs.<sup>55</sup>

By August the cost of a jetty at "Second Valley, Rapid Bay" was estimated at £4000, the first half of which was allocated to the 1854 financial year, the balance for 1855. In late November 1854, Governor Sir Henry Young inspected the Second Valley location whilst touring around the southern districts. To expedite matters the Yankalilla and Myponga district council (within whose jurisdiction Second Valley then fell) arranged to acquire a strip of land from Mr William Randall for road access to the site.<sup>55</sup> At the end of January 1855, with the road easement arranged, the government called tenders for constructing the wharf and associated tramway.<sup>56</sup>

William Rogers, builder of several other jetties along the coast, was duly awarded the contract and work seems to have

started by May. Certainly, construction was well underway when, at the end of September, the little steamer Melbourne called in. A local correspondent to the Register related, "The wharf will be erected on the inner side of a reef . . . [to] afford protection against all westerly winds . . . depth of water of about two fathoms [12 feet] at low tide. The approach to the wharf will be by means of a tramway about 250 yards in length, and faced by a wall of solid masonry, and which will make a delightful promenade. The contractor intends completing the work by Christmas."<sup>57</sup> During October some additional work required was identified and in early November an extra £400 was placed on the Estimates for 1856 "for completion of jetty, Second Valley".

From evidence given to the Select Committee on the Estimates in January 1856, Mr FW Dodd was the Public Works Department's Overseer of Works at Second Valley, from 1 May until 31 October 1855 (actually until the end of works, though the figures only go to the end of October). For the first 3½ months he received 18 shillings per day, for the next 2½ months 21 shillings per day by reason of overseeing both Second Valley and Yankalilla works. As previously mentioned, Mr Dodd had no qualifications and little experience of public works. Despite this, it seems that in Rogers, both Yankalilla and Second Valley had a fairly reliable contractor who needed little overseeing as the Breakwater and Jetty Commission was soon to note.<sup>58</sup>

To understand the works at Second Valley readers may wish to refer to the aerial photo when reading the following description (from the Breakwater and Jetty Commission of 1856):

*This work consists of a wharf, built of stone, in connection with a rocky point at the western end of a small bay; attached to the wharf there is a wooden quay for vessels to lie at, having a depth of six feet of water at low tide, and a tramway runs along the bight of the bay to the wharf, formed on an embankment and cutting at the foot of the cliff.*



*Aerial view of Second Valley cove, looking due west. At times of extreme seas, waves would come over the low isthmus that connects the mainland to the offshore rocky 'island'. The first jetty was built in the far corner of the tiny bay; the tramway and masonry embankment ran around the bay (part of the ledge is visible) to the car-park area. The current jetty utilises part of that original masonry embankment. Courtesy of Nearmap Ltd.*

Of the northern, or outermost half, of the rocky promontory that extends from the cliffs, the Commissioners wrote – “*This ridge being considerably higher than the wharf and being composed of rough rocks, lying in inclined strata, gives great security to the structure*”. Of the low, connecting neck of land between the rocky promontory and the mainland cliffs, the Commissioners noted – “*The weakest part of this work appears to be that portion of the embankment crossing a piece of natural beach between the reef and the coast line, which is unprotected, to a certain extent, from the effects of the surge coming in at the opening.*” How true that statement would prove to be over the years.<sup>59</sup>

Bad weather arrived in mid-November 1855 when heavy seas rolled through that unprotected area and damaged the party-built works.<sup>60</sup> A couple of months later, in January 1856, the Breakwater and Jetty Commission examined the works in progress and, in contrast to most other jetties they inspected, were actually impressed with the construction, finding only minor faults with the workmanship. Typically their comments related to differing sizes of materials, the tramway being an example: “*The rails on the tramway are of three-eighth inch iron, instead of half-inch [thickness]; and some of it one and three-quarter inches instead of two inches wide.*”<sup>61</sup> Like a number of other early jetty tramways along this Gulf coast, it would thus seem that Second Valley’s tramway was of wooden rails with iron strap rail screwed along the top. In actual fact the small difference in dimensions would have no effect on operations and were no doubt forced on the contractor due to the availability (or not) of materials in Adelaide.

At the end of June 1856, the same storm that severely damaged the Yankalilla jetty, eleven kilometres to the north-east, impacted Second Valley. Torrential rain in the hills to the east brought a deluge down the valley and some of the wharf approach stonework was severely damaged.<sup>62</sup> Nonetheless, some repairs were soon effected as shipping continued to call. Storm damage to jetties along the Fleurieu

Peninsula coast was (and is) a regular occurrence. Probably due to this damage it appears that the wharf, jetty and tramway were not finished until the end of January, 1857.

In the middle of February 1857, the Harbour Master, using the Yatala, took official soundings and measurements around the approaches and alongside the completed wharf and jetty. Soon afterwards Second Valley started to appear in the shipping lists as vessels called to take advantage of the new facilities – a three-ton crane was soon added to the jetty, and, in August, moorings were laid down.<sup>63</sup> Locally, the opening of the jetty was welcomed and, as forecast, shipping commenced calling – potatoes and wheat being the principal outward loadings. Within a few years potatoes, wheat and flour were being shipped directly to Melbourne and even Sydney, rather than via Port Adelaide. That the jetty was proving useful is evidenced by a shipment in mid-April 1863 when Messrs J & E Butterworth’s brig *Centaur* (188 tons) loaded 1142 bags of wheat, destined for Melbourne.<sup>64</sup> At that time a bag of wheat contained four bushels and weighed 240 lbs (109kg) – a total of over 124 tonnes carried along the jetty tram in one day.<sup>64</sup>

In 1858 the government made moves to divest itself of a number of jetties and wanted the (recently formed) Rapid Bay district council to take control of the Second Bay wharf, jetty and tramway. Despite council’s initial reluctance, the government prevailed – councillors no doubt being pacified when they discovered that the PWD would allocate funds to them to spend on the jetty. Possibly the idea was to have local control of the day-to-day operation, repairs etc., as that was thought to give better value for money. The change-over was from 1 July 1859.<sup>65</sup> It would seem, however, that funds did not always go to the jetty.

By 1866 local settlers were complaining that both tramway and jetty needed urgent repair – sleepers had rotted and rails moved, causing the trucks to derail all too regularly. Many



piles on the wharf and jetty were said to be rotten, bolts loose, and the structure becoming unstable and they were wanting a new jetty in a better location.<sup>66</sup> In July 1867, severe storms from the north washed away or damaged a portion of the causeway, wharf and tramway. This rendered the jetty useless until some temporary repairs were effected early the following year.<sup>67</sup> Subsequently a new jetty, at today's location, was erected, opening in 1871 complete with new tram trucks and crane. Most of the 1855 causeway leading into the "boat harbour" was abandoned and a short stub was built from its landward base with a short jetty extending therefrom, similar to what we see today. It would seem that the short section of the original tramway that was required for the new jetty was re-gauged at this time and railway rails installed.

## Milang

Construction of this jetty, on Lake Alexandrina, did not commence until mid-January 1856. It was inspected by the Breakwater and Jetty Commission at the end of February by which time most of the piles had been driven. Its interesting tramway and jetty will be detailed in a separate article.

## Notes

‡ A recurring theme in this article is the changing of names. This body of water has been known as Gulf of St Vincent, Gulf St Vincent, and St Vincent's Gulf, depending on which government map or surveyor or department was involved. A sampling of the newspapers dating from the 1850s found that it was more generally known as Gulf of St Vincent.

§ Nomenclature – At the time, locals usually called the place by the sea "Port Noarlunga" whilst some sections of government did likewise whereas other government departments called it Port Onkaparinga – particularly the Harbours Dept (Register 27 Oct 1857). To add confusion, William Gray, Esq., had an estate south of the river (roughly today's Port Noarlunga South) which he called Port Onkaparinga.

★★ Parts of the Horseshoe Steam Flour mill still survive in Market St, Old Noarlunga

†† It was Mr Schröder, during his tenure as City Surveyor, and acting on the Mayor's instructions, who led a large party of workmen to the Morphett St level crossing in Adelaide, at dawn on 24 October 1864 to physically reopen it following its closure and barricading by the Railways Department.

‡‡ The long-suffering settlers around Rapid Bay, three kilometres further south and over the hills, finally received their own jetty in 1867.

§§ On its delivery run to Butterworths, from Melbourne to Yankalilla in Feb 1863, the *Centaur* (Capt Thomas Smith) made the passage in 50 hours, the fastest recorded to that time for a sailing vessel. [SAA 27 Feb 1863]



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## SEQ LRRSA group E.M. Loveday photographic competition

Eight members and visitors attended the SEQ LRRSA group meeting on 20 December for the Annual E.M. Loveday Photographic Competition.

David Rollins picked up first prize with a slide of a 2-8-0 standard gauge Baldwin in Cuba, hauling sugar cane, taken 1990.

2nd Prize went to Bob Gough photo of BFC 5 at Mirani ex QR railway station, taken 22 Aug 2000.

3rd Prize went to Graeme Prideaux, with a photo of G42 at Gembrook historic station 30 June 2012 to commemorate the closure of the Colac-Beech Forest railway.







# Industrial Railway NEWS

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**Special thanks to contributors to the Sugar Cane Trains/Navvy Pics 2ft Facebook page.**

## NEW SOUTH WALES

### SHOALHAVEN STARCHES PTY LTD, Bomaderry

(see LR 214 p.28)  
1435mm gauge

The Manildra Group purchased Walkers B-B DH locos 7322 (684 of 1972) and 7333 (695 of 1972) from Aurizon at Yennora (see LR 184 p.16) in October 2013. The locomotives had been in store at Yennora for many years. They were hauled to Bomaderry on 8 November.  
Ben Noakes 10/13; 'Hunslet' 10/13; *MotivePOWER* 11-12/13

## QUEENSLAND

### ISIS CENTRAL SUGAR MILL CO LTD

(see LR 232 p.18)  
610mm gauge

Walkers B-B DH *ISIS No.2* (598 of 1968 rebuilt Walkers 1994) brought home the last rake of cane from New Valley to mark the end of the 2013 crush. By 9 November, it had been stripped for a rebuild. After it returns to service, Walkers B-B DH *ISIS No.6* (610 of 1969 rebuilt Isis 2002) is expected to become the spare locomotive.  
Uphams Loop on Adies line to the west of the mill was removed during the first week of November.  
Shane Yore 11/13

### MACKAY SUGAR LTD, Mackay mills

(see LR 232 p.18)  
610mm gauge

On 9 November, Racecourse Mill's EM Baldwin B-B DH *SHANNON* (7126.1 5.77 of 1977) failed with a transmission problem that led to a minor fire. The locomotive was hauled back to Homebush 3 Siding by EM Baldwin B-B DH *NORTH ETON* (6780.1 8.76 of 1976) and from there Clyde Queensland 0-6-0DH *BROADSOUND* (70-710 of 1970) hauled it back to the mill. *SHANNON* was returned to service after only a few days.

Work being undertaken during the slack season includes the rebuilding of EM Baldwin 0-6-0DH 15 *MELBA* (12512.1 7.85 of 1985) at Racecourse. This loco was an insurance "rebuild" of Clyde 64-377 of 1964, destroyed in an accident in 1984. It will be receiving a new Mercedes engine and Allison auto transmission  
Also receiving attention are Eimco B-B DH 18 *GARGETT* (L255 of 1990) and BV6, its Farview Engineering bogie brakewagon of 2011, which both require the frames straightening after a mishap during the season.  
Maintenance traffic in mid-December included a welded rail train hauled from Palms 6 to Broadsound Junction by Clyde 0-6-0DH *SEAFORTH* (61-233 of 1961) on 12 December. The empty bogies were returned to Marian the next day by the same locomotive. At the same time, bins were being shuttled to and from Pleystowe from the Racecourse system for annual maintenance work by Walkers B-B DH

*DULVERTON* (690 of 1972 rebuilt Walkers 1997). Sandra Hitchener 11/13; Luke Horniblow 11/13; Mitch Zunker 12/13; Scott Jesser 12/13; Editor 12/13

### MACKAY SUGAR LTD, Mossman Mill

(see LR 232 p.20)

610mm gauge

EM Baldwin B-B DH *DAINTREE* (7303.1 7.77 of 1977) is being overhauled and will be fitted with a new radiator and retired as well as getting a torque converter overhaul. It is said that an additional 200 new cane bins are on order.  
An estimated 700,000 tonnes of additional cane is expected to be sourced from the Atherton Tableland in the 2014 season. The cane will be brought by road to the bottom of the Julatten Range and transferred to rail at the depot there for haulage to the mill.

Michael Scmazzon 12/13, Daniel Dutton 12/13



**Top:** Mackay Sugar's Clyde 0-6-0DH *SEAFORTH* (61-233 of 1961) hauls a welded rail train to Broadsound Junction at Grech's Junction on the Racecourse Mill system on 12 December. Photo: Scott Jesser. **Above:** Racecourse Mill's Clyde Queensland 0-6-0DH *BROADSOUND* (70-710 of 1970) approaches the mill with failed EM Baldwin B-B DH *SHANNON* (7126.1 5.77 of 1977) in tow on 9 November. Photo: Luke Horniblow





### **MSF SUGAR LTD, Mulgrave Mill**

(see LR 234 p.23)

610mm gauge

Com-Eng 0-6-0DH 9 *MEERAWA* (FC3473 of 1964) has received some transmission modifications. It was found that the automatic transmission fitted at first was too large for the required task and it now has the smaller transmission fitted to other 0-6-0 locomotives. It was also given a 50mm thick steel headstock plate at the front to balance the weight distribution, which was painted plain red before the locomotive returned to service during October.

Com-Eng 0-6-0DH 26 *MERINGA* (AK3675 of 1964) will be the next one to be rebuilt. It was dismantled in the workshop during the first week of November.

Tom Porritt 11/13; Carl Millington 11/13

### **MSF SUGAR LTD, South Johnstone Mill**

(see LR 234 p.23)

610mm gauge

In late December, Clyde 0-6-0DH 13 (59-203 of 1959) and the 1990-built bogie brake wagon were noted in the shed at the Silkwood depot.

Luke Horniblow 12/13



### **TULLY SUGAR LTD**

(see LR 233 p.23 & 234 p.24)

610mm gauge

Mill management state that recent investment has included over \$2m on new 10-tonne cane bins and \$1m on bringing the new Walkers loco into service. Other investment is \$1.5 in rail maintenance equipment, including the new spot tamper and the rebuilding of the Plasser KMX-12T ballast tamper, which is believed to be taking place in Brisbane.

The new spot tamper was built by Shifang Railway-Helper Machinery Co Ltd, 195 Waixi Street, Shifang, Sichuan, China and is builder's number 109 of 2012, Model XYD-2 NTO.



**Top:** Mulgrave Mill's 0-6-0DH 9 *MEERAWA* (FC3473 of 1964) at the locoshed on 7 November after receiving a replacement automatic transmission. The thickness of the new front headstock plate can be seen, and the front steps have been removed. Photo: Tom Porritt **Centre:** Mackay Sugar's specialised wagon fitted with vertical rollers for loading and unloading welded rail lengths is at the end of the empty rail train passing Barrie 11 Siding on 13 December. Photo: Scott Jesser **Above:** On the Racecourse system near Peri 4 Siding, Walkers B-B DH *DULVERTON* (690 of 1972 rebuilt Walkers 1997) hauls from Pleystowe a rake of 109 5-ton bins with bogie brakewagon B *VAN 4* (Farleigh 1998) in the rear. Photo: Scott Jesser

## Industrial Railway NEWS

A yellow four-wheel ballast plough numbered CDT220 with hydraulically operated blade and raking tines, was noted at the El Arish depot in December, with Com-Eng 0-6-0DH *TULLY-17* (AH52100 of 1966) outside and EM Baldwin 0-4-0DH *TULLY 2* (6/1082/2 2.65 of 1965) inside the shed.

Slack season maintenance work includes a rebuild for Walkers B-B DH *TULLY-6* (653 of 1980 rebuilt Walkers 1993), which had been stripped down by mid-December, and a new engine and air compressor for the small brakewagon built on the frames of Clyde 0-6-0DH DHI.4 of 1954. ABC Rural 26/11/13; Luke Horniblow 11/13, 12/13; Editor

### WILMAR SUGAR (HERBERT) PTY LTD, Herbert River Mills

(see LR 234 p.24)

610mm gauge

About 50 bins were derailed at about 2am on 24 October on the Victoria Mill line alongside the Ingham-Abergowrie Road at Lannercost Extension, damaging about 100m of track. Mill management stated that the bins concerned had been due for replacement or upgrade following the end of the season.

Victoria Mill's Clyde 0-6-0DH *CANBERRA* (65-433 of 1965) returned from Macknade Mill during the second week of November.

Following the end of crushing, Victoria Mill's Walkers B-B DH *HERBERT II* (612 of 1969 rebuilt Walkers 1993) was stripped down by early December to receive a new MTU engine.

Hudswell Clarke 0-6-0 *HOMEBUSH* (1067 of 1914) ran at Victoria Mill for the Christmas party on 23 November. On 30 November, it became the first steam locomotive to cross the Herbert River bridge at Macknade since 1976 when it travelled to Macknade Mill for the Christmas party there.

Chris Hart 11/13, 12/13; *Herbert River Express* 26/10/13 & 11/12/13 via Chris Hart

### WILMAR SUGAR (INVICTA) PTY LTD, Invicta Mill, Giru WILMAR SUGAR PLANE CREEK PTY LTD, Plane Creek Mill, Sarina

(see LR 234 p.25)

610mm gauge

Invicta Mill's EM Baldwin B-BDH *BURDEKIN* (10215.1 7.82 of 1982) was transported back north on 12 November following its stint on loan at Plane Creek Mill.

Luke Horniblow 11/13

## VICTORIA

### QUBE HOLDINGS LTD, Horsham

(see LR 203 p.21)

1435mm gauge

Walkers B-B DH 7334 (696 of 1972) was noted apparently dumped at the Horsham freight terminal on 4 November 2013. This locomotive

was previously reported as having been acquired by Wimmera Container Line in 2008 for use at the Horsham depot, but this company has now moved to an alternative site at Dooen and has been in dispute with QUBE. It is presumed that the locomotive passed to QUBE when Wimmera Container Line left the Horsham site.

Phil Rickard 11/13; Editor

## OVERSEAS

### FIJI SUGAR CORPORATION

(see LR 234 p.26)

610mm gauge

Talk of the FSC cane railway networks on Viti Levu and Vanua Levu being used for general transport needs has rumbled on with a plan having been submitted to the government for a \$20-\$40m scheme. It was stated that FSC are looking at importing a further five locomotives to add to the five that obtained from Bundaberg Sugar from 2012.

Farmers in Labasa Mill's Wainikoro and Daku sectors depend predominantly on rail transport of their cane. Poor transport performance is blamed for cane cutting gangs being reluctant to work in the area, to cane being left to stand over, and to farmers leaving the industry, in spite of the new locomotive arrival from Australia being put into service towards the end of the 2013 season.

Talks will begin early in 2014 with a view to FSC taking over the organisation and scheduling of all road cane deliveries in addition to rail cane. This is intended to rationalise cane supply arrangements and remove the disparity that currently exists between suppliers using rail and road transport.

Meanwhile, discussions have been going on with Chinese investors with a view to long-term sugar contracts being signed as special purchase arrangements with the EU are coming to an end. Fiji Village 7/11/13; *Fiji Times Online* 22/12/13, 1/1/14; Fiji Ministry of Information 2/1/14



**Top:** At Tully Mill's El Arish Depot on 13 December, Com-Eng 0-6-0DH *TULLY-17* (AH52100 of 1966) and ballast plough. Photo: Luke Horniblow **Above:** On loan at Plane Creek Mill, Invicta Mill's EM Baldwin B-BDH *BURDEKIN* (10215.1 7.82 of 1982) heads away from Turnor's Paddock south of Koumala towards the mill on 10 November. Photo: Scott Jesser





## Book Reviews

### Locomotives of the Moreton Central Sugar Mill Company Limited

by Clive Plater

A5 size softback. 40 pages with 72 black and white and colour photographs and two locomotive drawings. Published 2013 by Nambour & District Historical Museum Association Inc.

Published to coincide with the tenth anniversary of the closure of Moreton Mill at Nambour, this little book is attractively presented and makes an ideal souvenir publication for visitors to the Nambour museum with its collection of cane locomotives.

The book features some background information on the mill's history and 2ft gauge rolling stock, and an entry featuring brief notes on each of the main line locomotives that came to the mill from 1904 to 1976 – nine steam and six diesel. Included is a summary of technical dimensions for each steam locomotive, and there is a variety of informative photographs. There are scale drawings of the two Shay locomotives that were ultimately combined into the one that survives in the museum. A number of stories of accidents also feature, and there are photos of some of the mill's small internal-combustion locomotives.

It was a little disappointing that details of the three main line diesels that came to the mill

after 1976 were excluded, and perhaps in a future edition more details of the small internal-combustion locomotives could be added, particularly as two are in the museum, including the famous *SANDY*.

However, these are minor reservations and this inexpensive little book is an ideal introduction for anyone interested in learning about Queensland cane locomotives, and as such can be highly recommended. It is available for \$10.00 plus \$3.00 postage within Australia from the Nambour & District Historical Museum Association, PO Box 5084, SCMC NAMBOUR Qld 4560 [nambourmuseum@yahoo.com.au](mailto:nambourmuseum@yahoo.com.au)

John Browning

### THE PHOENIX FOUNDRY – LOCOMOTIVE BUILDERS OF BALLARAT

by Robert Buttrims and David McCartney

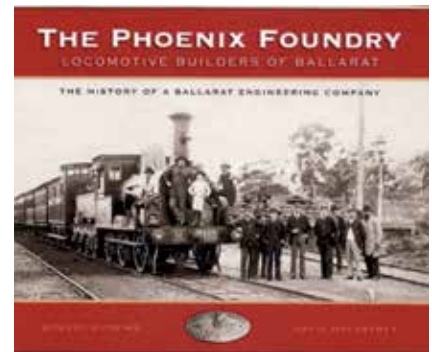
Published by the Australian Railway Historical Society – Victorian Division. 212 pages, landscape format – hard cover. Available from the LRRSA online bookshop – \$66.00 plus postage (\$59.40 plus postage for LRRSA members).

This comprehensive and well-produced book covers the locomotives built over a 35-year period at the Phoenix Foundry in Ballarat.

The Foundry was first established in 1854 when William Shaw formed a partnership with three other men to form the Phoenix Foundry Company. William Shaw was to later become the General Manager and also the driving force behind the company over an extended period. The company was formed to meet the needs of the miners at the Ballarat Goldfields and to supply equipment such as pumps, beam engines and crushing equipment for the mines at that time. Prior to the establishment of local engineering works, all such equipment was imported from England and took a long time to deliver; and maintenance costs were very high.

In 1871 the Phoenix Foundry built its first locomotive for the Rockingham Jarrah Timber Company in Western Australia. At about this time it won its first contract to build locomotives for the Victorian Railways with an order for ten Q Class locomotives. This was the first time that a contract for such work had been let to a Victorian Company. The foundry needed expansion and new equipment to be able to undertake this work. This was the start of an almost continuous connection with the Victorian Railways as the company eventually built 20 classes covering a total of 352 locomotives.

This is not a book dedicated to long and detailed explanations of wheel arrangements, boiler dimensions and performance criteria. It covers many of the wider related aspects of the railways of the time. For example there are interesting explanations of the company structure and what was done to involve employees in the administration of the company and to share in its successes (and hard times too). This includes the company commitment to



training and the engagement of young men from the local area. Another interesting aspect is the treatment of industrial relations at a different time in our history.

By 1906 the Victorian Railways had commenced building its own locomotives at its Newport Workshops, and the gold mining industry was waning with little work available, so the Phoenix Foundry closed its doors for the last time.

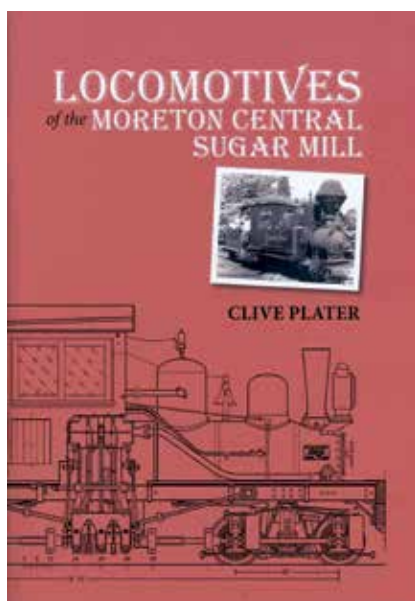
Whilst this is a book covering mainly main line locos for the Victorian Railways, there is still much of interest for the person interested in light railways. There is a fascinating description of the "tramway" connecting the foundry to the VR system and how locomotives were transferred. Also, Phoenix manufactured several contractor's locomotives used to build rail lines throughout Victoria and some were later used on timber tramways. Finally, Phoenix manufactured several steam tram motors for the Bendigo Tramways, some of which made their way to light railway operations at Lilydale and the Marrawah Tramway in Tasmania.

The book has many photographs and diagrams to illustrate the text, including many of the locomotives in operation in many parts of the State.

Whilst the book has been produced to a very high standard, there are several minor problems that detract from its overall quality. There are several occasions where words are out of place and superfluous – a good proof read would have fixed that. Also, some photos have been poorly reproduced – this may have been due to the original quality of the photo, but they seem out of place with the generally very high quality of reproduction. Finally, there is no general use of references throughout the text, although there is a very comprehensive bibliography.

This book is highly recommended to those interested in Victorian Railways in general, locomotive manufacture, and the operation of a large enterprise in times past.

Richard Warwick



### LRRSA ONLINE DISCUSSION GROUP

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See: <http://au.groups.yahoo.com/group/LRRSA/> and click on "Join This Group"!



# LETTERS

editor@lrrsa.org.au

Dear Sir,

## The 2ft gauge Krauss locomotives of the Mt Lyell Mining and Railway Co.

Jim Stokes' article in the August issue of *LR* concerning the 2ft gauge Krauss locomotives of the MLM&RCo. provides a very comprehensive description of these locomotives and the narrow gauge railway system at Queenstown where they were used. Just as his previous article about the Mount Lyell Railway's Baldwin locomotives (*LR* 228 Dec 2012) explained a mystery from my visit to Queenstown in January 1948 (see letters in *LR* 229, pp 26-27), this latter one about the Krauss locomotives has given me a much better understanding of the extent and functions of this narrow gauge system. Thank you Jim.

Besides a photograph of Krauss 10 (6067 of 1910), taken by me somewhere on the flat near the locomotive shed in January 1948 (top), I have acquired two other photographs of 10-ton Krauss locomotives on this system, both undated. The first one, of Krauss 7 (5479 of 1906) was acquired from the same family photograph collection that yielded two photographs of the Krauss locomotive on the Catamaran Colliery tramway in the 1930s (see letters in *LR* 232, pp 31-32). This photograph (centre) shows 7 at a location which I was told was Comstock. The boy standing in front of the locomotive is a relative of mine and several years ago I contacted his sister, who not only confirmed his identity but also was able to tell me that it was taken before her brother developed polio, when he was 7 or 8 years old. As he was born in 1928 the photograph was probably taken circa 1935.

The bottom photograph came to me much more recently from an elderly relative. It is of number 10. There is no date or location identification on it but it is clearly the same locomotive I photographed in 1948 and it is operating on a mixed gauge track running parallel to a residential street in Queenstown. Someone familiar with Queenstown may be able to identify the actual location. As to the date, there is little regrowth of vegetation on the bare hills in the background and the locomotive's paintwork appears to be without any lining. Both the 1935 photograph of 7 and the 1948 one of 10 show lining around the edges of the side tanks, the cab and its windows.

The absence of lining may help someone to date this latter photograph.

A highlight (one of many) of my Queenstown visit was a ride into the mine tunnel on one of the electric locomotives followed by a visit to the smelters. My guide was the father of the boy in the photograph of number 7 and our visit was at night both because my guide was not working then and also because he was able to get me in without the mine management

knowing! My one disappointment with Jim Stokes' otherwise excellent article is that the text refers to workshops and reduction works, etc, while the map indicates several buildings identified only as Queenstown smelters, which I assume embraces all the individual components of the minerals processing plant.

Michael Gourlay  
The Gap, Qld





Dear Sir,

**Unidentified Orenstein & Koppel locomotive (LR 91)**

On the basis that late is better than never, I provide an answer to a question that Ron Grant asked in 1986. He provided a photo of an Orenstein & Koppel 0-4-0WT named *ELISA* (not *ELIZA* as shown in the associated text) handling mineral skips in a mountainous environment. Ron's suspicion that the location was in New Caledonia was correct. The Orenstein & Koppel list shows that B/n 5714 of 1912, a 600mm gauge 30hp locomotive named *ELISA*, was supplied to Société le Chrome in New Caledonia. A replacement boiler, 12147, was supplied in 1930. Société le Chrome operated a mine at Tiébaghi in the far north of the island.

John Browning  
Annerley, Q

Dear Sir

**The Narani-Forster-Ulverstone locomotive conundrum (LR 57, 142, 144, 147, 153, 155, 156, 234)**

Congratulations to John Browning on his excellent letter to the Editor on the first Forster locomotive. I concur completely with John that the first locomotive used at Forster was more than likely the Mort's Dock product that was initially supplied to Hudson Bros at Narani.

It is now quite clear that there actually wasn't ever a vertical boiler locomotive at Narani. The remains of a vertical boiler that had initially been mounted on a wooden platform that stood in the water near the southern shore of Smith's Lake and was used to power a winch to drag logs out of the Lake for loading onto trucks for the short rail journey to Narani, were visible for many years in the lake close to where the tramway entered the shallows. Unfortunately an unknown party (not Jim Longworth) at a time unknown, put two plus two together and got seven, concluding in a quantum leap that the remains of a vertical boiler in the shallows close to the site of the tramway meant that a vertical boiler locomotive operated on the tramway!

Local oral history can on occasions be very useful, but at Narani the evidence was there for all to see, however, none of us saw it. As John Browning succinctly pointed out to me only a short time ago, there is not one single mention of a vertical boiler locomotive at Narani in the written record. Alarm bells should have rung!

Ron Madden  
Wagga Wagga, NSW

**Pleasure Island (LR 234)**

Dear Sir,

Many readers will have recognised the train that operated at Pleasure Island on the Gold Coast from 1959 until 1962 as the one that from 1966 has operated at Caribbean Gardens at Scoresby in Melbourne's south east. The carriage bodies seem to have changed little but the locomotive has been remodelled somewhat. In LR 56, Peter Charrett reported that the train had been purchased from Surfers Paradise Ski Gardens in 1966.

I examined the diesel locomotive many years ago and found that under the bodywork it was a Motor Rail Simplex 2½ ton 'bow frame' locomotive carrying a plate saying it had been rebuilt by V Masters of Southport. As only a few of this type came to Australia, I am reasonably sure that it must be 3711 of 1924, originally fitted with a petrol engine, which worked at CSR's Lucinda Jetty near Ingham in Queensland until 1959.

John Browning  
Annerley, Q.

Dear Sir,

According to Peter Charrett's book *Preserved railway and tramway rolling stock in Australia* (ARE, 1977) under the entry for Caribbean Gardens, one of the diesel locomotives was purchased from Surfers Paradise Ski Gardens. Furthermore the control panel has a plate "Luxford Engineering, Springvale, Vic., Serial No. LSJ 20/67."

The entry for Ski Gardens in the same book cites that the locomotive was purchased from Pleasure Island in June 1962 following the closure of that amusement park. The builder of the locomotive is shown as being V Masters of Labrador, Southport in Queensland.

The carriages shown in the photo on p.33 of LR 234 and from the archives of the Gold Coast City Library Service bear a very strong resemblance to the carriages operated at Caribbean Gardens so I would assume the carriages were purchased along with the locomotive. Interestingly there are two sets of 9 cars at Caribbean Gardens so presumably an additional set of cars were built after the closure of Pleasure Island specifically for Caribbean Gardens or they were sourced from another amusement park.

The locomotive at Caribbean Gardens is still in operation and recently one set of cars and it were repainted in a new livery of blue and red lining. The locomotive has been heavily modified and rebuilt, which is a pity as the original design resembling a QR 1200 class diesel looked most impressive.

It would probably be an interesting project to undertake further research into the railway at Caribbean Gardens as according to Melway maps of the 1970s and 1980s the site was shown as having numerous stations along the 3.4 km route.

Steven Haby  
Bonbeach, Vic

**SEC Victoria (LR 82,84)**

Dear Sir,

For a long time I have been a subscriber to your excellent magazine.

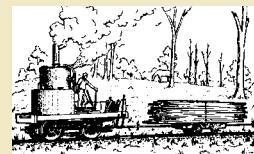
As I recall, the extensive brown coal (lignite) deposits of Gippsland used to be worked from the open cuts for the SEC using trains of wagons hauled by electric locomotives.

Such a major industrial application would surely merit an article in *Light Railways*, I do not recall any such article, at least in recent years.

Colin Thompson,  
Kaleen, ACT

A search through back issues shows two articles, in LR's 82 and 84, written by John Buckland on the Yallourn and Morwell operations, and several reports in *Industrial Railway News* prior to the lines closing. As Colin points out, this was a substantial enterprise that presents another opportunity to research and document, particularly in the later years of operations.

Editor



## LRRSA NEWS

### MEETINGS

**ADELAIDE: "African Rail Travel."**

Gerry Ohmer will begin showing his videos of African rail, with some of north Africa. News of light rail matters will be welcome from any member.

**Location:** 150 First Avenue, Royston Park  
**Date:** Thursday 6 February at 8:00pm

**BRISBANE: "Show and tell"**

Bring along items of light railway interest to share and discuss.

**Location:** BCC Library, Garden City Shopping Centre, Mount Gravatt. After hours entrance (rear of library) opposite Mega Theatre complex, next to Toys'R'Us.  
**Date:** Friday 21 February at 7:30pm

**MELBOURNE: "Mason's tramway, Welshpool"**

Mike McCarthy will present his research findings on Mason and Moore's sawmill and steam tramway at Hodgkinson, near Welshpool, which operated between 1891 and 1900.

**Location:** Ashburton Uniting Church Hall, Ashburn Grove, Ashburton.  
**Date:** Thursday 13 February at 8:00pm

**SYDNEY: "Sandstone Estate Railway, South Africa"**

Grahame Black, a regular visitor and active participant on this fascinating 610mm gauge railway, will give a presentation on the Sandstone Estates overall operations and showing their commitment to quality restoration and preservation of railway, transport, farming, military, as well as many other forms of machinery. Not to be missed.

**Location:** Woodstock Community Centre, Church Street, Burwood, (five minutes walk from Burwood railway station).  
**Date:** Wednesday, 26 February at 7:30pm



## Field Reports

Please send any contributions, large or small, to [fieldreports@lrrsa.org.au](mailto:fieldreports@lrrsa.org.au) or to P.O. Box 21, Surrey Hills, Vic 3127.

### Trawalla & Waterloo Tramway

#### Trawalla, Victoria

1600mm gauge

This short-lived private railway operated from 1909 to 1911 to access mine tailings from old gold mines around Waterloo, about seven kilometres north-east of the Western District town of Beaufort. It junctioned with the Victorian Railways several hundred metres west of Trawalla station and ran for about nine kilometres, north-westerly, much of it along the existing road reservations. Its sole motive power was a 5ft 3in-gauge ex-VR light 4-4-0, H-class No.150 (Phoenix 42/1877).

The tramway was last mentioned in the pages of *Light Railways* over 40 years ago (LR43, Autumn 1973). For many years a three-span bridge existed about a kilometre from Trawalla, crossing a minor tributary of the Mount Emu Creek. During a quick inspection on 5 November 2013 I could only find the southern abutment of the rail bridge. I did note that on the adjacent road-bridge works had recently been undertaken, and one wonders if for some reason the tramway bridge beams were removed.

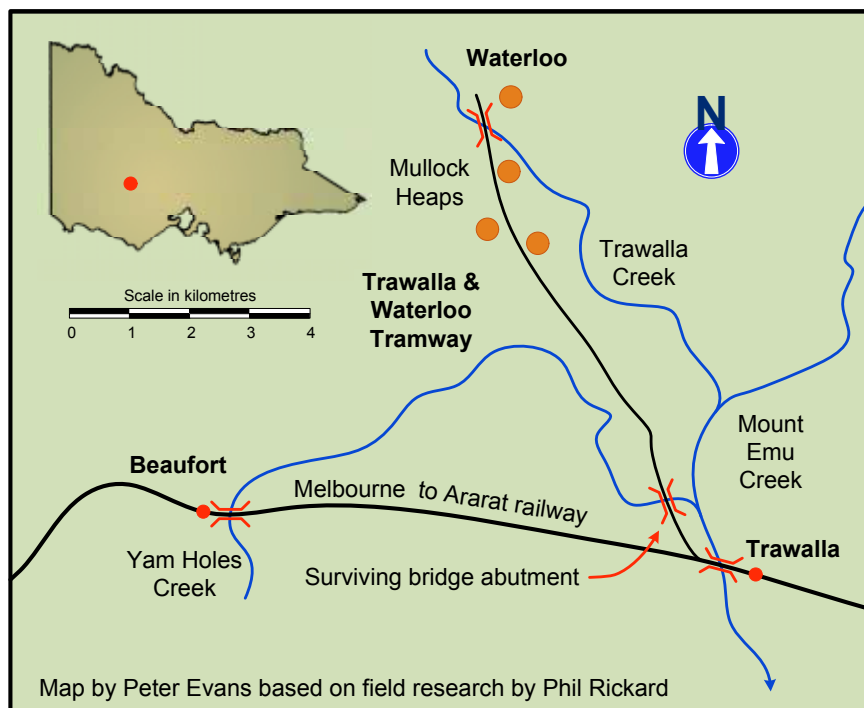
*Phil Rickard 12/2013*

### Two Western Victorian ballast tramways

1600mm gauge

The western plains of Victoria were aptly named Australia Felix by Major Thomas Mitchell when he passed through in 1836. A key reason for this fertility is the volcanic soil, formed over millions of years, up to some 10,000–40,000 years ago when volcanoes last erupted in this area. Many extinct cones (or parts of cones) may be seen dotted around the landscape. Several of these have been a source of rock scoria for railway ballast at various times. Two were visited in late October 2013.

**Mount Elephant** – A passing visit to this 240m-high mount (above sea level), near Derrinallum, found the gate closed – it transpires that it is only open on the first Sunday, monthly, from 1pm until 4pm. In 1912/13 volcanic scoria was quarried for railway ballast by the Ways & Works Department of the Victoria Railways (VR) during the construction of the Gheringhap (near Geelong) to Maroona (near Ararat) railway – a distance of one hundred miles, and the last major broad gauge railway to be built in Victoria.



Bridge abutment 800m north of the Trawalla-Waterloo Road railway level crossing at Trawalla, over one hundred years after closure. See LR43 for the same timbers as photographed forty years ago. Images by Phil Rickard.



Embankment (at left), of the Mt Elephant ballast railway, south-west of Derrinallum, 26 Oct 2013





*Formation of the 5ft 3in gauge Mt Rouse ballast tramway, viewed from the northern slopes of the cone. The lengthy embankment is paralleled on the far side by a considerable borrow pit. 26 October 2013*

A branch railway, about two kilometres in length, was built south from near Derrinallum station to the northern base of Mt Elephant, where a quarry was opened. The quarry is easily visible on Google aerial photos, which seems to show a road on the railway formation between the main road and the quarry. However, all is not as it seems as, for the first 200m after entering the property, the access road is paralleled by the railway formation on a 2m-high embankment.

**Mount Rouse** – About eighty-five kilometres west of Derrinallum is Mt Rouse (367m), rising high above the historic little town of Peshurst. The volcanic mount was named by Major Mitchell. Peshurst was situated on the railway from Kororoit to Hamilton, constructed by Neil McNeil & Co in 1889. It is thought that McNeil constructed a tramway to the mount and that the VR later acquired this for their own ballasting purposes. The line, about one and a half kilometres in length was built to a quarry on the eastern flank of the mount. Part of the gently curving formation, on an embankment and entering a cutting, can be clearly seen from the mount (if you can find a spot free of trees!).

*Phil Rickard*

### **Peak Hill Gold Mine WA**

610mm gauge

Peak Hill is an old gold mining town in the Murchison region of Western Australia. The site was active from the 1890s and the township was gazetted in 1897. By the 1970s Peak Hill was reduced to a ghost town, although recently there has been some renewed interest in re-starting mining in the area. We were aware that the old mine had been served by a light railway system, so a visit was made in October 2013.

As part of this visit some items of machinery were noted including two or three old mine cages, a couple of side-tipping skip hoppers, a flywheel and, most surprising, a set of locomotive wheels. There were two driving wheelsets and two pony wheelsets, indicating perhaps either a 4-4-0 or a 2-4-2 (or, most unlikely, an 0-4-4). The drivers indicated an inside valved, outside cylindered locomotive with an outside frame. That is, there are eccentrics on a driving wheel axle, with cranks on the outer ends, and the crank pin is considerably further out from the wheels. The origin of these wheels was somewhat of a mystery to us, because the only loco we personally knew to have run

at Peak Hill was the tiny Belgian-built Haine St. Pierre (an 0-4-0T, builder's number 461 of 1894), which was later plinthed at Meekatharra. Lacking a wire brush and a magnifying glass, we were unable to determine if there were any markings on the wheels. However, we were able to determine that they were 2-ft gauge with wafer-thin flanges. A subsequent visit by Chris Johnson provided some further measurements and observations:

Driving wheel diameter across tread is 24.5 inches.

Crank pin diameter is 1 5/8 inches.

Crank throw is 6.5 inches giving a stroke of approximately 13 inches.

Stampings are- LL, RL, LD, RD. (Left leading, right leading, left driven and right driven respectively as required on each axle).

All driving axles are stamped "718" with "20 tons" stamped below them.

Pony truck wheels diameter across tread is 16 inches.

Pony truck wheels stamped with "7929" and below with "20 tons" as with the drivers.

The wheels indicate the locomotive was fitted with Stephenson's valve gear and an axle driven boiler feed pump (as evidenced by the fitted eccentrics). It was also outside framed on the drivers but with conventional placement of the axle boxes on the pony wheels. The wheelsets had a fairly distinctive style of spoke on the drivers.

The loco from which these wheels came has now been reasonably positively identified as Kerr Stuart 'Skylark' class 0-4-2T builder's number 718 of 1900. In all, we have the following Australian 'Skylarks' accounted for:

- 718/1900
- 739/1900
- 742/1901
- 743/1901
- 753/1902
- 797/1903
- 801/1902

John 'Bucko' Buckland's initial attempt to sort these out was published in *Light Railways* 76. However, the current understanding is:

- 718 & 739 were both new at Peak Hill (not Lake Way as Bucko stated).
- 742 stayed in Tasmania/South Australia/Victoria.
- 743 ended up at Broken Hill and seems never to have been in WA.
- 753 seems to have had a straightforward history in WA (see *Rails through the Bush*)
- 797 had a tortuous history but seems never to have been in WA. (It ended up at Gembrook in Victoria).
- 801 was 1ft 8in gauge for Sons of Gwalia in WA.

The problem with Bucko's account is that he insisted that there were Kerr Stuarts at Whim Well in WA. We know that there were Orenstein & Koppels there and, if we discard the Kerr Stuart/Whim Well connection, everything else seems to slot in quite well (although it would be nice to definitely confirm the identities of 718/739). Adrian Gunzburg and Jeff Austin in *Rails through the Bush* identify 718 as being with the Westonia Firewood Company in 1919



*The Kerr Stuart locomotive wheels at Peak Hill. Image by Chris Wurr*

(it was later with Bunnings). Bill Dickins of the UK Industrial Railway Society's Yahoo Group has supplied the following list of spares supplied for KS 718 and 739:

KS 718 - the following spares orders were sent:  
*Order 4835 dated 8/10/1903 - One set of Brass Tubes and Ferrules*

*Order 7929 dated 4/8/1906 - One complete set of six wheels*

*Order 9987 dated 16/6/1908 - Four coupled wheel tyres*

*Order 9988 dated 16/6/1908 - One pair Bissel truck wheels*

The above are the only entries for this loco.

KS 739 – no spares supplied.

So it would seem that KS 718 was probably on its replacement wheelsets when it moved to the Westonia Firewood Company. This raises the question of the original wheelsets abandoned at the site, as their condition shows the driving wheel tyres to be reworkable. This would have been a cheaper proposition than replacement, especially considering the eccentrics. To further complicate matters, a post by Bill Dickins on the Industrial Railway Society's Yahoo Group indicates that:

*Kerr Stuart built batches of components for "Standard"; designs of locomotives. This was a way of filling quiet times in the various loco shops. Numbers stamped on Kerr Stuart components only give the loco they were originally allocated by the factory. If modifications to the design required alternative components to be made, then the "old" part was put on the shelf and used, still with its original stamped number, on a future appropriate locomotive. A few years ago this created confusion with the Penrhyn "Tattoo", the Tallyllyn's "Edward Thomas" and parts stamped with the number of a loco exported by Kerr Stuart!*

So, despite the several question marks raised, this remarkable find had added something substantial to the history of the Kerr Stuart "Skylark" class in Australia.

*Original discovery by Chris Wurr and Bernie Morris (October 2013) with additional input from Chris Johnson, Peter Holmes, Jeff Austin, John Browning, Adrian Gunzburg, Bruce Macdonald, Bill Dickins and the UK Industrial Railway Society's Yahoo Group.*

### **Murrell's Beach shell-grit extraction, near Cape Nelson, Victoria.**

610mm gauge

This site is listed in the Historic Places, South-Western Victoria, Final recommendations, 1997 – Notable Places – Class C. Local Significance C300 (P00027). A visit was made to this location in late October 2013. Situated within the Discovery Bay Coastal Park, near the Great South-West Walk track, vehicular access is not permitted and some walking is required to access the site. Emerging on the high cliffs above the sea, the coastal scenery is stunning, made even more interesting by the decaying remains of a wooden railed incline. Of 610mm gauge, the tram was used to raise shells from Murrell's Beach, some 40 or so vertical metres



*The rusted remains of the winch (with scale factor) at Murrells Beach – "... an old tractor winds it up." Portland Guardian 30 March 1939. Image by Phil Rickard*

to a plant where it was crushed and bagged for road transport to Portland and railed around the State. There were (and are) a lot of chooks in Melbourne (and elsewhere) and they all need shell grit! Aerial photos determined the length of the line at just over 120 metres, with a gradient averaging 1 in 3 – with a steeper section of maybe 1 in 2.75

Movie-goers who saw the film "South Solitary" in 2010 will recognise the location – the incline was used for the scenes when people were arriving or leaving the lighthouse (<http://southsolitary.iconmovies.com.au>). Neither the hand winch or the tram truck used in the movie are on site – just the very rusted remains of a home-made motor winch with large flywheel. The shell grit industry seems to have commenced around Portland in the 1920s and, by the early thirties, several firms were involved.

This site is the only one known to have used a tramway. A quick trawl through the Portland Guardian suggests the site was operated by the Neptune Shell Grit Company (Messrs Thomas & Anderson), and dates from circa 1939 into the 1940s. A firm by this name was said to be operating at "Old Shelly Beach" and the detailed description of a visitor's journey there, including transit of Cr James Murrell's (mayor of Portland at the time) farm "The Rancho", (Portland Guardian 21 Aug 1939) agrees with what is today known as Murrell's Beach. Can any reader shed any more light on this operation?

*Phil Rickard 12/2013*

### **LRRSA Vic. Ada valley tour – 24 November 2013**

On 24 November 2013, 22 members and friends participated in the Ada valley tramway tour organised by Simon Moorhead. Whilst the weather was damp, the members were appropriately dressed for an extensive day in the field.

The tour commenced at the log bogie static

display opposite the Department of Environment and Primary Industries offices, Powelltown approximately one hour east of Melbourne.

Our first point of interest was the Bump tunnel. Completed in 1926 by the Victorian Hardwood milling and seasoning company, this 300 metre long tunnel replaced an incline which was causing a bottleneck in the tramway system. While the tunnel itself was blown up as a military exercise, both the east and western approaches and tunnel mouths can be accessed by well formed walking tracks. As an added bonus for the group, large laminated posters showing contemporary photographs and mapping of the area were still in place from the previous weekend's Powelltown tramway centenary celebrations.

After inspecting both ends of the tunnel and bridge site on the eastern approach, the group moved on to Dowey Spur road where the cars were parked before a short walk to the top of the High Lead incline. After retracing our steps, we continued down the incline to the Ada No.2 mill site passing the remains of several bridges across the creek flats on the way.

Once at the mill site, time was spent inspecting the remaining boilers (one in its large brick setting), the saddle tank off Andrew Barclay 0-4-2ST *Squirt* (311 of 1888) and various other logging remnants in the area prior to lunch.

Simon brewed fresh coffee for interested members (setting a dangerous precedent for future tours) before the party continued out the other side of the mill to the Federal Crossing and beyond to the New Ada incline to inspect the winding gear and it's boiler.

By around 3.30PM the members had retraced their steps to Ada No.2 before returning to the cars to finish up the day.

Thanks to Simon for his efforts in planning and organising a great day out and providing comprehensive tour notes.

Scott Gould





**Above:** Looking straight down the incline to Murrells Beach. Image by Phil Rickard

**Right:** Members of the Ada valley tour group inspect one of the boilers abandoned at the Ada No.2 mill site. Photo Simon Moorhead



### Moreton Mill Anniversary

The weekend of 30 November was marked as the tenth anniversary of the closure of Moreton Mill at Nambour, and LRRSA member Brad Peadon, who runs the Maroochy Shire Tramways SIG on Facebook, organised a program of events to coincide with those of the Nambour & District Historical Museum Association.

Saturday 30 November was very wet but this did not deter those attending the Nambour Museum's Open Day and launch of Clive Plater's book *'The Locomotives of the Moreton Central Sugar Mill Company Limited'*. The Governor of Queensland, Penelope Wensley, launched the book with State and Federal parliamentary representatives in attendance. The Museum's collection of ex-Moreton Mill locomotive and rolling stock was on display, as were proposals for the Nambour's Howard Street tramline scheme. Members of the Buderim-Palmwoods Heritage Tramway Inc and Australian Narrow Gauge Railway Museum Society were also on hand with displays and sales items. The Governor was seen to purchase a copy of John Knowles' book *'The Mapleton Tramway'* for her husband, who is a Mapleton boy.

A conducted walk to view remnants of the Mapleton Tramway had to be postponed because of the weather, but an inspection by

car took in some notable locations on the old Moreton Mill line including Didillibah Hill, Bli Bli Cutting, the River Depot and Dunethin Rock. There are a few places on the network where residents have retained a short section of track as a reminder of past days.

In the evening, a BBQ was held at the residence of Clive Plater, and his collection of ex-Moreton Mill locomotives, rolling stock and other memorabilia was on show. Great hospitality was offered and post-dinner entertainment included illustrated talks on the Mapleton Tramway from John Henley, on the restoration of part of the Buderim Tramway route by Neil McGarvie, a presentation of photos of Moreton Mill tramways prepared by David Mewes, and one on locomotive models based on Moreton Mill prototypes by Steve Malone, who also brought along a large collection of models and historic photographs and cuttings.

Sunday morning brought nice sunny weather and a walk was conducted on the restored trackbed of the Buderim Tramway between Telco and Mons by Neil McGarvie and other members of the Buderim-Palmwoods Heritage Tramway Inc. This ongoing project is an outstanding achievement and well worth a visit. A copy of the walk brochure is at:

[http://www.buderim.qld.au/wp-content/uploads/2013/01/Heritage\\_Tramway\\_Walking\\_Track.pdf](http://www.buderim.qld.au/wp-content/uploads/2013/01/Heritage_Tramway_Walking_Track.pdf)

Further investigations of old Moreton Mill tramways during the morning included the Camp Flat and Valdora lines. A reminder that operating tramways still survive in the area came in visits to the Big Pineapple and the Yandina Ginger Factory, which each have a tourist railway.

The weekend finished with a tour of the old Mapleton Tramway conducted by John Henley, which included walking a section of trackbed off Windsor Road, Burnside, noting a commemorative marker placed at Tramline Rise, Burnside, observing the fearsome terrain at the Horseshoe Curve, Highworth, noting the bridge remains at the crossing of the South Maroochy River, and walking a section of trackbed approaching Mapleton. Many other portions of trackbed were also pointed out between the site of the old station in Nambour and the terminus in Mapleton.

Thanks are due for an excellent weekend to Brad Peadon, Clive Plater, Steve Malone, David Mewes, John Henley, Neil McGarvie and fellow members of the Buderim-Palmwoods Heritage Tramway Inc.

*John Browning*





## RESEARCH

Please send contributions to [research@lrrsa.org.au](mailto:research@lrrsa.org.au) or to P.O. Box 21, Williamstown, Vic 3016.

### Research Project

No-one has yet taken up the offer to research the Lauriston Reservoir construction tramway. If you are tempted but would like further information before committing, please contact the editorial team. There is no requirement to complete the project within a timeframe; all researchers are well aware of balancing their interests with the demands of every day life.

*Stuart Thyer*

### Lidar Erratum, LR234

There is an error in the caption to the Lidar on page 32 (LR 234). Lidar images should be credited to VicForests not the Forests Commission Victoria.

### Additions to Trove

John Browning has advised that Trove continues to add newspaper titles to the collection. All new titles are from NSW and Victoria, both as a result of the efforts of the respective State Libraries. To see when new material has been added, visit the 'Trove News' section of the Trove forums via the website.

*John Browning*

### Wheel Markings

I am researching the Chert Incline Railway, which was constructed in the 1920s to carry chert and timber from the Kanimbla Valley up to Mount Victoria in the Blue Mountains of NSW. The railway was a three-rail balanced incline with four timber trestles. The longest of these was about 195 metres (640 feet) long and about 21m (70ft) high at the highest point.

Several sets of wheels have been found in the bush. They are 420mm (16 1/2in) diameter and the track gauge is 762mm (2ft 6in). The bearing blocks sat outside the wheels.

The wheels have three markings on the inside of the rims:

1. "AES" with a lightning bolt across the letters.
2. "G 3".
3. "L B".

I believe the "AES" refers to "Australian Electric Steel", see short history below. The other markings are still a mystery to me. Do any *Light Railways* readers know what they mean?

### Australian Electric Steel

Australian Electric Steel Ltd (AES) set up in Alexandria, Sydney in 1916 to make steel using an electric furnace. In 1921, the large steel foundry, Hadfields of Sheffield, England, combined with AES to create Hadfields Australia. AES/Hadfields specialised in producing locomotive tyres and steel truck wheels.

*Keith Painter, [greatguides@mountainmistbooks.com](mailto:greatguides@mountainmistbooks.com)*

### Library move, Vic

The physical library collection at 121 Exhibition Street (the former Department of Transport and Department of Planning and Community Development library) is now closed to the public and the collections have been moved.

The majority of the heritage material has been relocated to the Government's book repository, the Knowledge Resource Centre (KRC) in Werribee, managed by the Victorian Government Library Service (VGLS). The KRC allows public

access (although no open shelf browsing), and has a reading room and photocopier, and will allow for continued growth of the collection. As per the existing policy, there will be no inter-library loans of the heritage material to the public so the material has to be used on site. Visits are by appointment only. The material relocated to the KRC includes:

- The VHR collection - documents, reports, CMPs etc relating to places/objects listed in the Victorian Heritage Register
- Studies – municipal/area studies, typological and thematic studies
- Conservation Management Plans
- Photographs (primarily relating to places on the VHR – photographic recordings relating to permit conditions)
- Videos and CDs – relating to heritage places and topics
- Card Indexes – eg Burchett Index

The published local histories that formed part of the library collection cannot currently be



*A set of wheels located at the site of the Chert Incline Railway.*

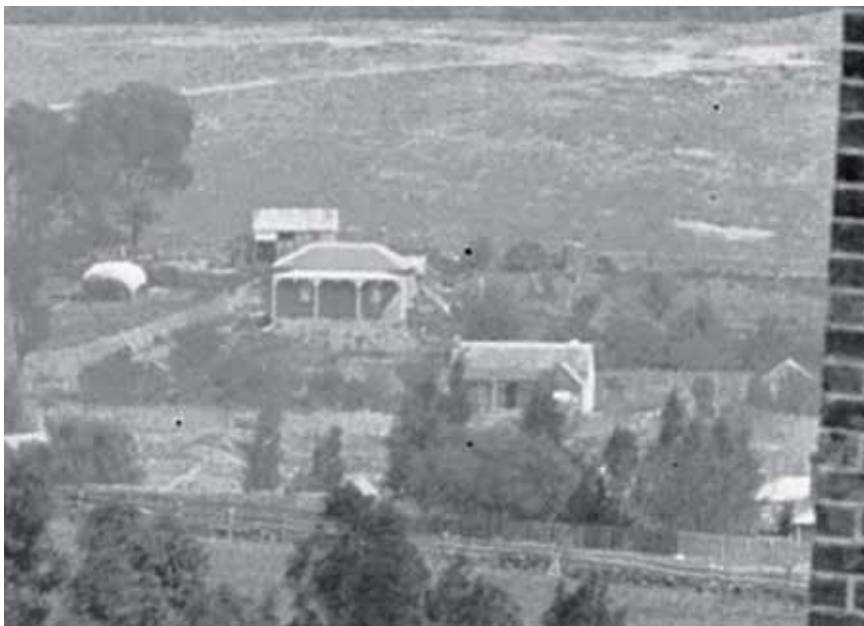


*The AES markings on the wheel. The G3 and LB markings are in the same style, possibly hand drawn onto the sand when casting.*





Gold mine, Bendigo-Castlemaine area. This image shows a typical example of a poppet head tramway; the track on the left leads to the stamp battery, the track to the rear right takes spoil to the mullock heap. Photo: American & Australasian Photographic Company from the Holtermann collection, State Library of NSW.



An extract from the previous image shows a house on the hill past the mine's chimney. In the first image, the house is just a dot, the detail around it unrecognizable. The quality of the original photographs plus the care taken with scanning makes them a tremendous research source.

accommodated at the KRC, and these have been moved to a commercial facility in Bundoora. This facility also allows public access, although there are costs associated with item retrieval. It is anticipated that most of these local histories should be available at other libraries, including lending libraries, which may be more convenient (and free).

The VGLS catalogue is online <http://library.intranet.vic.gov.au/client/VGLS-public/>. From *Inherit* 67. *Inherit* is published by the Heritage Council of Victoria.

### High Resolution Scanning Online

Bernard Otto Holtermann commissioned the American & Australasian Photographic Company (Beaufoy Merlin and Charles Bayliss) to document gold towns in New South Wales and Victoria from 1872 to 1875<sup>1</sup>. The surviving 3500 wet-plate glass negatives are so detailed that it is possible to reconstruct some towns. They include the world's largest wet-plate negative (1.6 x 0.9 metres), showing the view across the Sydney Harbour from Holtermann's North Sydney home. This collection has been placed

online by the State Library of New South Wales and can be searched via the link below.

This is just one example of high resolution scanning being made publically available. The more collections that are digitised, the greater the likelihood they will turn up images relating to *Light Railways'* field of research. Any reader finding new collections that might be of use to *Light Railways* research is encouraged to pass on their discovery.

<sup>1</sup> [http://www.sl.nsw.gov.au/discover\\_collections/society\\_art/photography/holtermann/index.html](http://www.sl.nsw.gov.au/discover_collections/society_art/photography/holtermann/index.html)  
Accessed 31 Oct 2013

Stuart Thyer

### Local History Prize, NSW

Light railways research has appeared from an unlikely source, a teenage girl entering a local council history prize. Rachel Lee was a winner of the 2012 Junior Ron Rathbone Local History Prize (award of \$500). Her essay *Thomas Saywell's Tramway and the Making of Brighton Le Sands* was awarded as part of the Ron Rathbone Local History Prize (award \$5000), run by the Rockdale City Council (NSW). Her entry can be viewed online at <http://tinyurl.com/LRRSA-Rathbone235>.

Local history prizes are awarded by local councils around Australia. These present an opportunity for *Light Railways* researchers to further present their work and highlight our endeavours to a new audience.

Stuart Thyer

### Birth of the SMR 10 Class – Rare images discovered, NSW

An interesting aspect in the history of the East Greta Coal Mining Co. Ltd, precursor of the South Maitland Railways Ltd, has been the apparent lack of any fanfare, publicity, or photographs, relating to the introduction of the company's (2nd) No.10 locomotive (BP 5520/1911), particularly as

# RESEARCH

the tractive effort of this 2-8-2 tank locomotive exceeded that of any engine on the NSW Railways at that time.

For several years, the government had been threatening to exercise its power, under the various Acts of Parliament, to take over the coalfields railway system, using the spurious argument that the private railways were intended solely as a market conduit for the coal companies, rather than the basis for a profitable public railway, as had emerged under the progressive stewardship of the East Greta Company. Against that background, perhaps the company thought it wise not to draw undue

attention to the acquisition of this powerful locomotive, and all that it represented.

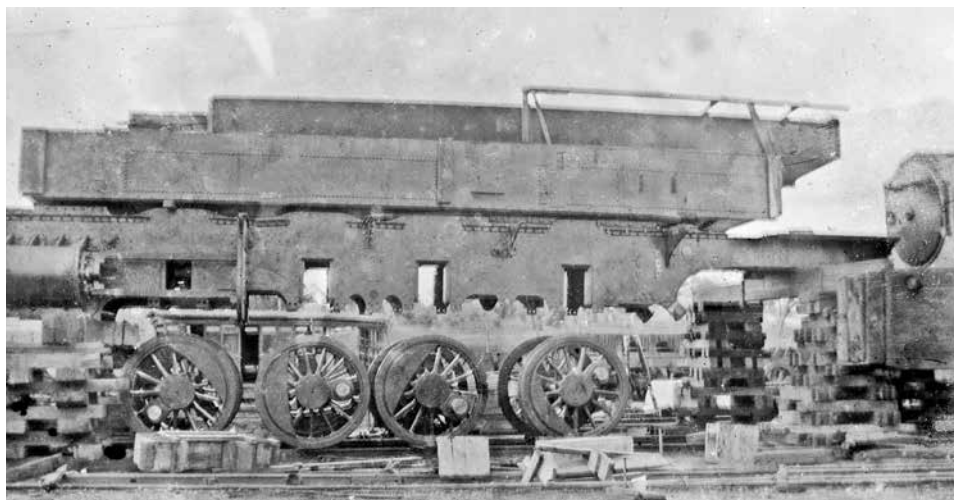
Research has revealed that the parts for the locomotive arrived in Newcastle from Liverpool on 14 December 1911, and that number 10 entered service in January 1912. Hidden away for over 100 years, a remarkable collection of glass plate negatives has been discovered, which depict the assembly of number 10 at the East Greta colliery workshop. The plates also present poignant images of village life at East Greta a century ago, but little is known of their provenance, save that they had been in the possession of a local school principal for many years, before their recent donation to Maitland library. The images may be viewed on the library's web site (the Turnbull Collection).

Although the East Greta workshop was equipped

with both travelling and jib cranes, these were only intended for wagon work, and could not handle the main components of the larger 8-coupled engines, which were assembled in the open, using traditional 'bush' methods. The accompanying photographs, looking from the west toward the village of East Greta, show the frame, side tanks, and boiler of the locomotive, which have been raised on stiles above the same section of track in the workshop yard. The tanks are stacked on top of the frame, for ease of attachment once the frame has been lowered onto the wheels and fitted out.

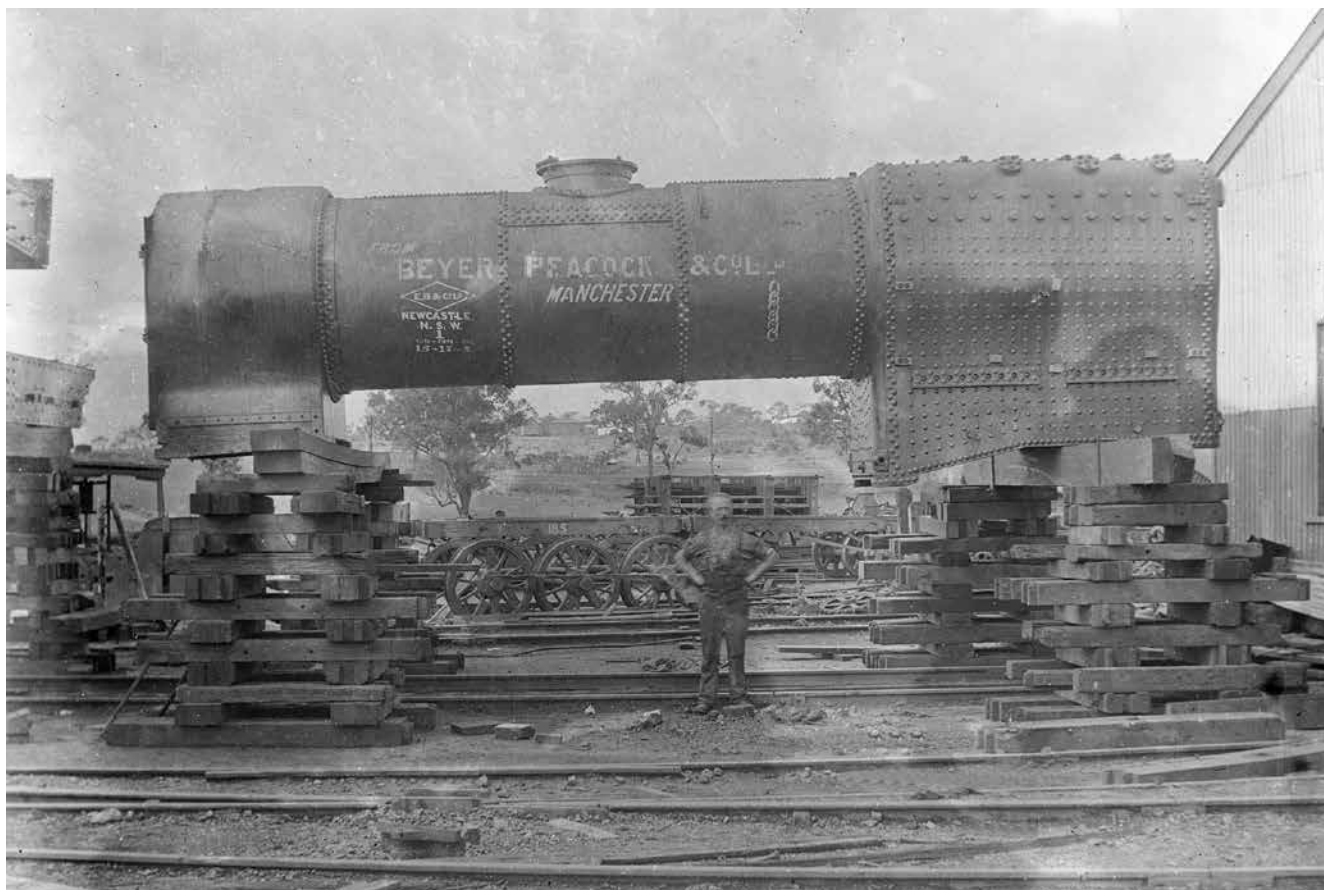
Further details will appear in a forthcoming publication, and the assistance of Mr Tony Earp and the Maitland City Library is gratefully acknowledged.

*Robert Driver*



**Left:** The frame and side tanks have been placed above the wheels, to allow for the fitting out of undergear components.

**Below:** The stiles supporting the boiler are sufficiently spaced to allow the completed frame to be wheeled underneath for final assembly. The consignee marking "E.B. & Co. Ltd." refers to Earp Bros Pty Ltd, which was both part owner and importing agent for the East Greta Coal Mining Co. The former company is still trading today.







## Heritage & Tourist NEWS

News items should be sent to [heritagetourist@lrrsa.org.au](mailto:heritagetourist@lrrsa.org.au) Digital photographs for possible inclusion should be sent direct to Scott Gould at [editor@lrrsa.org.au](mailto:editor@lrrsa.org.au) including the name of the location, the name of the photographer and the date of the photograph.

### QUEENSLAND

#### QUOIN ISLAND RETREAT, Gladstone

610mm gauge

An examination of the Quoin Island Retreat Facebook page shows that the railway on the island has been rehabilitated and in operation since 2011. The steam outline locomotive appears to be a Gemco battery electric converted to diesel hydraulic drive, and is said to have come from Kalgoorlie during the late 1980s. It was abandoned on the island during a period of closure and was refurbished by McCosker Contracting in Gladstone from 2009. There are two substantial carriages and a flat car, all on what appear to be long-wheelbase four-wheel chassis. The island can be visited on special event days and can be hired for functions.

John Browning 12/13

#### RUSSELL SAVAGE, Timbeerwah Mountain Tramway, Sunshine Coast

610mm gauge

Russell Savage has purchased Ruston & Hornsby 4wDM 285339 of 1949 from Graham Finter, which joins Motor Rail 4wDM 21575 of 1956 and Wingrove & Rogers 0-4-0BE 2216 of 1942 in his collection of vintage narrow gauge locomotives. Russell had previously also obtained two ex-sugar mill linecars, EM Baldwin 4wPMR 3092.1 10.69 of 1969 ex Goondi Mill and M1, Hansen 34 of 1972 ex Macknade Mill. These have been on sold for private preservation and were removed to another site on the Sunshine Coast in late 2013.

John Browning 12/13

#### SUNSHINE PLANTATION, Forest Glen

610mm gauge

A visit on 1 December found green Ruston & Hornsby 4wDH SUGAR CANE TRAIN No.4 (379072 of 1954 reb. EM Baldwin 7807.1 11.77) working the passenger train. In the shed was yellow Ruston & Hornsby 4wDH SUGAR CANE TRAIN No.5 (398072 of 1957 reb. EM Baldwin

8350.1 12.78) with a second train, apparently out of use at present. Also in the shed was a four-wheel ballast hopper.

John Browning 12/13

#### MARY VALLEY HERITAGE RAILWAY, Gympie

1067mm gauge

The MVHR has suffered another setback from Mother Nature. During a severe storm on 27 December, half of the roof of a building in the Old Gympie Station complex was removed. The building is the northern most structure and was used for storage. MVHR and Gympie Radio Club volunteers 'tarped' the building and removed all items in storage.

Peter Hyde 12/13

#### DURUNDUR RAILWAY, Woodford

610mm gauge

ANGRMS had the horn stolen from their George Moss and Co. Leederville, Western Australia, 0-4-0DM, unnumbered of 1965, built under

licence from CH Funkey of South Africa, thus known as the Gemco-Funkey, at the Woodford site in November. The theft has been reported to the local police. The horn is a Westinghouse Type B town horn; length between 200 and 250mm and made of brass. Thanks to the generosity of Greg Adams from the Queensland Diesel Restoration Group, an identical replacement horn was later donated to ANGRMS.

Terry Olsson, Peter Hyde 12/13, 1/14

#### FRIENDS OF ARCHER PARK STATION AND STEAM TRAM MUSEUM INC., Rockhampton

1067mm gauge

The Friends' executive committee met with Council Managers Michael Rowe and Peter Owens again on 18 December. The future operation of the Museum is still not resolved as the Council did not receive any formal expressions of interest but is leaning towards management by the Friends. In the meantime,



*Locomotive and rolling stock at Quoin Island Retreat following restoration in 2011.*

*Photo courtesy Bob McCosker*



*SUGAR CANE TRAIN No.5 awaiting restoration in the shed at the Sunshine Plantation on 1 December.*

*Photo: John Browning*

the Museum has started up again from January 2014 but will be open for reduced hours – 10am to 3pm for 5 days each week, Sunday to Thursday.

For the next 3 months while the future is being resolved, Council will continue to pay limited expenses and the salary of a part-time manager, Ross Carter. During this period, Friends will have a much greater input to decisions on operational decisions, for example, when the Tram will start up and run, operation of the kitchen, etc. They will need Friends and Volunteers to continue their support of the Museum. They are looking to talk with Friends regarding ways to improve the operation.

Meanwhile, the Purrey Tram was closed down after the Family Fun Day to allow for its annual inspection and maintenance to be done in time for the changeover due at the end of last year. It is reported that so far it looks okay with only the lining of the firebox to fix. Accreditation with the Department of Transport and main roads for the Museum to run the tram and other rollingstock will be required by the new operators, as will the number of qualified tram crew. We hope the tram will continue to run often as it is a major drawcard.

The Tamper section car was finally certified for operation and has run within the Museum precinct on recent Sundays.

Two blue plastic destination boards on English Electric Co-Co DE No 1614 were stolen recently. Over the past two years other missing items have included a battery charger, two destination boards, a fluorescent tube, a small fluorescent light and a rear destination assembly.

Phil Augustine 12/13, *Tram Tracks* 12/13

## NEW SOUTH WALES

### ZIG ZAG RAILWAY, Lithgow

1067mm gauge

Clean up at the bushfire ravaged Zig Zag Railway has begun in earnest. Senior Australian Defence Force Officer at RAAF Base Glenbrook, Group Captain Roger Parr, was instrumental getting some relief underway for the railway, when 20 volunteers from the RAAF Base at Glenbrook lent a hand at the Railway on 13 and 26 November to help clean up bushfire damage and assist with some site maintenance. At the Zig Zag Railway's Clarence site, the Air Force volunteers cleaned out and sorted signalling and per way contents of two louvre vans. Subsequently, they assisted with the removal of equipment from a fire-damaged storage shed to allow the safe and secure storage of critical steam locomotive spares while another group cleared ash and debris from between the railway tracks in a 15-metre section close to the Clarence Railway Station. They have now collected a total of 30 tonnes of burnt, buckled

and damaged railway material that is only good for scrap and recycling, filling two scrap metal bins in the process as well as collecting several truck loads of rubbish and debris. Visiting the railway on Tuesday 26 November, Group Captain Parr said: "Most of the RAAF people here today live in the Blue Mountains and have been keen to roll their sleeves up and lend a hand since the fires started."

Zig Zag Railway CEO, Michael Forbes, said: "The scale of jobs we need to do to get up and running again is enormous. We're delighted to have them help us out with this."

Air Force personnel from RAAF Base Glenbrook have pledged to return to the railway in early 2014 to assist with further recovery and maintenance efforts. Negotiations with the relevant private and government insurance bodies is still continuing, as is the restoration of essential services, like electricity, to the railway's critical locations. The Rural Fire Service has also performed excellent work on site.

Shane O'Neil reports that he spent about six hours working to make some order of the mess. He and Dave Honer recovered much of the brass/copper items from the burnt out shells of the six cars along O road. The only lockable area in the depot is at the back of the paint store, so they dumped the items – door floor strips, handles, luggage support brackets (many are warped beyond use, unfortunately). Looters are a real problem. They were present on Friday 25 October 2013 and were sent packing, but concerns are high they will return.

There were about six members there recovering what they could in the workshop area under the mezzanine area. All the locomotives were undamaged. What they have found is that the actual depot structure survived very well. The mezzanine area was hit by the massive fireball from outside as all the carriages in a line ignited. The fire erupted into the office and apparently all the machinery in that area is a write-off. Former Queensland Railways Comeng-built railmotor 2016 is a total wreck, but classmate 2051 sitting next to 2016 is okay. It is assumed that a helicopter dropped a bucket of water on the depot, as there is no other explanation for the fact that the damage finishes at the very end of 2016.

David Honer, 12/13, Shane O'Neil 10/13

## VICTORIA

### PUFFING BILLY RAILWAY, Belgrave

762mm gauge

A report in the *Pakenham, Berwick, Officer Gazette* on December 2013, indicates that a Puffing Billy carriage has been seriously damaged in a suspicious fire on at 5.15 pm on Friday 13 December 2013. The fire was started in a stored carriage and caused thousands of dollars worth of damage to the timber inside at one end. The carriage, built in 1890, was 1NBC, recovered from Colac in 1994 and since then stored in Emerald yard – with protective steel sheeting enclosing it. The arsonist(s) prised away part of the steel covering, poured an accelerant

in and set it alight, all in broad daylight. The Emerald CFA attended promptly and prevented total destruction. Police are investigating.

Meanwhile the Puffing Billy Preservation Society funded contract for the Museum floor and external apron has been completed well ahead of schedule. With assistance from the way and works department, all required track was laid in time for the contractor. The concrete is in the course of curing and will have dried out prior to Christmas. Completion of this project will be a great boost to the Museum redevelopment project and will clear the way to get a number of Puffing Billy's heritage vehicles undercover for the first time.

Work to complete the external painting of all buildings between Belgrave and Gembrook has recommenced and, subject to suitable weather, should have been completed prior to Christmas. The new JRS Booking system is now fully operational and working well in the Belgrave booking office with the old system now disabled. Outstations will be implemented at a later date. Puffing Billy is now working through development of business rules for the next and most important phase of this project which is commencement of online bookings for excursion trains. This will not occur until sometime during the first half of 2014. Stuart Thyer, John Thompson, *Berwick Pakenham Officer Gazette* 1/14, 12/13, *Monthly News* 1/14

### WALHALLA GOLDFIELDS RAILWAY,

Walhalla

762mm gauge

WGR has relaunched their monthly news-sheet, *Dogspikes and Diesel*, after a long absence. This news-sheet will be distributed via email only and will become a regular addition to aid the organisation in ensuring everyone is up to speed with day to day happenings, works to be undertaken and operational information which is important for volunteers working on the railway. WGR also had a visit from Transport Safety Victoria (TSV) for an annual inspection of the operation. The visit took place on a Wednesday running day and was to ensure that the railway is complying with the Safety Management System on which accreditation is based. The day was a great success and as a result WGR received a glowing report from TSV with regard to improvements achieved over the last two years. Bridge 6 which needed pylons replaced, has been repaired by Puffing Billy staff ably supported by the WGR Works gang. The design of the old VR bridges is such that trains were able to continue running while the repairs were carried out.

The track gang ventures out every Tuesday and Friday and are well advanced with a project to install plates on every sleeper to support the rails. All bends have been done and work continues to plate the straight sections. Sleepers are also replaced as required as the work proceeds.

The Board has given approval for the loco maintenance pit at Thomson locomotive shed to be concreted. This work is necessary as, for many years, volunteers have worked in very sub-standard conditions. It is planned to eventually concrete both the Works shed and loco



workshop areas and upgrade storage facilities. This work will most likely be contracted out due to the heavy workload currently faced by track and infrastructure maintenance staff.

The Shire of Baw Baw was approached and WGR have been fortunate in being offered the use of the Shire depot at Erica for secure storage of larger items of value such as rail and larger spare parts. It has always been WGR's intention to extend the Railway back to Erica in three stages, firstly to Platina, then Boola Road (the Walhalla turnoff) and ultimately to Erica. The track gang has made several trips to Wahgunyah near Wangaratta to salvage 75lb rail, points and other infrastructure which will be essential for the future extension. An area at Platina has been cleared for storage of the rail. Work continues behind the scenes to lobby politicians for funding for this extension. Recently the starter motor solenoid on WGR's Fowler 0-6-0DM, *Spirit of Yallourn*, (4210051 of 1951), failed to disengage causing the starter motor to catch fire. A change-over unit was arranged and refitted in time for railway's Jazz on Track event in December.

NQRW (the flat car) has had alterations made to spring height which has restored the correct coupler alignment. This will prevent any possibility of separation in transit. Following approval from TSV, the old hooks and chains have now been removed and uncoupling-rods for the auto coupler pins will be fitted, improving safety for crews. 1NBW has also had spring packers fitted to ensure all coupler heights are standard and within specified limits.

The rolling stock kindly donated by Orica in Deer Park, including two 'Greenbat' electric locomotives, is currently undergoing upgrade works and will then be accredited with TSV. One 'Greenbat' loco will be a valuable addition to the track gang's rolling stock as a work horse. It is also intended to modify one of the trolleys to become a passenger vehicle for future use in trolley rides to be introduced at a future date. MTV4 is at the Rye 'workshop', where

it is undergoing a complete rebuild similar to MTV3 and will be reintroduced to service once the upgrade is completed. MTV4 was donated by Russell Savage to the WGR, on the day of the official opening to Walhalla back in 2002. At present the trolley is sitting at Graham Vallance's house in Rye in the process of being rebuilt, along with a new motor. The motor being replaced was the original 8 hp engine that is fitted to Fairmont trolleys.

MTV 3 was recently converted from a two seat two stroke reversible engine trolley to a more powerful six seat four stroke two directional unit which is now finding more and more use for trackwork purposes and special guest trips. The Railway was required by TSV to submit all the change notification requirements along with a risk analysis before permission to operate in the present manner was given.

MTV4 is to be modified with the removal of the reversible two-stroke Fairmont engine and to be rebuilt as an eight seat trolley similar to MTV3 with the same Briggs and Stratton engine (built by Honda) and a hydraulic pump and motor drive. Delivery of the completed unit is scheduled for September 2014.

The annual Track Certification Inspection was completed on 10 December by Warren Doubleday of TRAM Engineers and Services. Their subsequent report was that the track is in excellent condition. This is a tribute to the quality of the work carried out by a small but determined and enthusiastic group of members and volunteers who put in time every Tuesday and Friday throughout the year.

New Walhalla Goldfields Railway uniforms are being rolled out. Most guards have received new vests and for station staff, vests and jackets. New shirts for the station staff plus jackets, shirts and overalls for train crew are being sourced.

*Dogspikes and Diesel*, 11, 12/13

Additional material from Ian Ipsen and Graham Vallance 9/1/2014.

## BELLARINE PENINSULA RAILWAY, Queenscliff

1067mm gauge

2013 proved an eventful and productive year for the railway. Work on re-railing the section between Queenscliff and Lakers Siding is progressing steadily. This work is utilising the rail lifted from the closed North Geelong Yard-Fyansford VR line. The arrival from the ARHS North Williamstown Museum of the sole remaining Australian Standard Garratt locomotive, Victorian Railways Newport Workshops, 4-8-2+2-8-4, G33 of 1945, has aroused much interest and enquiries have been received for driver experience packages. This move has re-united the surviving Australian Portland Cement Fyansford steam locomotives at Queenscliff.

The ex-Numurkah turntable has arrived at Queenscliff and preliminary works have begun with the view to placing it in the original turntable pit near the engine shed.

Funding has been obtained for a wealth of work around the Queenscliff Station precinct. Works such as a new toilet block, safety fencing, landscaping, platform extension, re-siting of the water tank and moving the open inspection pit will be undertaken.

With the return to service of ex SAR T251 4-8-0 (Walkers 276 of 1917), Driver Experience packages have been steadily increasing in popularity. A list of 'drivers' waiting and new bookings are being worked through.

The railway continues to have much success with Day Out with Thomas events. A new special service late this year will be a Santa Train. The Blues Train has entered its 20th year of successful service. And the railway featured heavily in the ABC TV series 'Miss Fisher's Murder Mysteries' in September. The episode 'Dead Man's Chest' showcased Queenscliff station and T251, with some of the volunteers being extras!

Kathleen Kenny, Association of Tourist Railways Inc. newsletter, 11/13

## SOUTH AUSTRALIA

### COBDOGLA IRRIGATION AND STEAM MUSEUM, Cobdogla

610mm gauge

A start has been made on erecting a carport for the caretaker's cottage using trusses recovered from a shed in Berri.

Plans are being drawn up for a proposed new workshop for the museum. This will mean the relocation of the Nissen hut and the realignment of the Nissen hut track to run through the new workshop. The workshop will incorporate the gantry from the old Moorook pumping station and a new, larger loco pit.

On Loco L2, Motor Rail 'Simplex' 4wDM, *Farleigh*, (7369 of 1939), the cab entry hand rails have been extended. A start has been made on fitting new plates to the pilots to replace the bent pilots on both Simplex locomotives. The pilots are designed to support the engine on the track in the event of a derailment. Both showed signs of derailment damage in the past.



*The two Greenwood & Batley 4wBE locomotives at the Thomson depot. Can someone say which is which?*

*Photo: Tom Porritt*

## Heritage & Tourist NEWS

A refresher session on the monthly lubrication of the underside of both Simplex locos has been arranged for all drivers. It is interesting to note that both locos show signs of inundation at some stage before they came to Cobdogla. If so, they join the Bagnall 0-4-OST, (1801 of 1906), which was inundated to the top of its boiler during the 1956 River Murray floods. An on/off switch and a re-settable fuse have been installed in the instrument panel to control the carriage lights. On Loco L4, Motor Rail 'Simplex' 4wDM, *Peter*, 9861 of 1953, a new brake standard shaft and nut have been installed. The old nut was badly worn, allowing the shaft to jump threads. As the nut on *Farleigh* was also worn, both locos received new shafts and nuts in the brake standard. The drive chains were shortened, but

are at the end of their useful life and will be replaced. SA Water will order the chain. The driven sprockets are generally okay, but will need replacing on both engines in the not too distant future.

On the Mirrlees stationary engine, following the addition of extra concrete in the base, the engine now runs with no vibrations. A one dollar coin can be stood on its edge on the cylinder while the engine is running.

On Blackstone number 1, a start has been made on cleaning the engine with the idea of repainting it. On the Dorman, work has been progressing on setting the engine up as a running display. The flywheel and oil lines are still to be fitted.

Doug Fieldhouse, the chief operator of the Humphrey pump, has been filmed giving a comprehensive commentary on how the pump, gas producers and the Crossley engine are started and operated. Footage from an earlier DVD will be spliced into the commentary to give a visual record for archival and training purposes. There should also be a limited market for this new DVD.



*The Burnie Concert Band pauses as Wee Georgie Wood departs Tullah station on the occasion of his relaunch.*  
Photo Chris Martin



*The ribbon is cut by former long term Tullah resident Mrs Edna Bowie with assistance from Society President Graham Hawes.*  
Photo Chris Martin

The site builder is almost ready to start on the project. Some preliminary information has been sent along with several photos. More photos of a resolution suitable for websites are still to be found or taken.

*Cobdogla Clarion Overflow* 11/13

## TASMANIA

### WEE GEORGIE WOOD STEAM RAILWAY Inc., Tullah

610mm gauge

The six-ton Fowler 0-4-0WT steam locomotive *Wee Georgie Wood* (16203 of 1949), built for use on the North Mount Farrell Tramway at Tullah Tasmania, was formally welcomed back into service on 14 December after a three and a half year lay-off for refurbishment.

While work planned initially covered only replacement of fire tubes and detailed inspection, the boiler was found to be beyond economic repair due to extensive corrosion of the firebox and boiler wrapper. A new welded boiler was ordered from K and H Ainsworth Engineering in Goulburn NSW, run by steam enthusiast and engineer Ken Ainsworth. His was one of the three companies that tendered to construct a new boiler for NSWGR Clyde Engineering Pacific 3801, and he has for many years been building new boilers for traction engine and steam roller enthusiasts all over Australia.

The railway spent a lot of the time applying for grants and other fundraising activities plus approvals and the new boiler finally arrived in August 2013.

Considerable repair or replacement work was also undertaken including wheel re-machining, replacement of all brass bearings, cylinders rebored and new pistons, rings and piston rods installed. In addition the well tanks were needle gunned and repainted internally plus an old spark arrestor was rebuilt and installed to comply with insurance requirements.

*The Advocate* newspaper reported that the recommissioning event was attended by people from all over Tasmania.

Wee Georgie Wood volunteer Graham Hawes said the weekend was a great chance to look at Tullah's history. "A lot of people came back because they had some connection with Tullah," Mr Hawes said.

Tullah's oldest resident, James Powell, cut the ribbon at the re-launch. "Now that Wee Georgie Wood is running again, Tullah has regained something special", Mr. Hawes said.

"It is something of a [source of] identity for Tullah," he said. "It was a tremendous amount of work by a small number of people."

Fund-raising for the project that cost more than \$75,000, started 12 years ago. If the group had to pay for all hours volunteered and full rates for the work done, it is estimated the cost would be closer to \$150,000.

Wee Georgie Wood runs three times a month, or by appointment.

Graham Hawes, Leon Oberg, Jason Thomas, *The Advocate* 1/14, 12/13





*Dübs Abt 3 (3730 of 1898) sporting its Nigel Day modified front end at Lynchford on a trial trip prior to the resumption of services on the WCWR.*

*Photo: Brock Bushby*

## **WEST COAST WILDERNESS RAILWAY, Queenstown**

1067mm gauge

The West Coast Wilderness Railway (WCWR) finally returned to service on 6 January after closing on 30 April 2013, due to the Federal Hotel Group pulling out of the operation and concerns about the track and bridges needing urgent repairs.

The first train departed Queenstown with passengers from across Tasmania and interstate. It completed a return trip to Dubbil Barril – the previous lunchtime stop on the railway. Work will continue to restore the link to Strahan with regular services planned to re-open later this year.

Abt Railway Ministerial Corporation (ARMC) general manager Phil Vickers told *The Advocate* newspaper: "It's been eight or nine months. A lot of hard work."

Mr Vickers said the steam train's revival would boost the state's tourism industry. "It's an important attraction for the whole of Tasmania," he said. Travellers will enjoy cheaper ticket fares for the shorter trips. "Although it's a shorter train trip, it travels the gorge and some beautiful scenery," he said.

In preparation, the WCWR ran several practice journeys, including two trips on January 3 from Queenstown to Dubbil Barril and return. A passenger, Brock Bushby travelled on the morning train and was impressed with some of the changes that have been made. Carriages now have two video monitors in each showing a map of the line and where they are, as well as photographs of the line and other information from time to time. Brock said the story was far better presented than previously and more relevant to the railway story.

In the lead up to the reopening there was a lot of activity, with Downer Group contractors inducted early in December to carry out track and civil works.

Director of Operations for the Abt railway project, Dr Martin Blake, reported in December that the opening of Tracks Cafe at Queenstown Station on 21 October was a particular highlight. The first week of business saw a steady flow of tourists through the Driffeld Street Station and the Mt Lyell Abt Railway Historical Society Museum.

The track rehabilitation work continued with some urgent remediation work required on some landslip sites. A large landslip in late September caused a delay to the re-sleeper activity, but this site has now been fixed due the efforts of the train and track crew. A series of further potential landslip sites were identified with ongoing work taking place to fix these.

The development of the passenger experience continued with new interpretation and promotional material installed. A film crew was on site in early November to shoot footage of the railway for the upcoming marketing campaign. The weather for the shoot was great, allowing some incredible footage to be captured.

On 31 October 2013, legislation allowing the ARMC to operate passenger and freight services trading as the WCWR passed through the Tasmanian Parliament.

The Expression of Interest exercise has officially been closed with the ARMC choosing to undertake the role of operator of the passenger service in the short term. This decision was made to enable negotiations to continue with the two potential operators and allow services to recommence in the interim. Negotiations with these parties will continue over time as potential operational models are developed.

The ARMC has also advertised four leadership jobs for re-establishing the railway: a General Manager, a Rail Operations Manager, a Rail Infrastructure Manager and a Mechanical Engineering Manager (rolling stock). It is believed these positions have been filled.

The WCWR has recently launched a new website which can be found at:

<http://www.wcwr.com.au/>

*The Advocate* 1/14, Tasmanian Department of Infrastructure, Energy and Resources 12/13, Rob Bushby, 1/14, JET Recruitment 11/13 Peter Newett

## **ATHRA STEAMFEST TASMANIAN RAILWAYS TOUR 2014**

The Association of Tourist and Heritage Railways of Australia (ATHRA) recently launched the *SteamFest Tasmanian Railways Tour 2014* enabling participants to see beautiful Tasmanian scenery, and eat Tasmania's world famous food while experiencing their railways and transport heritage.

This tour has been planned to coincide with SteamFest's 20th Anniversary, and for ATHRA members, will include the general meeting on the Saturday in Launceston. The tour starts on 12 March 2014 and finishes on 15 March, covering the Redwater Creek Railway, Wee Geogie Wood at Tullah, Don River Railway, RailRiders in Maydena, the Derwent Valley Railway at Norfolk, the Ida Bay Railway, the Glenorchy Rail Museum, the Inveresk Tramway Museum, West Coast Wilderness Railway, Zeehan Pioneer Museum, and a visit to MONA, the Museum of Old and New Art in Hobart.

<http://www.greattrailexperiencetasmania.com.au/steamfest-tasmanian-railways-tour-2014/>  
Peter Hyde, 1/14

## New from LRRSA Sales ...

### Climax a locomotive resurrected

Compiled by Peter Charrett

Published by Puffing Billy Preservation Society



Soft cover, 32 pages, A4 size  
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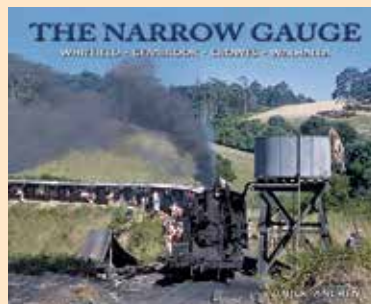
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Whitfield - Gembrook - Crowes - Walhalla

By Nick Anchen

Published by Sierra Publishing

216 pages, 300mm 240mm landscape, hard cover, about 300 photographs



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### Powelltown Tramway Centenary

1913 - 2013

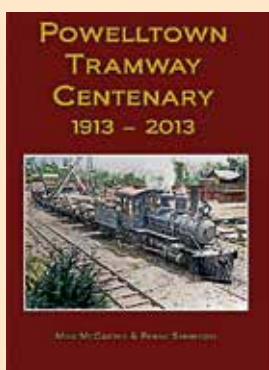
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By Jack Bradshaw

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