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LIGHT RAILWAYS

Australia's Magazine of Industrial & Narrow Gauge Railways



Light Railway Research Society of Australia Inc.



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Australia's Magazine of Industrial and Narrow Gauge Railways

No 152 April 2000

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Editor: Bruce Belbin,
PO Box 674 St Ives NSW 2075.

Research, Heritage & Tourist Editor:
Bob McKillop,
C/o PO Box 674 St Ives NSW 2075.

Industrial Railway News Editor:
John Browning, PO Box 5646
Rockhampton Mail Centre QLD 4702.

Distributor:

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Light Railway Research Society
of Australia Inc. A14384U

PO Box 21 Surrey Hills Vic 3127

COUNCIL

President: Bill Hanks (03) 5944 3839

Secretary: Phil Rickard (03) 9870 2285

New South Wales Division

18 Rodney Avenue, Beecroft, NSW 2119

President: Jeff Moonie (02) 4753 6302

Secretary: Craig Wilson (02) 9484 7984

South Australian Group

6 Dunedin St, Dover Gardens, SA 5048

Secretary: Arnold Lockyer (08) 8296 9488

South-east Queensland Group

54 Aberdare St, Darra, QLD 4076

Secretary: Bob Dow (07) 3375 1475

Tasmanian Representative

11 Ruthwell St, Montrose, Tasmania 7010

Ken Milbourne (03) 6272 2823

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

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Comment

In the world of 'light railways', underground operations have long been something of an esoteric subject within an esoteric subject. Hidden from public gaze, they have never attracted the amount of attention given to their surface counterparts.

I've had a soft spot for them ever since, at the age of ten, I visited Stockrington No.2 Colliery, near Newcastle, on a school excursion. I remember the tremendous excitement as we donned our allocated helmets and battery-packs, and journeyed into the depths of the earth, by way of the 3ft 6in gauge electric railway, to learn the secrets of coal extraction in the mechanised age (of the 1960s, at least).

Many years later, I was interested to see Stockrington mentioned in an article on mining railways of the NSW northern coalfields, in *Light Railways* No.103, and I was delighted to see it described in considerable detail in *Light Railways* No.108.

The author of both these articles was long-time LRRSA member Brian Andrews, an acknowledged expert on the genre. In this issue, Brian turns his attention to the railway system of West Wallsend Extended Colliery, where his father worked for many years, and where he consequently spent much of his childhood. His interest in and experience of the subject matter are clear in this very comprehensive work.

Also in this issue, we look at progress to date on the reopening of the Mt Lyell Abt Railway, on Tasmania's west coast. An enthusiast's dream, for many years, that's now becoming a reality. Plus, the usual round-up of News, Letters, Research and Book Reviews - and a particularly challenging "Where is it?" *Bruce Belbin*

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

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

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

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

*The Emu Bay Railway, on Tasmania's west coast, was a great fan of Herbert Garratt's remarkable invention and, over the years, it owned eight such machines - three Beyer Garratts and five Australian Standard Garratts, all of them 4-8-2+2-8-4s. Here, we present a few images from the twilight years of these impressive locomotives. **Front cover:** In the cool pre-dawn of 22 February 1963, ASG No.17 (Clyde 473/1944) prepares to leave Burnie with a long train of empty ore cars. **Upper back cover:** Sister ASG No.16 (Islington 86/1944) crosses the Pieman River bridge with an ARE tour train on 8 March 1964. Although No.16, and three other steam locos, were kept in store for a further two years, this run proved to be the last ever by an EBR steam locomotive. **Lower back cover:** Beyer Garratt No.12 (Beyer Peacock 6580/1929) is working hard hauling an up goods near Pieman River on 18 February 1963. *Photos: Peter Charrett**



Abt No.3 (Dübs 3730/1899) climbs the rack section out of Dubbil Barrill with a passenger train, on 16 April, 1960. Photo: Peter Charrett

The Mt Lyell Abt Railway Restoration Project

Work commenced on 1 December 1999 on one of Australia's major railway construction projects, the rebuilding of the historic 3ft 6in gauge Abt Railway between Queenstown and Regatta Point near Strahan on the West Coast of Tasmania as a world-class tourist attraction. The editors have prepared this article using media reports and other project documents, while the Abt Railway web site provides further background and details of this important project. Our thanks to Peter Ralph and Arnold Lockyer for providing material.

Project Origins

With the closure of the 34-kilometre railway with its historic rack sections on 29 June 1963, locals began talking of restoring the service in one manner or other. The first formal proposal for restoration of the line surfaced in 1978, when Strahan warden Harry McDermott put forward a funding request to the State Government to restore the line in order to generate local employment in the case of the Mt Lyell mine closing. Queenstown businessman, and former Mt Lyell Mining & Railway employee, Viv Crocker was an early supporter of the restoration. At a public meeting in the Queenstown Council Chambers on 14 July 1994, Viv proposed a plan to clean up the King and Queen Rivers that incorporated the reconstruction of the Abt Railway as a tourist drawcard. The plan encompassed the involvement of TAFE College facilities throughout Tasmania to construct and reconstruct the locomotives and carriages for the line. The meeting finished with a committee being formed to carry on with the proposal.

The plan, then estimated to cost \$19.6 million, received support from the West Coast Council and was eventually evaluated at higher government levels. The Abt Railway Society, led by Viv Crocker, was formed to pursue the project. Society members and ten young people employed through the Federal Government Jobskills program set about clearing the railway formation by hand. In 1997 West Coast

Development helped the Society to prepare a submission for Commonwealth Tourist Funding for the redevelopment of the first 13km of line to Rinadeena.

The next step came from Launceston, where, on 5 July 1997, when businessman Roger Smith launched a \$15 million master plan to revive the Abt Railway as a world-class tourist attraction. Mr Smith, who has a long experience in developing successful tourist ventures in Tasmania, brought a strong commercial orientation to the proposals. A high level Abt Railway Committee was formed to take over the promotion of the scheme. This committee consisted of Federal MHR Wawrick Smith, State Transport Minister John Cleary MHA, Maritime College Head (and former Tasrail general manager) Neil Otway, Federal Airports Corporation general manager Bernard Lynch, Rene Hidding MHA, West Coast mayor Murray Waller and Roger Smith. The plan at this stage was to construct railway stations and first class accommodation, as well as rebuilding the railway. Roger Smith unveiled his plans for a Grand Central Station and hotel complex at Queenstown at a public meeting in the Council Chambers on 18 October 1997. He proposed a luxury four-car restaurant train, the *Wilderness Express*, which would run from Queenstown to Regatta Point daily. The plan included a four-storey luxury hotel combined with two railway stations to form one large complex. Six trains would operate over the railway each day.

In August 1997, the State Government granted \$100,000 for a feasibility study into the Abt Railway restoration. Guttridge Haskins & Davy Pty Ltd were employed to identify cost-effective solutions to the engineering challenges of the project, while the market analysis was carried out by SKM Economics who specialise in the field of tourist railway operations. Roger Smith and the Mt Lyell Abt Railway Society also made contributions to the study. On the basis of the feasibility study, the State Government made the project No. 1 priority for its Federation Funding bid in December 1997.

In July 1998 the Federal Government announced Centenary of Federation funding of \$20.45 million to rebuild the historic Abt Railway between Queenstown and Regatta Point near

Strahan (see LR 143, p.23). The project was expected to generate 200 to 300 jobs during the construction phase, and it was anticipated to commence in early 1999. The firm of Sinclair Knight & Mertz was appointed as project manager for the Mt Lyell Abt Railway project on 8 January 1999. Their tasks were to prepare a development plan and environmental management plan, identify all project requirements, prepare tenders, and work with the bipartisan consultative committee.

Project Implementation

The first signs of project activity emerged in early 1999. Signage providing information about the project was erected at relevant sites along the route. Ex-Mt Lyell Mining & Railway Company 0-4-2T Abt rack locomotives Nos 1 and 3 (Dübs 3369/1896 and 3730/1899) were moved from West Coast Pioneers Museum, Zeehan and 'Miners Siding', Queenstown respectively in March and stripped down for detailed inspection (LR 148, p.30).

The process of selecting the builder and operator for the Abt railway proved to be protracted and divisive. Amid local pressure for Tasmanian firms to be given preference, the two interstate bidders for the operating contract - the Chapman Group; and the Victorian Railway Company, operators of the West Coast Railway - withdrew in mid-August. This left two rival bids from Tasmanian groups: the Abt Wilderness Group Pty Limited and the Western Steam Railway Consortium (headed by former Abt Railway Society President Viv Crocker). After several delays, Tasmanian firm Hazel Brothers was named as the preferred builder of the railway and the Abt Wilderness Railway as the operator of the new tourist railway on 25 October 1999 (LR 150, p.37). The group is led by Roger Smith and includes ATN Tasrail GM, Robert Evetts as Chairman, former Chairman of the Abt Restoration Committee Neil Otway, Mt Lyell Abt Railway Society President, Norm Bradshaw, West Coast Mayor Murray Waller and John Halton, manager of West Coast Heritage, which runs the Zeehan museum. At the announcement, Roger Smith promised to have part of the 35km railway open on 15 June 2000 in time for the Olympic Games.

Hazel Brothers are responsible for the construction of the siteworks, the management of sub-contractors and other special tasks. The work includes cleaning of the alignment, constructing 30 new bridges including one across the King River near the old Quarter Mile Bridge site, and the laying of some 35km of track. The value of the building contract is about \$17 million. Strict environmental and heritage controls will apply.

Construction work commenced in December 1999 and the project is estimated to take 92 weeks to finish. About 100 people are to be employed on the construction task.

A feature of the railway will be the new Queenstown railway station. There will be two buildings. That bordering Driffield Street will be a replica of the original shed, with a traditional pitched roof and ventilators. The 70m long building

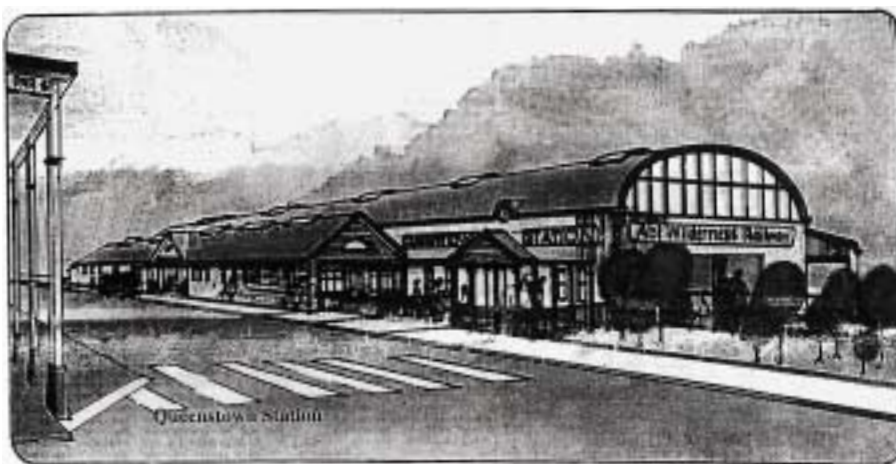
will be used for a booking office, shops, a cafe, the Carriage Restaurant, administrative offices and the museum. Behind it will be the main station with an arched roof over two platforms, while a third platform, to be constructed later, will accommodate the luxury carriages of the Wilderness Express. The Regatta Point railway station is to be refurbished to provide a booking office, tea rooms, waiting room, gift shop and toilets. A station with tea rooms will be provided at Dubbil Barril and a stopping place at Teepookana.

Proposed Operations

Some \$3 million is to be invested in the railway operation in the first instance, primarily on the station and the provision of extra rolling stock. Train operations will be based on two separate systems: one from Queenstown and the other from Regatta Point. They will combine at the wilderness area at Dubbil Barril on the King River.

The two former Mt Lyell Abt steam locomotives (Nos 1 and 3) are to be fully restored as operating locomotives for the Abt Railway Rack and Pinion trains between Queenstown

and Dubbil Barril. They will be finished in their original red and gold livery. Two former V-class 0-4-0DM locomotives are being restored to haul King River Scenic Trains between Regatta Point and Dubbil Barril. They and their carriages will be finished in green



and gold livery to blend with the wilderness and rainforest surroundings.

Carriages will be constructed along similar lines to the original Mt Lyell cars. New 45-seat all-weather 2nd class carriages will be built for the rack section between Queenstown and Dubbil Barril, while 'toastrack', open-sided tourist cars will be used on the King River scenic trains. Scheduled for later construction are the carriages for the luxury Wilderness Express dining train. This will have up to 40 1st class seats and an observation carriage with bar and luxury facilities. Some restored heritage carriages will be used for special excursions.

The proposed operating schedule is for up to five steam trains per day from Queenstown in peak periods and up to eight King River scenic trains from Regatta Point. Ticket prices will start around \$39 return for 2nd class and \$60 for 1st class. Preliminary arrangements have been made to develop wharf facilities at Regatta Point, thus enabling Gordon River cruise boats to link with trains.

It is expected that 48 permanent and part-time staff will be required for operations. Eamonn Seddon, formerly the commercial and marketing manager of the Festiniog Railway in Wales, has been appointed as General Manager of the Abt Wilderness Railway. He officially began his term in mid-January 2000, but visited the project in November 1999. Mr Seddon stated that "there is huge interest in the project from the railway fraternity around the world. We need to create a world beating tourism attraction that can end up as a flagship for Tasmania".

The West Wallsend Extended Colliery and its Skipways

by Brian Robert Andrews

Introduction

As a boy I grew up at Killingworth, about 25 kilometres west of Newcastle in New South Wales. My father was in charge of the wagon repairs for Caledonian Collieries Ltd at their West Wallsend Extended Colliery and we lived in a colliery house situated about 300 metres away. My father worked on non-airbraked coal hopper wagon building and repairs for 43 years. Of these years, 39 were in the wagon repair shops at Killingworth whilst the last four years of his working life were at Aberdare Colliery near Cessnock supervising a small crew of wagon repairers.

Of all the collieries that I visited in the Newcastle and Cessnock Districts from the mid 1950s onwards, none had a more extensive surface skipway system than the colliery closest to my home. Since all the collieries of the early twentieth century have now closed with their surface facilities completely removed, it is considered that the surface installation, pit bottom arrangement, and a brief description of the colliery and its 2ft gauge skipways as it operated during the 1950s should be recorded for posterity.

Colliery history

The Newcastle New Wallsend Coal Company was formed in 1888 with a capital of £110,000 and obtained an area of 2600 acres at what was later to become known as Killingworth. It began sinking the main (downcast) shaft for Killingworth Colliery, New Wallsend, during the latter months of 1888. Unfortunately, the shaft was sunk down a "dyke" [see Glossary, page 17, for an explanation of this, and other terms] to a depth of 880ft. Since by then the Borehole Seam should have been reached, a bore was sunk about a mile east of the colliery to determine the seam's depth. It was established that it was situated 620ft below the surface at the main shaft, and that the shaft had been sunk 260ft more than required. The expenditure in the extra shaft sinking severely taxed the resources of the Newcastle New Wallsend Coal Company. During the sinking of the upcast shaft (return airway), there were serious problems with water and the shaft had to be abandoned.

The Caledonian Coal Company Ltd was registered in Glasgow, Scotland, in the year 1895 for the purpose of obtaining substantial coal interests on the Newcastle Coalfield in New South Wales. It acquired the interests of the West Wallsend Coal Co Ltd. and the Newcastle New Wallsend Coal Co Ltd in the latter part of 1895 as well as interests in the Waratah Coal Co Ltd.

The new owner completed the sinking of the upcast shaft, and the colliery came into production during October 1897. After being taken over by Caledonian Coal, the name of the colliery was changed to Killingworth Colliery, then West Wallsend-Killingworth Colliery on 27 October 1905. After this name had been used for approximately 14 years, the colliery also became known as West Wallsend Extended Colliery. The two names applied concurrently for approximately 10 years, after which time the latter name took precedence.

In January 1913, the Caledonian Coal Company Ltd was restructured as Caledonian Collieries Ltd, an Australian company, and Howard Smith Ltd became its managing agents. In May 1960, Coal & Allied Industries Ltd was



The author in front of the spare wheel for the downcast shaft headframe during 1960. The rails in the foreground were to be used in the Dudley Seam, but they were taken away and used at other collieries before the Dudley Seam was developed.

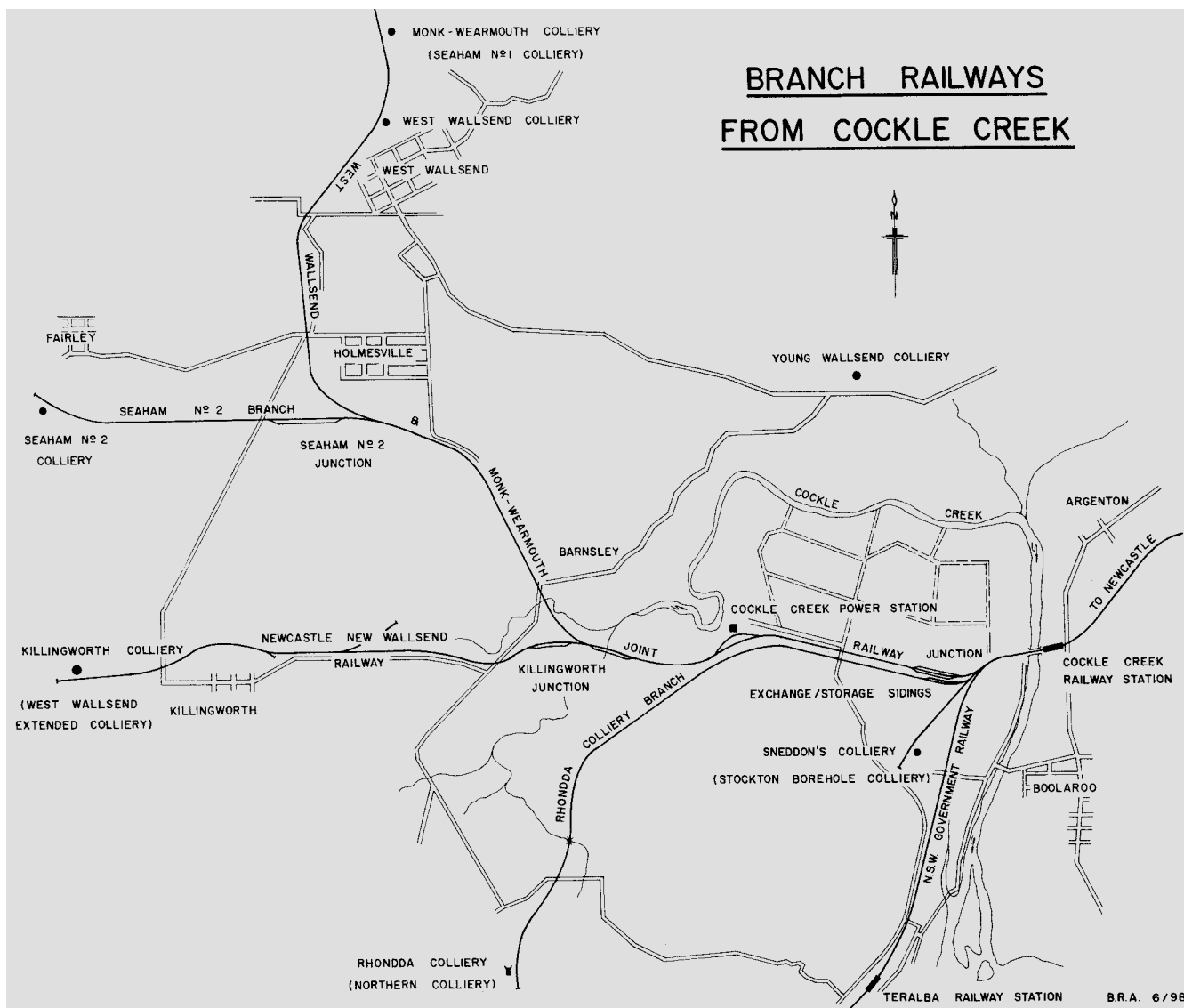
Photo: late J F Webber.

formed to take over the operations of Caledonian Collieries Ltd and J & A Brown & Abermain Seaham Collieries Ltd.

During 1890, a standard gauge railway was constructed by the Newcastle New Wallsend Coal Company to link the colliery with the West Wallsend & Monk-Wearmouth Joint Railway at Killingworth Junction. The Joint Railway had been constructed by the West Wallsend Coal Company Ltd and the Monk-Wearmouth Colliery Estate Company of Australia Ltd in 1887-8 to link their collieries at West Wallsend and Seahampton respectively with the NSW Government railway system at Cockle Creek, where exchange sidings were established. During the life of the colliery, a variety of steam locomotives were used transferring the wagons between the colliery and Cockle Creek.

The West Wallsend Extended Colliery was the scene of an underground methane and coal dust explosion on 7 December 1910 at 5.15 am. So violent was the force of the explosion that hundreds of tons of winding ropes, skips and mining equipment were blown up the shaft and jammed in the top of the headframe. This debris was later removed by a bullock team and a locomotive. The only fatality was *Splash*, a pit pony which had been left underground. The mine re-opened for production on 28 August 1911.

The colliery worked consistently until the 1929 Miners' Lockout when it was closed. The colliery re-opened for five days at the end of the lockout to allow the miners to reclaim



their tools but many were not removed and the mine ceased production on 5 September 1930. It remained idle for 20 years during which time the underground workings were ventilated as well as being inspected three times weekly by a deputy.

The colliery was re-opened in August 1950 mainly to supply



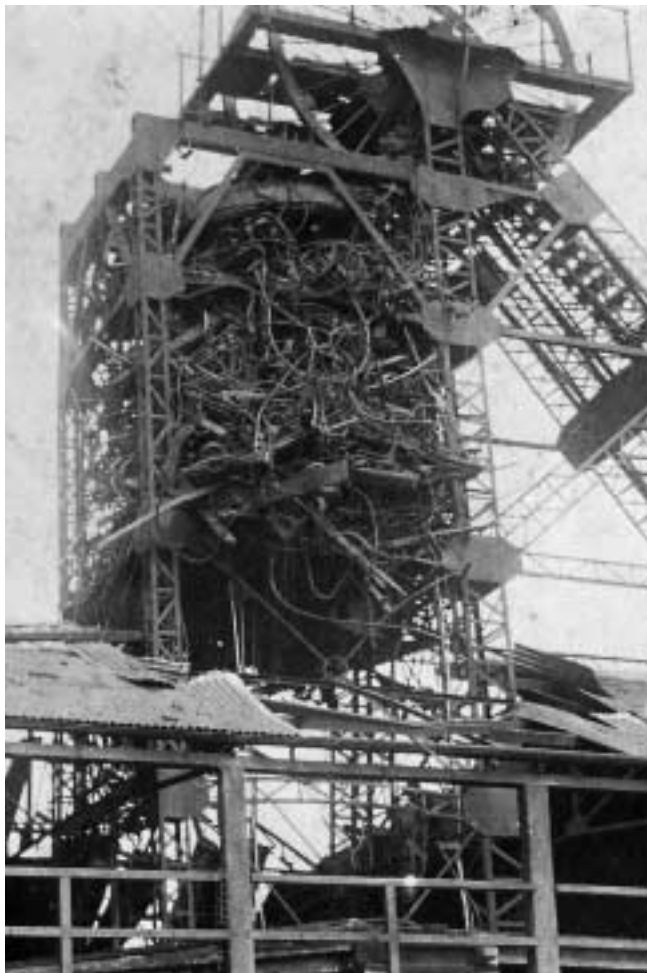
Taken in 1964 after closure, from the headframe of A shaft, this photo shows the B shaft headframe looking across to the horse stables. The skipway to the baulk storage area ran to the right of the tree, crossing the standard gauge tracks. The remains of various skips and trolleys can be seen in the distance. Photo: Brian Andrews

coal to the local Newcastle steelworks. The underground workings were mechanised with the introduction of Mavor & Coulson 34 FST arc shearing coal cutters to undercut the coal face. Electric hand borers were used to drill the coal face for the explosive charges. After firing operations, the broken coal was loaded by Joy 11BU loaders into Joy 42D battery operated shuttle cars for delivery to the conveyor belt.

The conveyor belt system was installed from the workings to the pit bottom to transport coal for loading into the skips and hauling up the shaft. West Wallsend Extended Colliery was one of the first to use conveyor belts to transport the coal from the face to the pit bottom. Three loader units worked on day and afternoon shifts and produced a total of between 450 and 700 tons of coal on a normal day.

Unfortunately, the life of the colliery was to be short as the BHP research laboratories at Shorthand discovered a process for manufacturing metallurgical coke from the Dudley Seam which was still in the virgin stage at their own collieries. By the latter part of 1956, with a considerable amount of coal at grass following BHP's failure to renew its contract, it was decided to close the colliery. On 9 November 1956 production was stopped and the miners were retrenched. A skeleton crew was retained to reclaim all underground machinery. This task took some three years to complete.

From 1959, further development of the colliery occurred to mine the Dudley Seam. This phase of operations is covered in Part 2 of the article.



The terrifying force of an underground explosion is demonstrated by the tangled mass of steel rope, skips and other underground equipment jammed in the headframe underneath the cage remains following the blast 620ft below on 7 December 1910.

Photo: Brian Andrews collection

Headgear and winding equipment

The downcast shaft (A Shaft) was 16ft 6in diameter and 620ft deep to the Borehole Seam. The headgear above this shaft consisted of a steel lattice frame construction approximately 68ft high. Mounted on this frame were two pithead sheaves (pulley wheels), each 14ft 6in diameter and carried by oil ring bearings. Two cages operated in this shaft each with a capacity of two one-ton skips. When one cage was fully raised the other was at pit bottom. The shaft had ten ropes fitted, four guide ropes per cage and two dead ropes in the centre of the shaft. Each rope was weighted with a number of 100lb cheese weights to keep it taut. The cheese weights were located in the sump below the decking at the pit bottom.

The downcast shaft winding engine was housed in a brick building which had "K C 1890" bricked into its front. This engine was built by Grant Ritchie & Co Ltd of Kilmarnock, Scotland, and consisted of two simple expansion steam engines of 5ft stroke with cylinders of 24in diameter. These were connected directly to a conical wooden lagged winding drum, tapered from 12ft diameter to 14ft diameter, and provided with a central brake path 8ins wide x 15ft diameter. A double post brake with lever action was fitted. The brake consisted of two posts, one on either side of the winding drum, fitted with a brake shoe, which worked against the brake path on the drum. The brake was worked from the winding engine driver's platform through levers and linkages

connected to the brake posts. The drum was fitted with two 3½in circumference locked coil steel winding ropes.

The upcast shaft (B Shaft) was 13ft 3ins diameter and reached the Borehole Seam 620ft from the surface. The headgear for this shaft was of wooden construction approximately 45ft high built from 12in x 12in hardwood supports. These were covered with tongue & groove boards and sheeted with galvanised corrugated iron. This frame had only one 9ft diameter sheave mounted on it, carried on oil ring bearings. There were only three guide ropes with a single cage for emergency use only fitted in this shaft. The guide ropes in this shaft were also fitted with cheese weights.

The upcast shaft winding engine consisted of two simple expansion engines, with 9x28in cylinders, built by J Rodgers of Newcastle, NSW. This engine was coupled through gearing to a single rope drum 5ft 6in diameter x 57in wide and fitted with a 3in circumference locked coil steel winding rope.

The upcast shaft was connected to the fan house by a fan drift. A "Gluibal" fan, 30ft diameter x 10ft wide, capable of supplying 70,000 cu.ft. of air per minute was used for underground ventilation. Initially the fan was driven by a simple expansion steam engine but was later changed to electric drive.

During the 1950s, whenever power blackouts had stopped the fan while no one was on duty at the colliery, my father was required to start the fan to keep the underground workings ventilated. The blackouts occurred mostly during thunderstorms and as soon as power was restored he would, accompanied by some of his children (especially me), head down to the fan house (often in the midst of the thunderstorm and in pouring rain) to start the fan. During bad storms it was not uncommon to have to start the fan several times.

Lowering and raising heavy machinery

The lowering or raising of heavy mining machinery and equipment into or from the workings required the removal of one of the cages. The western cage was always removed as suitable access to the shaft at the surface was available on the western side only. Eventually a ramp was constructed adjacent to the shaft to allow heavy items to be more easily positioned in or removed from the shaft. The cage was removed on the pit bottom for safety reasons as it was impractical to remove it at bank or ground level where it would be suspended over a vertical drop of over 600 feet. The guide rope supports were removed from the cage as well as the winding rope and the cage slid out of the shaft area on the pit bottom to an area away from where the machinery was to be placed.

A heavy weight (to counter the weight of the cage on the other rope) was attached to the winding rope on the pit bottom after the cage had been removed so that the cage ropes could go up and down as normal. The weight attached to the winding rope was not fixed to any guides so while this method of working was in operation, the winding and lowering was carried out at a reduced speed for safety reasons.

The weights consisted of heavy billets of steel to the same nominal weight as the cage and chains they replaced. Some sets of weights consisted of several wagonwagon axles (wheels removed) joined in a cluster. The weights were rectangular or limited to about a foot in diameter for safety reasons. They were fitted with a link and attached to the cage rope by a shackle.

Before any mining machinery could be lowered or raised, it was necessary to break it down to the weight that could be

safely handled by the winding engine and rope. Shuttle cars were broken down to boom and body, the loaders to boom and shovel, the coal cutters to cutter bar and body, whilst the locomotives had their battery box and chassis separated. In some cases, the items were broken down further. However, the number of pieces was kept to a minimum as the more parts to be lowered, the more reassembly was required once they were underground.

After the cage had been removed and the weight added to the rope, the weighted rope was lifted to the surface. Here the weight and the rope were pulled from the shaft for attaching to the item to be lowered down. If the weight of the item being lowered was heavier than the cage attached to the other rope, the cage at the pit bottom was loaded with skips containing ballast to balance the weight being lowered down. If this was not done, the possibility of the unbalanced weight getting out of control whilst being lowered was great and if this happened, a great deal of damage could be done to the shaft, pit bottom and headframe, not to mention the machinery being lowered, as it was impossible for the winding engine to hold the weight if it got out of control. The driver had more control of the winding engine if the weight being lifted was slightly greater than the weight going down.

With the rope attached to the item, it was slowly raised and moved into the shaft area, being manoeuvred through and positioned between the guide ropes as necessary. Once in the shaft and hanging vertically (no guides were attached), the item was slowly lowered down the shaft. At the pit bottom, a rope was attached to the item and it was pulled out of the shaft area onto the pit bottom. In most cases the guide ropes had to be spread to allow the item to pass from the shaft to the pit bottom.

In the meantime at the bank level, the keps were positioned under the cage and the skips of ballast removed. After the item had been removed, another set of weights was attached to the cage rope, the keps on the surface removed, and the process carried out again until all items of machinery had been lowered. The skips containing ballast were lowered

back down, one at a time, before lowering the next item, to be used once again for counterbalancing. When all heavy items had been lowered, the cage was slid back into the shaft area, the guides fitted and the cage rope attached so that normal winding operations could recommence. For a machinery raising operation, the reverse of the lowering operation was carried out. The lowering or raising operation took many hours or even days to complete and was mostly carried out at weekends so that the cages would be back in use for coal haulage during the week.

Today in modern mining, the direct-haulage and cross-measure drift allows heavy machinery to be lowered or raised into and out of the workings on a flat top trolley without the need to remove the cage as existed in shaft mining, and the task only takes about half-an-hour to complete depending upon the length of the drift. In most cases, the machinery can be lowered complete without the need of breaking down into smaller items.

Surface skipways

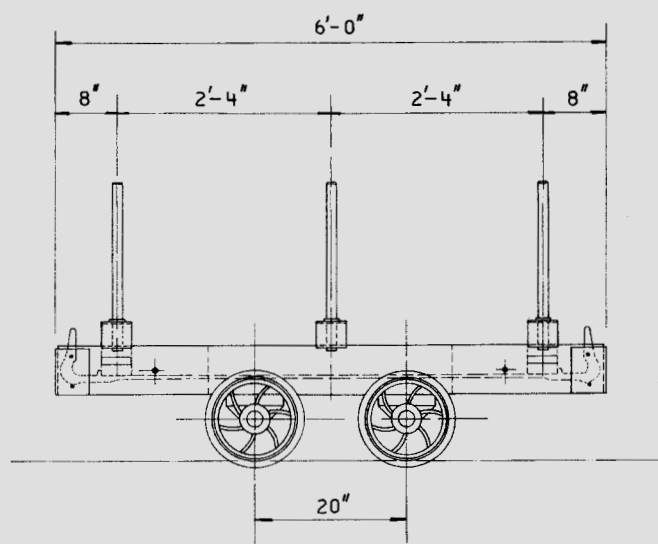
When the downcast shaft was originally sunk, the excavated material was stacked close to where the surface facilities were to be constructed, forming a large embankment terminating along the contour of the natural ground level on the adjacent ridge. The heapstead was constructed next to this embankment to allow access to and from the embankment at 'bank level'. Use was made of this arrangement to allow skips carrying supplies to be taken onto the pit top at bank level and placed into the cage for lowering down the shaft.

The pit props required underground were stored in racks on the embankment. They were cut in the surrounding bushland and in the early years of the colliery's life were carted to the colliery by bullock team and stacked near the pit top. When required underground, the props were loaded onto trolleys and taken to the shaft on the bank level, placed in the cage and lowered down. At bank level, keps held the cage firm when skips were put into or taken out of the cages.

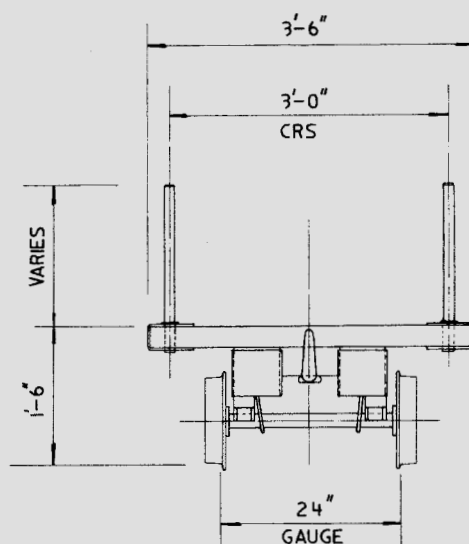


The surface installation of the West Wallsend Extended Colliery as seen from the author's front gate in 1960. The headframes of A shaft (left) and B shaft are clearly visible.

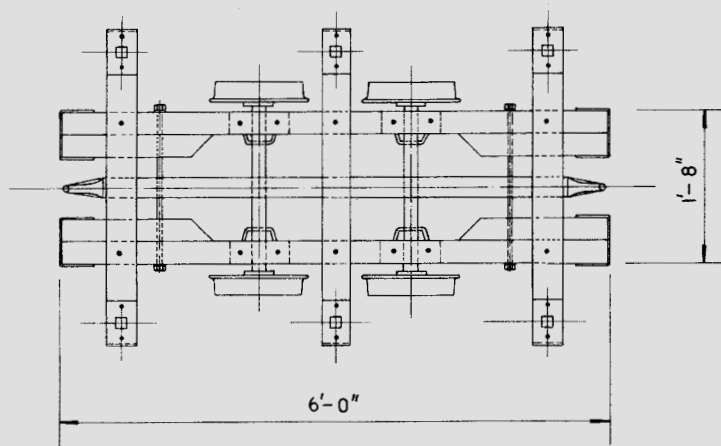
Photo: late J F Webber



SIDE ELEVATION



END ELEVATION



PLAN

WEST WALLSEND

EXTENDED COLLIERY

— PROP TROLLEY —

1955

B.R.A. 1/88

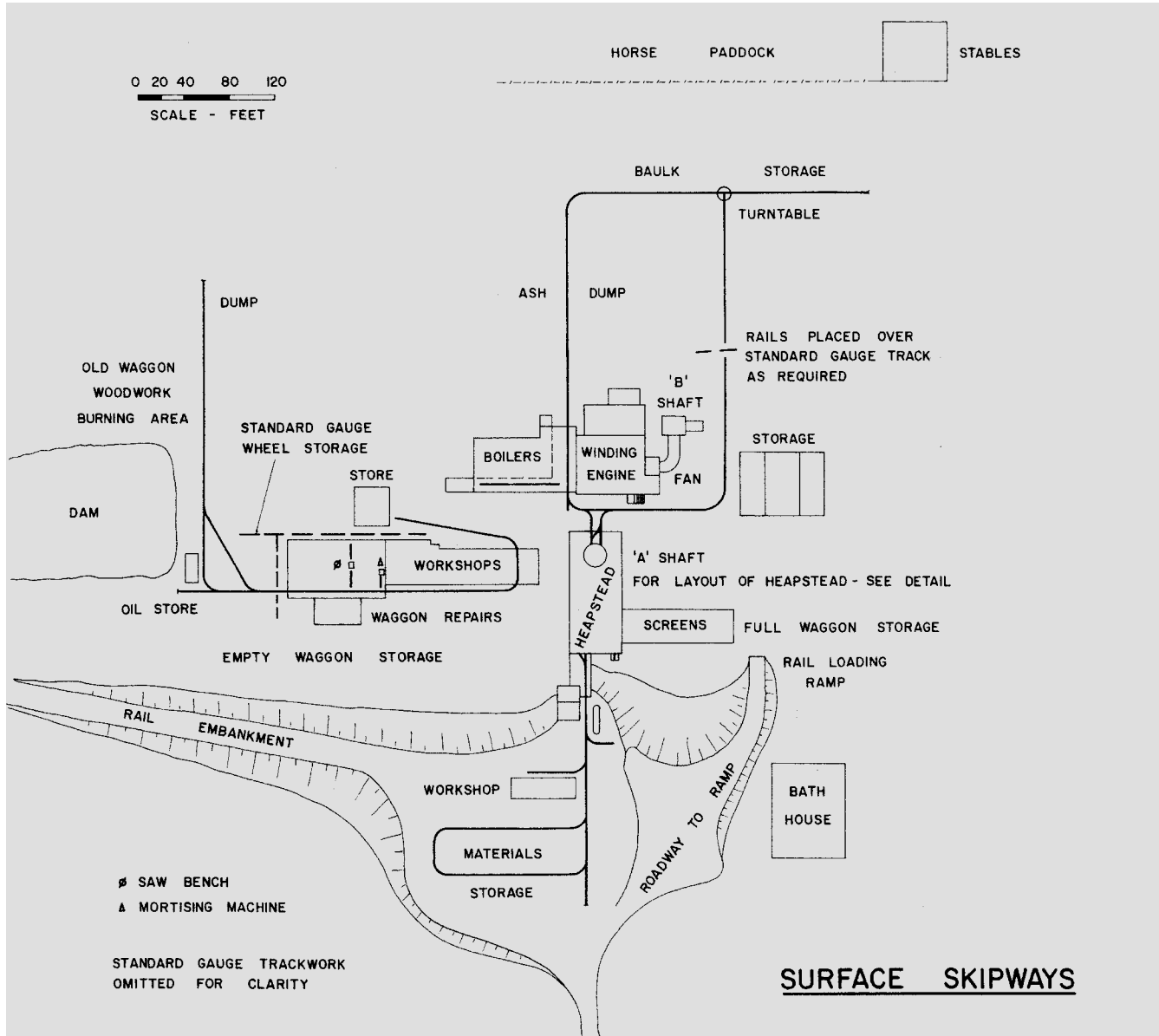
At ground level (24ft below bank level), skip lines were constructed up to the shaft on the northern side to allow skips of materials to be loaded into the cage. At this point the cage was "floating" (ie hanging in the shaft) as there were no keps fitted to hold the cage at this location. The rails from the shaft were extended around both sides of the winding engine building to the rear of the colliery. When the colliery reopened in August 1950, the trackwork was extended further and an area was formed to store the timbers known as baulks and stringers used in constructing underground roadways.

The baulks and stringers were stored on a series of racks specially constructed beside the rail track at trolley level and were simply rolled across for transport to the shaft. The loaded trolley was then hauled to the shaft by a horse. Before loading, it was necessary to drill a 1½ in diameter hole in each baulk and stringer to enable it to be lowered down the shaft. Since the baulks and stringers were 18ft long, they would not fit in the cage. A special cradle with a large "D" shackle and pin was hung under the cage. Three baulks or stringers were attached to the shackle through the 1½ in diameter hole and roped together at their ends. The cage was raised lifting them into the shaft whilst at the same time they were steadied by workmen holding the rope. Only one cage at a time was fitted with the equipment to lower the baulks and stringers down the shaft as when these timbers were being

attached underneath, the cage had to be raised above bank level. This resulted in the other cage sitting on the timber decking covering the sump at pit bottom, and there was a risk that any loose chains or shackles below this cage might snag on this decking, ripping it up when the cage was lifted.

Once the baulks or stringers were still and hanging vertical, the rope was dropped into the shaft and the cage was lowered down. As they neared the pit bottom, workmen would seize the rope hanging from below the timbers and use it to guide them from the shaft onto a trolley for transport to the working faces. On odd occasions, the pin in the shackle came loose, and the timbers went hurling down the shaft at great speed.

Underground supplies were lowered down the shaft during the afternoon shift during a break in coal winding. To give an idea of the supplies required in the mining of the coal, three typical days from the mid 1950s will be quoted. These are taken from a book recording the supplies taken down between July and November 1955. On 28 July, the supplies lowered down consisted of four trolleys containing a total of 68 props, three skips of bricks, one trolley of lagging (sawn flat timbers), one skip of cables, a high tension cable, two shuttle car batteries and fifty five 18 ft long stringers. One month later on 26 August, the supplies taken down consisted of eight trolleys containing a total of 174 props, two skips of



bricks, one skip of wedges, two skips of ashes (for fill on the travelling road), and one skip of belt parts. Finally on 29 September only baulks and stringers were lowered down. These consisted of five 18ft baulks, eight 14ft baulks, three 22ft stringers and fifty-four 18ft stringers. Most of the shift was occupied lowering these timbers down the shaft.



The bank of Lancashire boilers used for steam raising at the colliery. The skipway was used for ash disposal in the period up to 1930.

Photo: Brian Andrews

The supplies required underground varied from day to day depending upon the rate of advancement and roof conditions. Smaller items required urgently underground were taken down as required.

The boilers used to generate steam for use by the winding engines and the steam hammers in the workshops were serviced by a skipway to allow the ashes to be scraped from the fire holes into a skip for disposal. The ash skips were pushed to the back of the boilers and dumped. After the reopening of the colliery in August 1950, the trackwork to the back of the boilers was rearranged eliminating access to the tracks in front. The ashes were loaded into a wheelbarrow at the boilers and delivered to the track where they were shovelled into a side-tipping skip for transfer to the dump.

Wagon repair shops

Following the closure of West Wallsend Colliery (also owned by Caledonian Collieries Ltd) in September 1923, its wagon repair facilities were transferred to West Wallsend Extended Colliery where a large wagon repair and engineering shop was established. A 2ft gauge skipway was constructed to enable parts and supplies used in the repair of the coal wagons to be moved between the various sections of the workshops.

The skipway ran from the store in the form of a large horseshoe past the blacksmiths shop, through the welders shop, past the opposite side of the blacksmiths shop and the machine shop, through the wagon repair shops and on to the oil store. A branch line was constructed from this road for the



Seen here at the Colliery in June 1957, 2553 was a former B (later 25) class Beyer Peacock 2-6-0 (B/N 2549 of 1885), purchased from the NSWGR in September 1952. It was used to transfer full and empty wagons between Killingworth and the exchange sidings at Cockle Creek as well as shunting the Cockle Creek power station. In January 1959, it was transferred to Waratah Colliery, and its duties at Killingworth were taken over by NSWGR 19 class locos.

Photo: I K Winney

disposal of timbers removed from the wagons being repaired. These were stacked beside the track and burnt to reclaim any ironwork for scrap. There was also a loop line in the angle between the track to the oil store and the track used for the disposal of the old timbers. This loop was used to store large items of equipment waiting to be used. It was easier to move them when required if left stored on flat top trolleys.

A flat-top trolley was used in conjunction with the wagon repair shops for movement of the stores and materials. Ironwork from the blacksmiths shop was loaded onto the trolley and moved to the wagon repair shops as required. Old timbers were loaded onto the trolley and transported to the burning area. A trolley with oxygen and acetylene bottles fitted was used by the burner to remove bolts from boards being renewed in the wagons under repair. This trolley was pushed along the skipway to where the burning of the steelwork was to be done. It was stored in the welders shop when not being used.

The wagon repair shops contained a saw bench and mortising machine for the manufacture of timber members for use in coal wagon construction or repairs. A small skipway was constructed on each side of the saw bench to handle the timbers being sawn. The timbers were fed from a trolley on one side through the saw and removed on the other side with the timbers resting on the trolley. The trolleys had vertical posts with a cross member positioned on them to suit the height of the saw bench. The mortising machine was serviced by a single skipway with the trolley being the same as the saw bench trolleys. The mortising machine was used to make solebars and headstocks for use in the building and repairs of coal wagons.

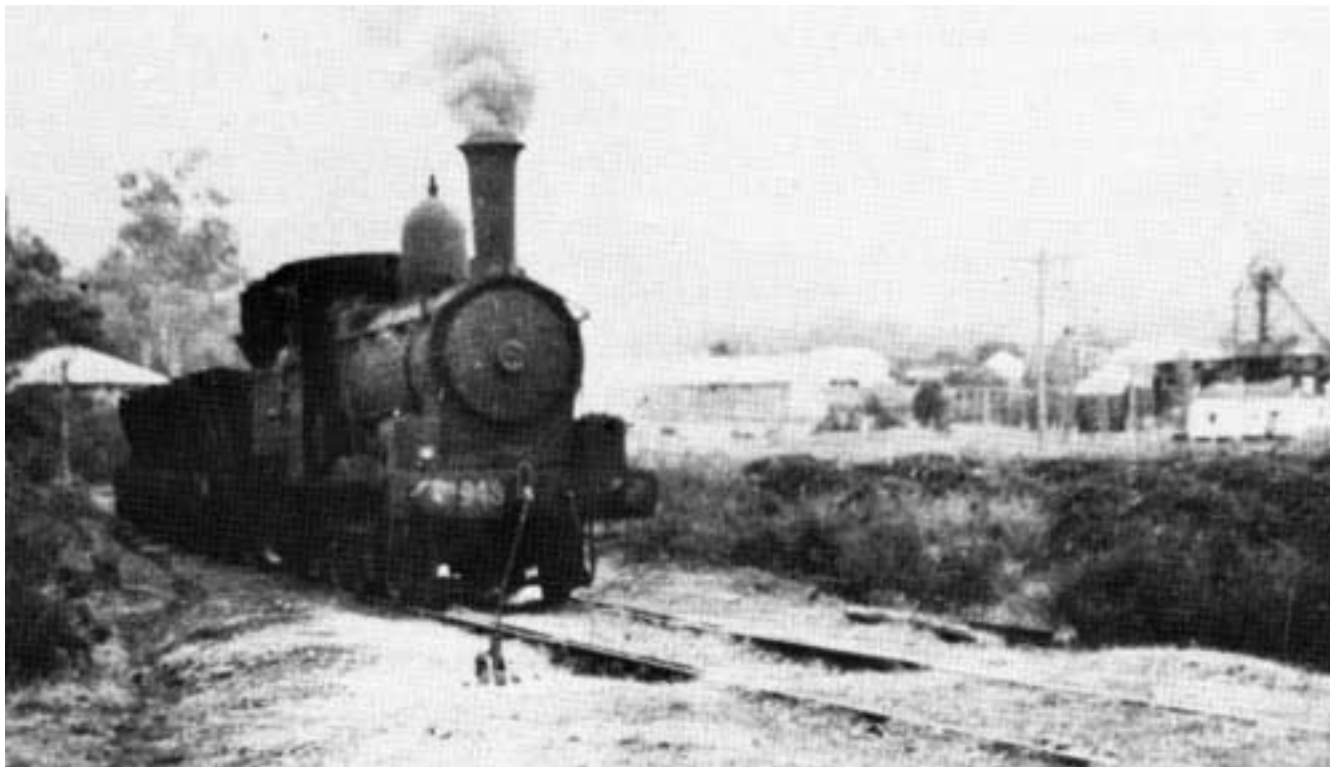
A standard gauge track laid with mining type light rails was constructed around the workshop past the store to the fitting shop to allow the wagon wheels to be moved from the wheel changing shop to the fitting shop for machining the tyre profile. A short dead-end was used to store the wheels.

After the closure of the colliery in November 1956, 2-6-0 steam locomotive 2553 remained there to service the Cockle Creek power station and the wagon repair shops. This locomotive had been purchased from the NSWGR during September 1952. It was built by Beyer, Peacock & Co, Manchester, in 1885 (builder's number 2549) and was fitted with outside 18in x 26in cylinders. The locomotive was used to transfer full and empty wagons between Killingworth and the exchange sidings at Cockle Creek as well as shunting the Cockle Creek power station. Before the closure of the colliery, the locomotive regularly made three return trips daily between the colliery and Cockle Creek. After the colliery closed, it was mainly used every Saturday morning transferring wagons between the repair shops at Killingworth and Cockle Creek, as well as shunting boiler fuel to the power station from the exchange sidings.

After the transfer of this locomotive to Waratah Colliery at Charlestown during January 1959, NSWGR 19-class 0-6-0 locomotives were used to service the Cockle Creek power station and the wagon repair shops until the latter closed on 28 April 1961. The last train to travel over the line was worked the next day by locomotive 1948.

Underground skipways

Extensive skipways had been established underground during the hand mining days to move the coal won and to transport supplies to the working face. At the pit bottom, an area for storing skips was established on the dip side of the shaft (ie the 'low side' where the coal seam was dropping relative to bottom of shaft level). Two full roads were constructed on the rise side of the shaft. Full skips were allowed to gravitate into the cage and these pushed out the empty skips at the same time. The empty skips gravitated onto the storage sidings for later transfer to the working faces. Endless rope haulage systems were installed to take the empty skips into the workings and bring the loaded skips to



The last train over the line to Cockle Creek was hauled by NSWGR locomotive 1948, on 29 April 1961. Photo: John Shoebridge

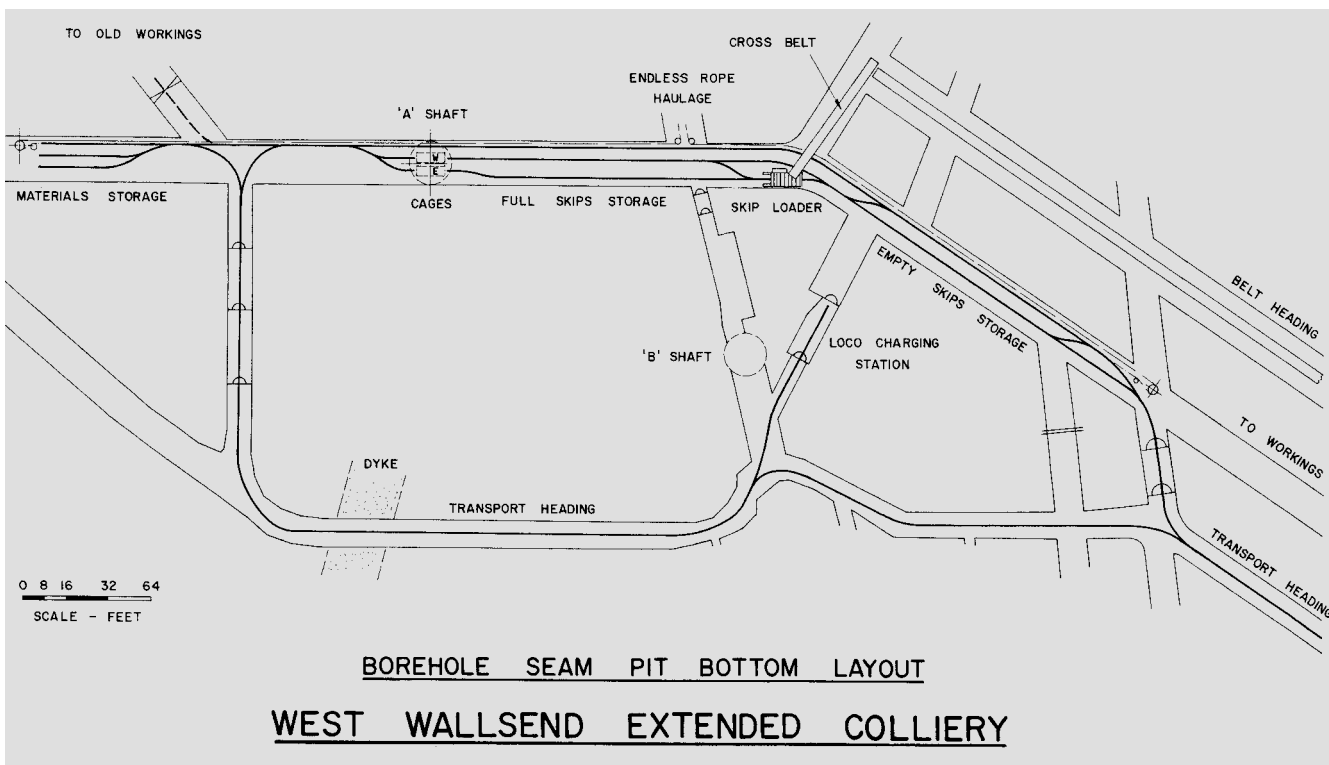
the pit bottom. At the working faces, miners rails were used to extend the track from the end of the permanent rails to the working faces.

After the colliery reopened in August 1950, the endless rope haulage systems moving skips to and from the coal faces were not used as the coal was now transported by conveyor belts. The rope haulage system was shortened to transport the empty skips from the pit bottom to the nearby storage area for loading with coal brought there by conveyor. The empty skips were gravitated from the cage to a storage area on the southern side of the shaft where they were hauled in sets by the endless rope haulage past the shaft to the

northern storage area beyond the skip loader. As required they were gravitated under the loader and filled, and then gravitated back to the cage for hauling up the shaft.

A transport road had been established from the pit bottom to allow the transport of materials to the working faces. Horses were used to transport materials required in the winning of the coal such as props, baulks, cables, rails, pipes and explosives. From 1950, part of the old travelling road beyond the pit bottom area was used for the conveyor belt heading, requiring a new transport heading to be established.

As the workings progressed, the travelling road became too long for horse haulage and it was decided to introduce



locomotive haulage. After a battery locomotive was placed in service, it was used to transport the materials from the pit bottom to the working places as well as the miners in special man transport cars, as the faces were now a long way from the pit bottom. Horses were used to pull the skips of materials up to the working faces from where the locomotive had left them. I remember the horses returning to the stables in the afternoons, and the cruelty inflicted on many occasions upon these animals by some of the miners who were unable to control them.

During a trip on the battery locomotive along the transport road, I was shown by the locomotive driver the variations in the roof height along the transport road and the small amount of clearance for the locomotive and the skips at certain locations. He also related the humorous story of when two miners were stranded along the transport road one Saturday morning before the introduction of the battery locomotive.

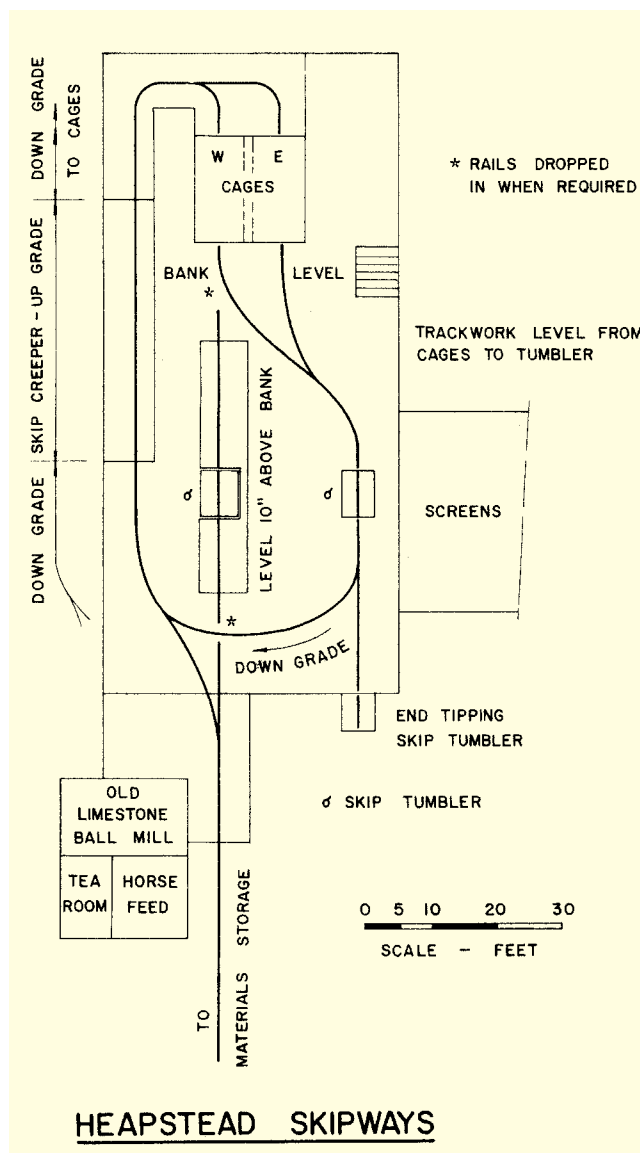
As it turned out, the two miners were often unkind to the horses used to transport the skips along the road, and the horse being used this Saturday morning was aware of this. When the miners left the working place to return the empty skips to the pit bottom, they decided to ride in the skips rather than to have to walk the distance. Each miner got into a separate skip and they instructed the horse to move. All went well until the horse reached a low section in the travelling road with only a couple of inches clearance above the skips. Once the skips were under the low section of roof, the horse stopped. All the coaxing under the sun couldn't get the horse to move and as the roof was so low, there was no way that the miners could move the skips by pulling against the roof. They were stranded and had to wait for help to arrive.

Since it was an overtime shift on Saturday morning and all the miners working that morning had been keen to get out of the pit, they were not noticed as being missing. Their absence only came to light when the last deputy to come off shift went to put his lamp on the rack. Noticing that their lamps were not on the rack, he realised that the two miners had been missing for many hours and a search was carried out. They were found in the skips swearing and cursing. Needless to say, they were kinder to the horses after that incident.



Taken from the embankment at bank level just after closure, this photo shows the heapstead. The sheeting on the building below the headframe conceals the skip tumblers and creeper. A couple of skips are to be seen by the shed at the left foreground, adjacent to a new cage frame which was under construction at the time of closure.

Photo: Brian Andrews



Heapstead layout

The heapstead contained two side-tipping skip tumblers which turned through 360 degrees, and one end-tipping tumbler. One tumbler was located above the screens and the coal emptied from the skips at this tumbler fell onto the screen below for screening. After screening the large coal travelled along a picking belt before dropping into the rail wagons below whilst the small coal which fell through the screen was transferred by scraper conveyor into a hopper and loaded into rail wagons. The other tumbler was used for bypassing the screens as required, and the contents of the skips dropped direct into a wagon or motor lorry below. The trackwork at this tumbler was ten inches above bank level and only skips from the west cage could use this tumbler. Loose rails fitting into slots in the wooden decking and over the rails near the cage were positioned as required to provide access. The end-tipping tumbler was used to empty skips of stone and was serviced off the track from the screen tumbler.

The track layout consisted of a loop from the cages at bank level through the screen tumbler and back to the cages. The trackwork from the two cages was level with the tumbler. After passing through the tumbler, the trackwork dropped down grade around to the other side of the heapstead. Here the floor level was lower than the bank level to allow the skips to gravitate from the tumbler to this location. At this point the trackwork climbed to three feet above the bank



Very similar to the main skip tumbler at West Wallsend Extended was this example at Stanford Main No.2 Colliery. However, at West Wallsend Extended the driving mechanism was below floor level, a much safer arrangement. Photo: Brian Andrews

level adjacent to the cages and then dropped downgrade to the cages allowing the skips to gravitate into them.

A creeper was used to move the skips up the grade from the lowest point to the highest point adjacent to the cages. The creeper consisted of a chain fitted between the rails, which ran over sprockets at the top and bottom of the incline. Triangular catch plates were attached to the chain at intervals to engage against the skip axles when the skips arrived at the lowest point. The creeper was driven by an electric motor coupled to a gearbox. When the skip axle was engaged by the catch plate, the creeper moved the skip from the bottom of the incline to the top. Just past the top of the incline, located between the rails, was a greaser for the skip axles.

The greaser consisted of two circular plate discs with semi-circular cut outs spaced around the circumference to suit the skip axles. The discs, which were fitted with sponge rubber covers and were positioned over a grease reservoir, were spaced to suit the width of the skip pedestals (plain bearings). As the skip axle engaged the cut outs, the greasing discs rotated on a shaft and picked up grease as they turned. Grease was deposited on the axles under the skip pedestals as they passed over.



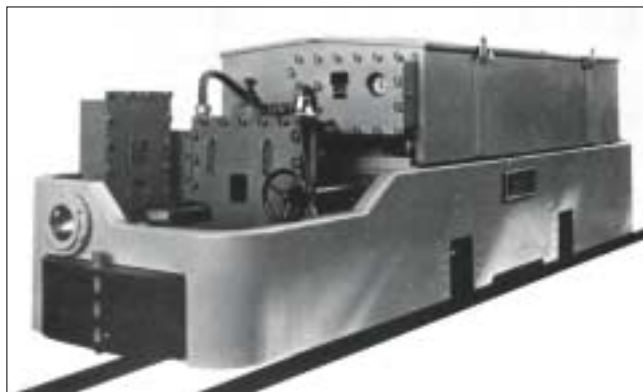
This end-tipping skip tumbler, similar to the one at West Wallsend Extended, was at Stockrington Colliery. Photo: Brian Andrews

The battery locomotive

The gauge at the colliery was 2ft (610mm) whilst the rails normally used were 14lbs/yd. However after re-opening in August 1950, 30lbs/yd rails were used on the transport road from the pit bottom in preparation for the introduction of a battery locomotive to transport materials to the working faces. This locomotive was a 7½ ton 4-wheeled storage battery type built in England during the latter months of 1955 by The Clayton Equipment Company of Hatton, Derbyshire, at their Hatton Works, and given their builder's number 3205.

The author remembers the locomotive being lowered down the shaft one Saturday afternoon in early 1956 and the trouble experienced by the workmen positioning the locomotive in the shaft. Colliery steam locomotive 2553 was used along with wire ropes and sheave blocks to pull and tug the locomotive into the required position for connecting to the cage rope.

A charging room was established adjacent to the bottom of the upcast shaft to charge the storage battery. Only one battery box was obtained when the locomotive was purchased and during charging operations the battery box remained on the locomotive. After the colliery stopped



A 7½ ton battery electric locomotive as it appeared in the Clayton Equipment catalogue from 1965 and in advertising material from the late 1950s. It appears that this might be the actual locomotive built for West Wallsend Extended as it seems that this was not a standard model at the time it was built in 1955. The only difference between this photograph and Clayton's drawings for a proposed 7½ ton loco is the presence of the bell. Photo: Brian Andrews collection

producing coal, it was the normal practice to put the battery on charge on Friday mornings in readiness for the following week's reclamation work.

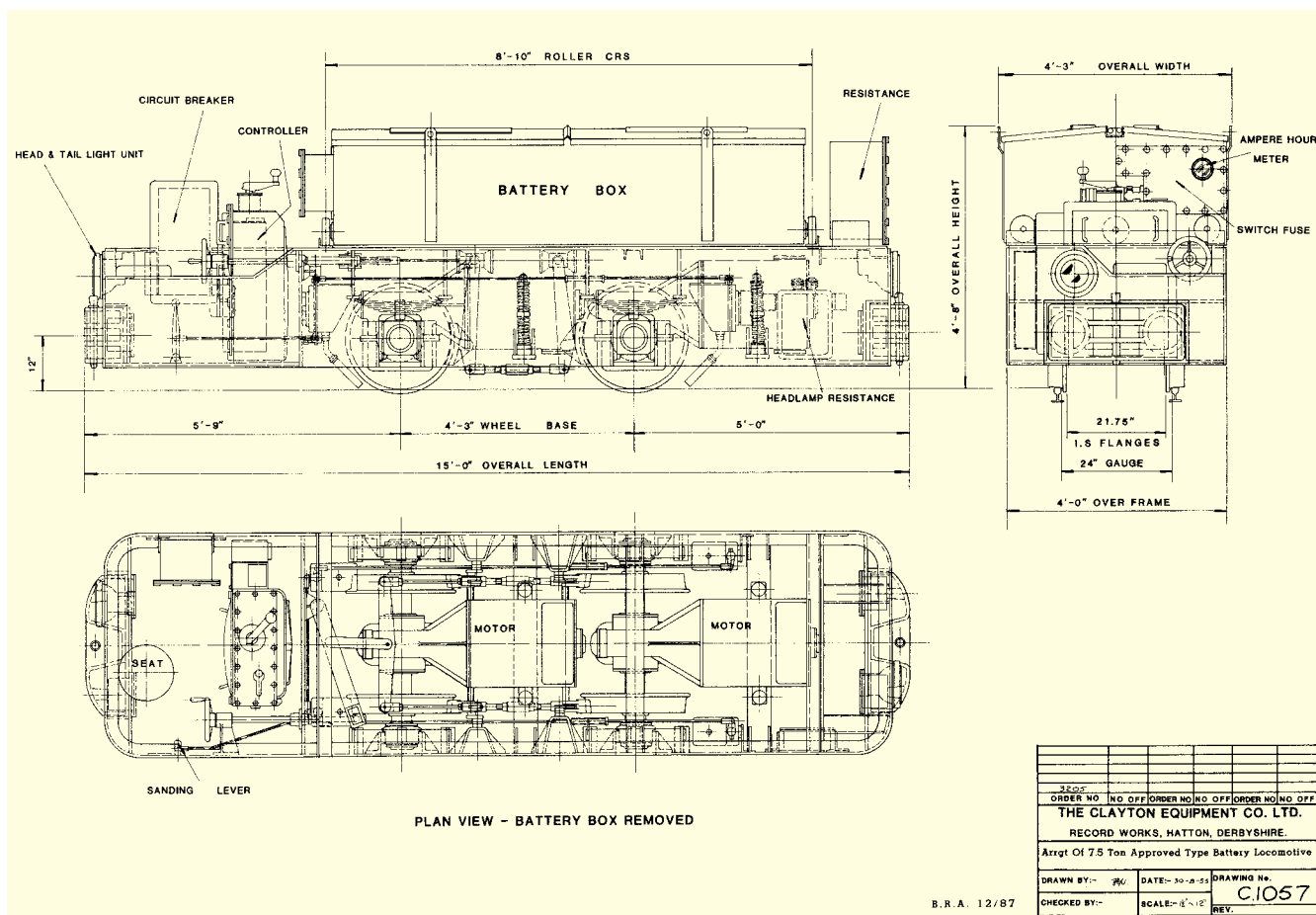
Man-riding cars were built in the wagon repair shops for use in transporting the miners from the pit bottom to the face by the locomotive.

Following closure, after most of the heavy equipment had been removed from the underground workings, the locomotive was removed from the colliery and taken to Aberdare No.7 Colliery at Cessnock for further use.

Coal skips

There were three types of coal carrying skips used. One was the original design used from the turn of the century, the second was a modern design constructed in the wagon repairs shops at the colliery during the early 1950s when the colliery reopened, whilst the third was an all-steel skip. The capacity of these skips varied from being slightly under to just over one ton. To achieve the one-ton capacity in the original skips required the miners to pack "toppers" (large lumps of coal) around the top of the skip.

The original skips were a wooden box arrangement reinforced as necessary with flat steel members along the tops



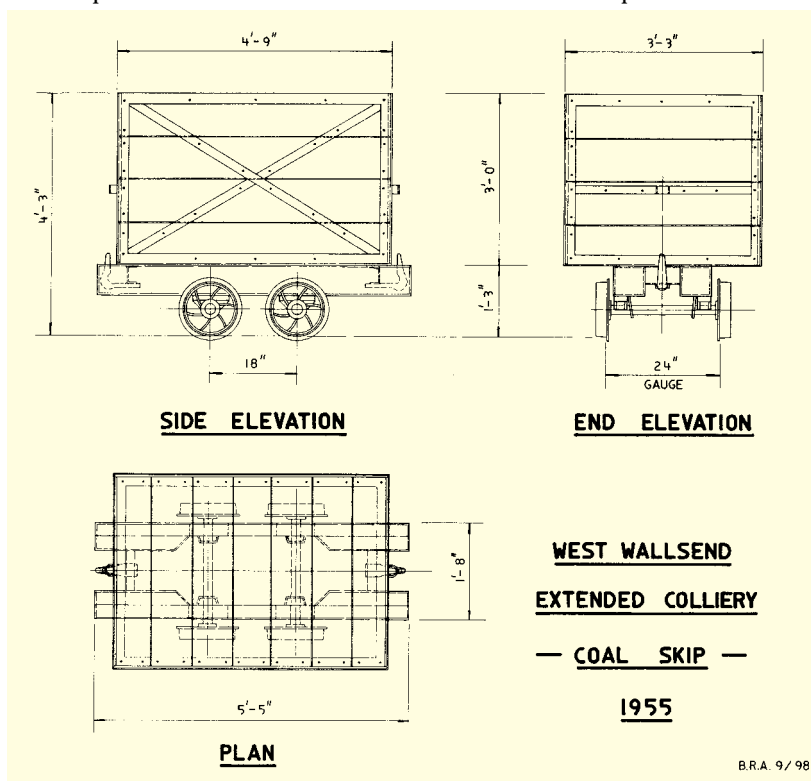
and corners and with a wooden underframe. The modern design consisted of a vertical angle frame with a flat top and diagonal members from the top to the bottom reinforcing the sides and with timber boards riveted to the angle corners and the diagonals. The modern skips were constructed with a steel channel underframe and were higher than the original skips as the latter had been constructed for loading at the face by the miners using a shovel. These required a comfortable shoveling height whereas the modern skips were loaded at the pit bottom by the skip loader. The capacity of these skips was thus increased, enabling more coal to be lifted during a wind.

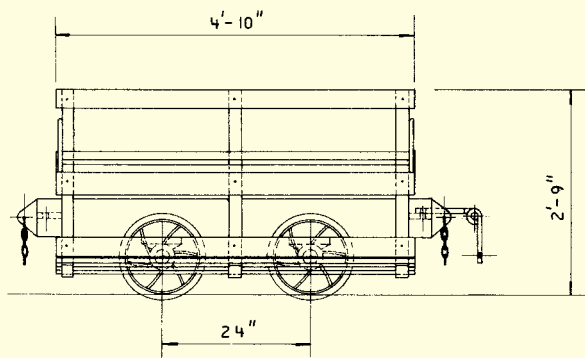
In the days of contract mining when the skips were required to travel to the working face for loading, it was necessary to have many hundreds available for use because of the long distances they had to travel. However, from 1950, the installation of the skip loader on the pit bottom reduced the number of skips required for coal transport as their use was now limited to

between the pit bottom and the surface. About 50 skips were then available for use, but only about 30 were in actual use at any one time. This number was sufficient to handle the production. The other 20 skips were stored on the pit bottom and were used for coal storage there when a breakdown occurred on the pit top, enabling production to continue at the face.

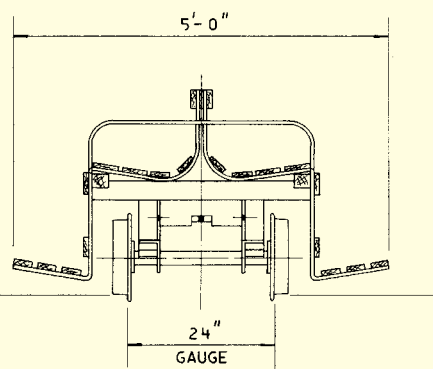
The all-steel skips were similar in dimensions to the original wooden skips but had a steel underframe. The original skips were mostly used to transport materials to the face after the modern type had been placed in service.

When the colliery ceased production in November 1956, the modern skips were transferred to Aberdare and Aberdare Central Collieries at Cessnock for further use. Some of these skips were later returned to the colliery when the Dudley Seam was developed. The few original type skips that remained at the colliery were used during the reclamation of the mining equipment.

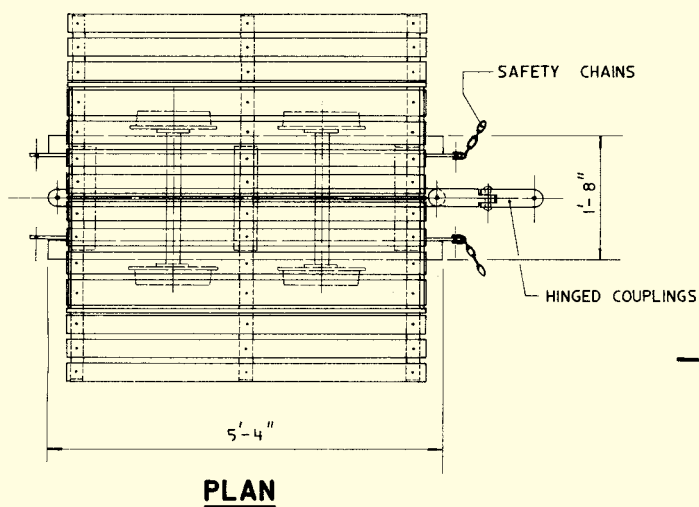




SIDE ELEVATION



END ELEVATION



PLAN

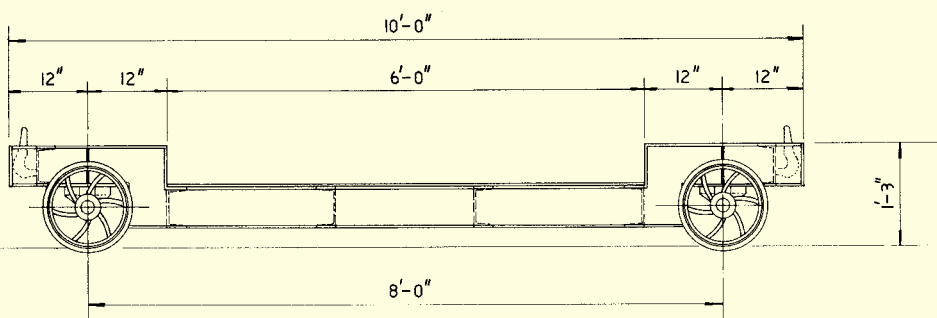
WEST WALLSEND

EXTENDED COLLIERY

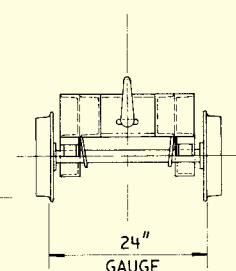
— MAN TRANSPORT CAR —

1956

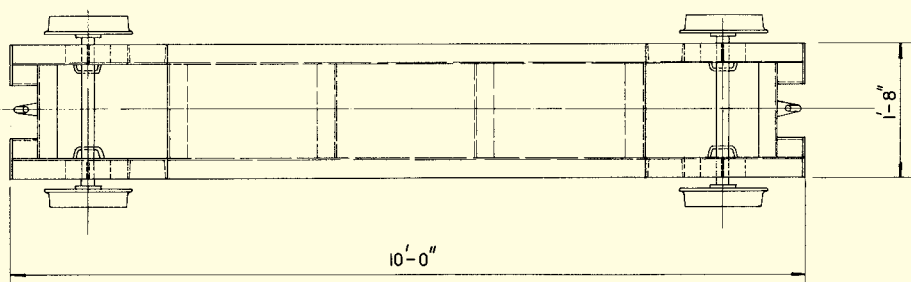
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SIDE ELEVATION



END ELEVATION



PLAN

WEST WALLSEND

EXTENDED COLLIERY

CABLE DRUM

TRANSPORT TROLLEY

1952

B.R.A. 1/88

Specialised rolling stock

A variety of specialised rolling stock was used underground for specific purposes. During the period of the underground mining equipment reclamation, I made an inspection every afternoon after school of the equipment reclaimed during that day. This consisted of rails, cables and general mining items along with a variety of specialised home-built trolleys recovered from different places in the underground workings. These included trolleys for carrying cable reel, explosives, a first aid stretcher, and one for tea urns, together with side-tipping skips, a long wheel-base trolley with sides and numerous standard skips converted for a special purpose, such as a coal skip used for handling bricks or mine seals. Some electrical equipment such as transformers were mounted on skip wheels for ease of mobility.

One trolley was built to carry tea urns into the workings for the miners working at the coal face. The tea urns were made from stainless steel and a trolley was made to accommodate a number of urns. The tea was made on the surface in a tea room adjacent to the heapstead. Tea was put into a cylindrical container which was placed in the urn and hot water added. The trolley carrying the urns was taken to the shaft and lowered down the pit where it was taken to the various working places so that the miners had tea to drink during their crib break. The tea urn trolley was painted green with TEA URNS ONLY painted in black on its side.

A special trolley was constructed to carry tins of explosives used in shot firing operations. A steel box with a lockable hinged lid was fitted to a flat-top trolley. The box was lined with pine boards and divided up into compartments to hold the tins that the explosives were packed into at the magazine. The tins of explosives were taken from the magazine to the shaft and lowered to the pit bottom where they were placed into the explosive trolley and the lid locked. The trolley was taken into the workings and stored at a selected location. An appointed person was responsible for distributing the explosives to the shot firers as required. Detonators required to initiate the explosives were taken in a leather bag daily by the shot firers. Unused detonators were removed from the mine at the end of the shift. The box was painted red with DANGER EXPLOSIVES painted in white on the top.

First-aid boxes and blanket tins were located in all the working sections for use as required in cases of accidents. A flat-top trolley was converted for use as a stretcher carrying trolley. Vertical timber sides about 10in high along with four vertical pipe posts were fitted to the trolley to enable corresponding members on the stretcher to fit into them. The posts had a pin through them to stop the stretcher from jumping off. The trolley was painted white and the standard first aid Maltese cross was painted in red on the trolley sides.

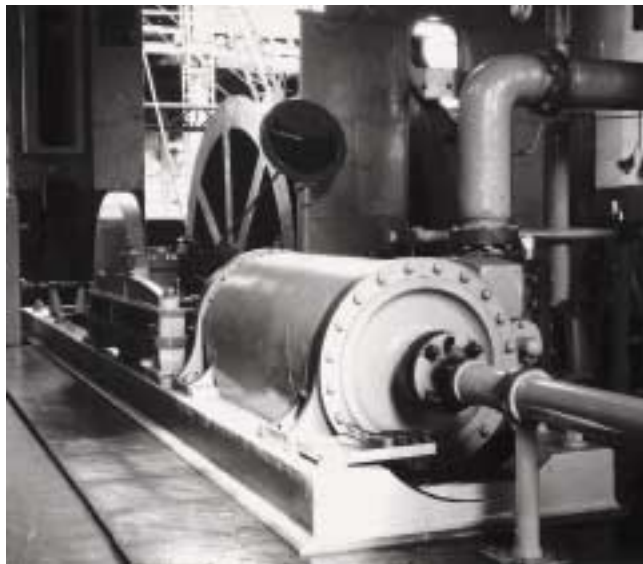
Closure and revival

As noted above, the West Wallsend Extended Colliery closed in November 1956 and the underground machinery was recovered over the next three years. However, the mine was to have yet another revival from 1959, when the railway system was regauged to 3ft 6in. This period will be covered in a follow-up article.

Glossary

Banksman The person in charge of loading or unloading cages at the 'bank level'. (The equivalent at the pit bottom or at an inset was known as an onsetter).

Bank level Level on the pit top at which the cages stop for loading or unloading. Its name derived from the level of the "bank"



Built by Grant Ritchie & Co of Kilmarnock, Scotland, the A Shaft winding engine served the colliery for seventy years.

Photo: late J F Webber

constructed adjacent to the heapstead/pit top for loading the uppermost cage when the other cage was sitting on the pit bottom.

Baulks and Stringers A baulk is a round timber member used to support the roof of a roadway (underground tunnel). They were placed across the roadway and were supported on props, one on each end. Stringers are round timber members placed longitudinally along the roadway on top of the baulks. After the introduction of roof bolts, a hole was drilled through the baulks and stringers, which although still supported by the timber props were also held to the roof by the bolts. Baulks were a nominal 8in diameter x 18ft long and stringers a nominal 5in diameter x 18ft long. These dimensions are typical only and varied from colliery to colliery to suit local conditions.

Cheese weight A weight made of cast iron (or lead within a cast iron shell) shaped like a cylindrical cheese, typically about 15in in diameter and 6in thick.

Dead ropes Ropes placed in the shaft between the two cages to prevent the cages from coming into contact with each other as they move up and down. The ropes were weighted at their ends with cheese weights to keep them taut. The cages could move laterally depending upon their speed, and the dead ropes were an additional precaution should any failure by the guide ropes (see below) to prevent excessive lateral movement put the cages at risk of collision.

Dyke A wall-like intrusion of igneous rock cutting across the strata. The thickness is small compared to the height and width.

Guide ropes Ropes positioned in the shaft to guide the cages as they ran up and down. Their function was to keep any lateral movement to a minimum. The ropes were weighted at their ends to keep them taut.

Heapstead Elevated building from shaft to over rail-tracks at "bank level", and housed skip tumblers and skip rail tracks from cages through tumblers back to cages. Also referred to as "pit top".

Inset A pocket in the side of a shaft cut out for a special purpose.

Keys Supports placed under the cage at "bank level" to take the weight of the cage whilst being loaded or unloaded. They are operated by the banksman by means of levers.

Miners rails Rails used by contract miners from the end of the permanently laid rails. They were butted together without the use of fishplates. The rails were spiked to sleepers and were easily removed for further use. Also known as "bridge rails".

Pit top Name given to surface structure at the top of shaft to distinguish from the bottom of shaft, which was known as "Pit Bottom".

Shooting The use of explosives to break up the coal face.

Shuttle car Rubber tyred vehicle used to transfer coal from a loader or continuous miner at the coal face to a conveyor belt.



Industrial Railway NEWS

Industrial Railway News Editor : John Browning
PO Box 5646,
ROCKHAMPTON MAIL CENTRE 4702
Phone: (07) 4931 3684 (W); (07) 4926 6356 (A/H)
Fax: (07) 4927 7560 E-mail: ceo8@rocknet.net.au

EDITORIAL

A very quiet issue for news, as is often the case at this time of year. Hopefully there will be many more news reports and photos coming in before the next deadline at the end of April.

NEW SOUTH WALES

BHP LTD, Newcastle

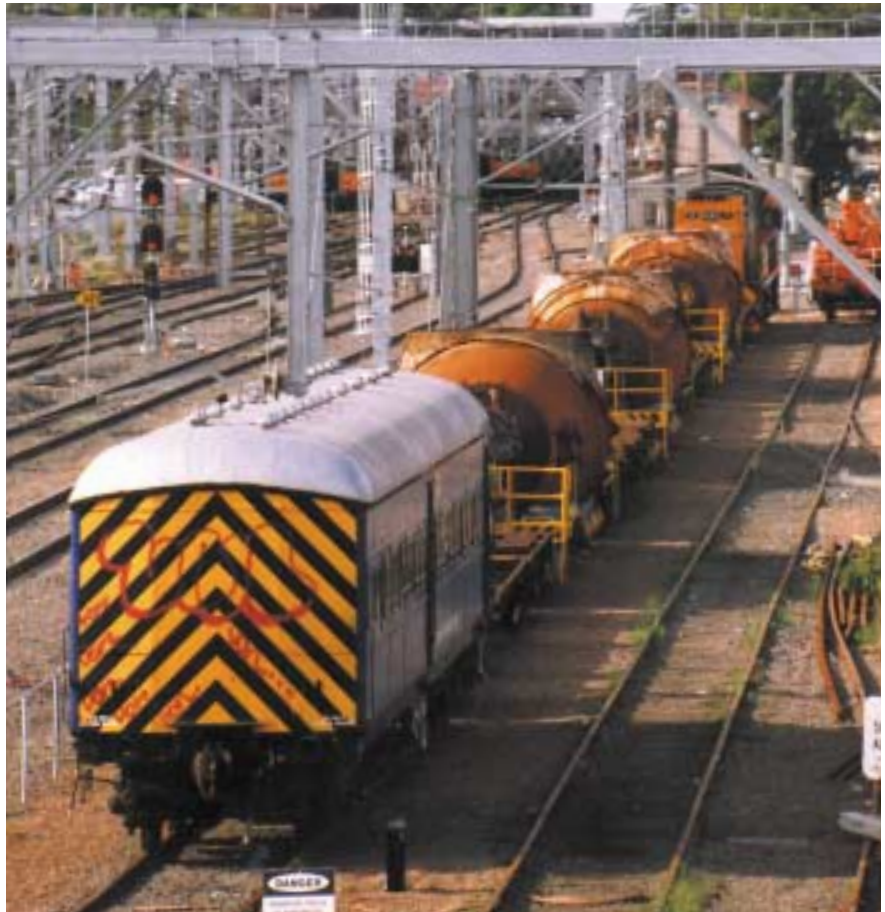
(see LR 151 p.19)

1435mm gauge

Three Treadwell hot metal ladles ("torpedo wagons") were transferred from Newcastle to Whyalla in January as an out-of-gauge load travelling at restricted speed. They were numbered 2, 4 and 6. Each is equipped with four sets of bogies and has a gross mass of 166 tons empty. At its widest point the barrel of the ladle is over 3.2m. in diameter and it is constructed of 25mm plate, lined with 450mm of refractory brick. The torpedo wagons are believed to have left Port Waratah on 2 January and were scheduled to arrive in Broken Hill (en route for Whyalla) on 9 January. In mid-February at Newcastle, at least two torpedo wagons were visible near the entrance to the works, one numbered 1.

In mid-February it appeared that Goninan Bo-Bo DE BHP50 (014 of 1961) was being used by a scrap merchant (believed to be Martin Perry) to shunt wagons around for scrapping at the Newcastle works. Flat wagons TR43 and R51 were noted nearby amid a sea of bogies and wagon parts. By this time, most of the other remaining flat wagons that had been left near the wagon shop had gone with the exception of BT44, BT54, BT67, R34, R301 and TR284. Preserved Goninan Bo-Bo DE BHP32 (1 of 1954) and the small wagon display at the entrance was still in place, while the demolition of the Bloom Mill had begun, from the wharf end. The Dorrigo Steam Railway & Museum was reportedly hoping to acquire a torpedo wagon for preservation.

Rob Blayney 1/00; "Stevens" 1/00 (both Aus loco mailing list); David Johnson 1/00 (aus.rail newsgroup); Brad Peardon 2/00



Three Treadwell hot metal ladles en route from BHP Newcastle to Whyalla are seen behind NR71 at Hornsby, 4 January.
Photo: Brad Peardon

BHP LTD, Port Kembla

(see LR 151 p.19)

1435mm gauge

Preserved Clyde 0-6-0ST BRONZEWING (457 of 1937) made a trip to Kemira on the first week-end of December. It reportedly suffered a fire when a cinder got caught in a bearing cup. English Electric (Aust) Co-Co DE D34 (A.197 of 1969) and D47 (A.146 of 1967) were seen at lunchtime at Cringila on 30 December heading a coal train to the steelworks. D34 was built new for this traffic while D47 is one of the ex-Goldsworthy locos from the Pilbara in Western Australia. On 1 January it was noted that the cab roof of English Electric (Aus) B-B DE D24 (A.037 of 1960) had been cut off at Steelhaven, possibly the first step towards its scrapping. Chris Stratton 12/99 (Aus loco mailing list); Brad Peardon 2/00



Comsteel's little Goninan 4wDE (030 of 1972) on 12 February 2000. This rigid wheelbase loco gives the appearance of being a cut-down version of the more familiar bogie type. Photo: Brad Peardon

BLUE CIRCLE SOUTHERN PTY LTD, Berrima

(see LR 151 p.21)

1435mm gauge

Goninan Bo-Bo DE D2 (024 of 1967) only leaves the cement works site to make a daily short trek to the junction to lift or drop off cement hoppers. Bulk trains are worked directly to the works from the main line system.

"Danny" 1/00 (Aus loco mailing list)

BLUE CIRCLE SOUTHERN PTY LTD, Medway

1435mm gauge

Goninan Bo-Bo DE D1 (023 of 1967) is believed to be stored at Medway quarry. It was reportedly largely restricted to the quarry area and was painted yellow. It is reported that it was last used in the mid 1980s.

Alan Holding 1/00; "charliebrown" 1/00 (both Aus loco mailing list)

COMMONWEALTH STEEL CO LTD, Waratah

(see LRN 82 p.10)

1435mm gauge

Unusually, Comsteel's yellow Goninan 4wDE (030 of 1972) was left outside the works on the weekend of 12-13 February.

Brad Peardon 2/00

COLIN REES TRANSPORT, Yennora

(see LR 151 p.21)

1435mm gauge

On 1 January, Walkers B-B DH 7322 (684 of 1972) and 7334 (696 of 1972) were noted at DELEC, freshly painted and waiting to move to

Industrial Railway NEWS



Top: Heggies Bulkhaul Goninan Bo-Bo DE HBL58 (058 of 1982), ex BHP Newcastle, partially repainted at Port Kembla, 1 January. **Centre:** Standard gauge Walkers B-B DH 7334 (696 of 1972), with 7322 (684 of 1972) behind, freshly painted by Colin Rees Transport at the DELEC Depot in Sydney on 1 January 2000. **Above:** English Electric (Aus) B-B D24 (A.037 of 1960) at Steelhaven with its cab roof lying nearby. Behind it is General Electric (Aus) Co-Co DE D50 (A.243 of 1972) and two other ex Goldsworthy English Electric units. 1 January 2000.

Photos: Brad Peardon

CRT depots at Melbourne and Yennora in Sydney. By 31 January, 7334 was noted at Yennora, being prepared to be put into use. These locomotives have been painted a blue colour with light buff headstocks, steps, railings and running board edges.

This scheme is similar to 4wDH X209 (built NSWGR 1967) which has worked at Yennora for some time.

Brad Peardon 1/00; Paul Mounsey 1/00 (Aus loco mailing list)

HEGGIES BULKHAUL LTD, Darcy Road, Port Kembla

(see LR 151 p.21)

1435mm gauge

On 1 January, the Goninan Bo-Bo DE (058 of 1982) was noted at the end of the company's siding. It had obviously been recently partially repainted (a rather shabby job), with the headstocks yellow rather than fluorescent red as previously. New HBL cabside plates have been fitted in place of the old BHP plates.

Brad Peardon 1/00

TRANSFIELD BOUYGUES JOINT VENTURE, Airport Link

(see LR 146 p.16)

900 mm gauge

It is reported that the rail equipment from this project was sold to Dragages - Zen Pacific Joint Venture, Hong Kong, China, in 1999. This includes four Schöma 4wDH locomotives (4858 to 4861 of 1985 rebuilt by Schöma 1996), a Schöma 4wDM man-riding car (5024 of 1989) and presumably the rolling stock - segment cars, platform cars and cherry picker car.

Kathy Jones (Transfield Bouygues Public Affairs Manager) 12/99; Editor

TRANSFIELD PTY LTD, Northside Storage Tunnel, Sydney

(see LR 140 p.19)

narrow gauge

Channel 7 News on 29 January featured a story about subsidence in Manly alleged to be caused by the new sewage storage tunnel. There were shots taken in the tunnel, which showed it has railway tracks laid.

When completed the tunnel will be 16km and run from Lane Cove northeast towards Cammeray, taking in overflows from Tunks Park and Quakers Hat Bay, and then around under Middle Harbour and Manly and to North Head. There will also be feeder tunnels, the Scotts Creek tunnel to Tunks Park (3.3km), and one from North Head to Little Manly Point (1.7km). The two main construction sites are reportedly at North Head and Tunks Park, and there are secondary sites at Lane Cove East, Quakers Hat Bay, Scotts Creek, Little Manly Point, and White Bay.

Bob McKillop 1/00; *Engineers Australia* 9/98

QUEENSLAND

CSR LTD, Herbert River Mills

(see LR 151 p.21)

610mm gauge

On 18 November, **Macknade** Mill's Clyde 0-6-0DH 18 (DHL.5 of 1954) was sent back from **Victoria** Mill where it had been on loan. The last new 11-ton bins delivered in the 1999 season were noted on Macknade's Wharf Line, where they are delivered, on 28 October. The Church loop at Victoria Mill was lifted in the early part of this year. This loop has not seen much use of late, being used for the occasional storage of bins and the even more occasional cross. It has been removed to facilitate the installation of a large radius triangle leg between the Nyanza and 4 Mile lines, which has been pegged out for some time now. Chris Hart 12/99; 2/00

McCONNELL DOWELL CORPORATION LTD, Brisbane River Tunnel

narrow gauge

McConnell Dowell constructed a 211m tunnel under the Brisbane River for the Logan Trunk Water Main, probably in 1997. It was described as a 2 x 4m tunnel. A photograph shows a small boggler being used by a tunneller. Further details would be received with interest. McConnell Dowell web page.

SOUTH JOHNSTONE MILL LTD

(see LR 150 p.26)

610mm gauge

Significant concerns, both locally and in the sugar industry, are being expressed about the immediate financial viability of this mill which has a rail system of about 180km and about a dozen locomotives in regular use. Difficultly placed strategically, in the past it has been the subject of takeover moves from Bundaberg Sugar and of merger proposals from Tully Sugar Ltd. It is said that shareholders were told at the annual general meeting in November that a range of options would have to be considered if the mill was to survive.

Townsville Daily Bulletin 11/12/99 via Chris Hart; David Mewes 2/00; Editor 2/00

VICTORIA

McCONNELL DOWELL CORPORATION LTD, Moonee Ponds Tributary Sewer

narrow gauge

In 1998 McConnell Dowell was engaged in the construction of this 440m tunnel, the final part of the Melbourne Northwestern Sewage project. The tunnel was partially constructed through rock using a road header. The remainder was through soft ground and utilised a slurry shield pipe jacking machine. A photograph shows what appears to be an 8 tonne Gemco 4wBE locomotive at the bottom of a shaft.



Farleigh Mill's Clyde 0-6-0DH CONNINGSBY (61-232 of 1961) has just crossed the Miclere catch-points with the last eight bins of cane from Dumbleton for the 1999 season. The fireman makes the short walk back to the loco for the run up to the mill. 20 November 1999. Photo: Andy Roberts



Farleigh Mill's Clyde 0-6-0DH ST.HELENS (61-234 of 1961), decorated to celebrate the end of the season, has just delivered empty bins while CONNINGSBY (61-232 of 1961) is picking up fulls at Calen on 20 November 1999. These locos, both in the Mackay Sugar corporate livery, provide an interesting study in differences in cabs, paint schemes and other details. Such variations mean that mill personnel are easily able to recognise different locos at a distance. Photo: Andy Roberts

Further details would be received with interest. McConnell Dowell web site.

SPECIALIZED CONTAINER TRANSPORT, Laverton

(see LR 150 p.27)

1435mm gauge

English Electric Co-Co DE K207 (A.136 of 1966) is reported to have arrived at Laverton from Perth on 3 January.

Steve Dalton (Aus loco mailing list)

WESTERN AUSTRALIA

BHP IRON ORE, Mount Newman

(see LR 151 p.22)

1435mm gauge

The first train to Yandicoogina after track repairs following cyclone damage ran on 27 December 1999. The train was handled by three of the new General Electric Co-Co DE Model AC6000 locos. 6074 *NEWMAN* (51066 of 1999) and 6070 *NIMINGARRA* (51062 of 1999) headed

up 110 empties with 6073 *CHICHESTER* (51065 of 1999) in the rear. The train proceeded back to port after the wagons were loaded, also taking 110 full wagons that had been left behind fourteen days before. This made the train the normal 2400 metres in length with two locomotives in front and one operating locotrol in the train. Richard Montgomery 1/00 (Aus loco mailing list)

ROBE RIVER IRON ASSOCIATES

(see LR 149 p.21)

1435mm gauge

This company (controlled by North Ltd) was reported in December to be poised to proceed with its proposal to develop the ore body at West Angelas. This development would give Robe a similar production to the two other Pilbara producers, Hamersley Iron and BHP Iron Ore. Following the failure of Robe's action to gain access to Hamersley's rail network, the West Angelas development will necessitate substantial railway development.

The Australian 6/12/1999



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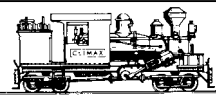
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- LR 89 Nepean Sand - Railways of Yarramundi Falls (NSW) *
- LR 105 North Mt Lyell Railway (Tas) Part 1
- LR 106 North Mt Lyell Railway (Tas) Part 2
- LR 109 North Mt Lyell Railway (Tas) Part 3
- LR 111 Cave Hill - Lilydale Tramway (Vic)
- LR 113 Simsville and the Jarrah Mill (NSW) *
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- LR 131 Longworth Log Tramways Kendall (NSW)

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A Pictorial History of the Powelltown Tramway and Timber Milling Operations -by Frank Stamford

A companion volume to the LRRSA's book *Powelltown*, but with an emphasis on photographs, with brief introductory text for each of the eleven chapters, and extended captions. All the photographs are different to those in *Powelltown*.

88 pages, A4 size, over 100 photographs, 8 maps and diagrams, glossary and index.

Price: Hard cover \$33.00 plus postage. Weight 650 gm. Soft cover \$22.00 plus postage. Weight 470 gm.

Bellbrakes, Bullocks and Bushmen

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

Describes a network of 3 ft and 3 ft 6 in gauge timber tramways. The construction and operation of these lines is covered in detail, as is the history of the timber mills, and the people who worked in the bush.

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

Price: Soft cover \$24.00 plus postage. Weight 500 gm.

Rails to Rubicon

A History of the Rubicon Forest - by Peter Evans

A history of a network of 3 ft and 3 ft 6 in gauge timber tramways in the rugged mountainous terrain south-east of Alexandra. The 2 ft gauge Alexandra-Rubicon steam tramway, and the 2 ft gauge State Electricity Commission tramways are also covered.

200 pages, A4 size, over 175 photographs, 53 maps and diagrams, references and index.

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Book Reviews

Whitfield to Wangaratta Railway 1899-1953 - an Historical Record

Compiled by Lindsay McD. Simpson

Pub. Whitfield - Wangaratta Railway Centenary Committee, King Valley, 1999. A4, card covers, stapled, 48pp., 26 photos, map. Review copy courtesy of the Committee.

Whilst other publications have included the headed railway amongst their subject matter, this is the first book, to my knowledge, dealing solely with the VR's pioneering narrow-gauge railway. Produced by the Centenary Committee, a locally based group formed to commemorate this noteworthy event, this book will, no doubt, fulfill its role of acquainting present-day residents of the King River valley with a unique part of their history.

However, I suspect the railway historian will be rather disappointed if he/she is expecting a well researched local railway history. Essentially this book is a compilation of previously published articles, parliamentary reports, newspaper extracts and anecdotes, such as one might encounter with tour notes.

Acknowledgement of original authorship and publisher is notable for its absence; similarly the photographs (of very mediocre reproduction) are not individually credited. General acknowledgements are included but one is left wondering the particular source of several potentially interesting photos.

Not all photos have captions and one that did is clearly incorrect, viz. "A picture of Wangaratta station in 1910", which depicts 1A plus train about to depart. The loco has wooden cowcatcher, centre hatchet-type coupler, bolted smokebox door, low side-tanks and air pump on the left-hand side. Pre-1904 surely and maybe 1899 judging by the loco's appearance.

The compilers do appear to have done some research at the PRO as there is a list of dates and events under a heading "Whitfield Line Files". One suspects the material comes from the VR Correspondence Registers; unfortunately no source is stated.

As mentioned earlier, this book is not, nor does it pretend to be, a definitive history. For that we must be patient a while longer. However if you want a record of the event or don't have copies of the source books/documents, this little book may well suit. Alternately, if you want a *Beechy*-style thoroughly researched history keep waiting (or better still, start researching!).

It did serve one useful purpose for this scribe in enabling easy comparison of various writings and this raised some interesting (to my mind) questions. The gauge of the line was altered from 2ft to 2ft 6ins on 24/2/1898, just a few days prior to actual construction commencing. Were the locos, said to have been ordered in 1897, already under construction to 2ft gauge?

The narrow-gauge A-class, as built, was scarcely larger than contemporary 2ft-gauge American-built locomotives (cf. Cape Govt Rlys, Sandy River etc). If the NAs were designed for 2ft-6ins would they not have been considerably larger (cf. Antofagasta & Bolivia), especially bearing in mind the reason the VR stated for altering the gauge - to provide the greater capacity that the larger gauge would allow? Yet it would seem that having widened the gauge by 25%, conservatism then set in and the VR was quite happy to accept locomotives to suit a 2ft-gauge railway!

The rolling stock makes this point even more starkly. The carriages are surely of dimensions applicable to a 2ft-gauge railway yet running on 2ft 6ins-gauge, a lilliput carriage mentality that still seems to be unchallenged, on the Puffing Billy Railway at least, 100 years later.

Hopefully this book will spur some researcher into doing a detailed history of the VR's pioneering narrow-gauge railway and, should that happen, it will have served a most useful purpose indeed.

Phil Rickard

Narrow Gauge at War 2

by Keith Taylorson

116 pages, 174 x 235 mm, soft cover. 125 photographs, eight maps. Published by Plateway Press, Norwich, England, 1996. Available from LRRSA Sales, \$30.00 (\$27.00 for members), plus postage.

During the last two years of the First World War 60 cm gauge railways were used extensively in France and Belgium. They supplied provisions and ammunition, carried troops to and from the front, helped to evacuate casualties, and provided timber and other construction materials for the trenches.

The scale of this operation is difficult to comprehend. For the British, French, and US Governments, the Baldwin locomotive works built 495 4-6-0T locomotives, 786 petrol locomotives, 280 0-4-4-0T locomotives, and 195 2-6-2T locomotives. British built steam locomotives included the well known Hunslet 4-6-0Ts, and 0-6-0WTs built by Hudswell Clarke and Andrew Barclay. All of these locomotives were designed to run on 20 lb/yd rails, with a maximum axle loading of 3.5 tons.

An equally large number of petrol and petrol-electric locomotives were used, many of which were 20 and 40 h.p. Motor Rail "Simplex" tractors. The Germans also used a vast network of light railways. There was no break-of-gauge problem, for they were also of 60 cm gauge, and as the front moved, sections of the enemy's system would be taken over.

This book is too small to be a definitive history,

but it is a very good introduction. Chapters cover operations of the British First Army light railways, the ANZAC Light Railway Operating Companies, the Canadian Tramway and Forestry Corps, and the U.S. Army 12th Engineers Regiment. Operations beyond Belgium and France are also included, with chapters on light railways on the Italian front, and in Greece and Palestine. Limited coverage is given to German light railways, but there are a few interesting photographs of captured German petrol locos. An appendix describes the disposal of equipment at the end of the war. Several of the steam locomotives came to the Queensland sugar tramways, and some still survive.

The text of this book includes edited reprints of previously published articles from the Railway Gazette of 1920, whilst the Australian content is based on articles published in the ARHS *Bulletin* of September and October 1995.

Despite the variety of sources, the text is integrated well. It is not purely technical, and covers the human aspect of the operation very well. The book is intended for an international audience, and there is an Introduction in English, French, and German.

The maps are clear, but lack sufficient detail to adequately relate them to the text. Although titled *Narrow Gauge at War 2*, the book is a stand-alone publication. Part 1 was published nine years earlier, was much smaller, and was largely confined to photographs with extended captions. There are good details of the sources of information, but no index.

The front cover is a very impressive painting of a Hunslet 4-6-0T of the 17th ANZAC Light Railway Operating Company hauling an ammunition train near Ypres in 1917.

Frank Stamford

The Light Track from Arras

by T. R. Heritage

79 pages, 174 x 235 mm, soft cover. No maps, 60 photographs. Published by Plateway Press, Norwich, England, 1999. Available from LRRSA Sales, \$30.00 (\$27.00 for members), plus postage.

This book complements *Narrow Gauge at War 2*, but covers the subject in a very different way. The text was originally published in 1931 for a reunion of the members of the British 19th and 31st Light Railway Operating Companies. Therefore it is not at all technical, but describes the way the railways were worked, including many interesting and often amusing anecdotes. Because of the intended audience, some of the comments would only make sense for those who were there.

On the other hand, much of the information is extremely valuable historical material, giving a first-hand insight into the operating and living conditions that the Light Railway Operating Companies had to endure. It is believed to be the most comprehensive first-hand personal account of First World War light railway operations.

The author describes a considerable amount of interaction with Canadian and US light railway operations, including many amusing incidents, some arising from different operating practices,

but unfortunately reference to Australian operations is very limited. However, he says the Australians "were a good lot to work with in spite their seemingly casual methods"!

The range of photographs is excellent, and very well reproduced. They have been selected to illustrate the text, and most show the railways in their operating environment, and are very interesting. The photographs in *Narrow Gauge at War 2* place more emphasis on illustrating equipment, whereas those in this book show the equipment being used. The front cover is a coloured reproduction of a painting illustrating a Baldwin 4-6-0T on an ammunition train, with another Baldwin and Hunslet 4-6-0T in the background, and is very well done.

Frank Stamford

Railtrails of Victoria

by **Fiona Colquhoun, Alexander McCooke and Damian McCrohan**

120 pages, A5 size, soft cover. 88 photographs. Available from the publisher: Railtrails Australia PO Box 223, East Melbourne Vic 3002 at \$19.95.

At first sight, this is an attractive and well produced book. Designed to be rugged and portable, its A5 size is handy for the car glove box and rucksack, while a strong spiral binding and thick glossy covers will stand up to hard use on the trail. First impressions are confirmed when delving inside; there is a wealth of interesting information, excellent colour maps and a well-balanced mixture of historic and modern photographs and sketches. Also, not to be ignored, are the advertisers who have supported the publication. This book is aimed at a wide market, not just railway lovers. Families, couples, joggers, cyclists, inline skaters, horse riders and wheelchair explorers are all welcome to use and enjoy the railtrails. Information is given to allow users to judge for themselves the standard of each section of the trail, and the challenges they will be taking on. Useful safety and railtrail etiquette notes are also given.

Organisation of the book cannot be faulted. Railtrails are grouped into Metropolitan, Outer Metropolitan, Gippsland, Northern Victoria and Western Victoria, with a chapter on each one. If you are a member of Melbourne's *caffe latte* set, then you don't have to venture far to enjoy the railtrail experience. Old favourites such as the Inner Circle, Outer Circle and Rosstown railway, all within 10km of the CBD, are covered in detail. Further afield, many well-known and popular lines are featured including the former Victorian Railways Lilydale to Warburton branch, recently upgraded to a high standard bicycle track, the Erica to Walhalla section of the Victorian Railways' narrow gauge railway to the Walhalla goldfields and the Tyers River, Powelltown, Mt Samaria and Andersons Mill timber tramways. The remaining trails do not lack interest either; railway, scenic, ecological, environmental, historical and social points of interest are all documented as appropriate. This is a book that will definitely appeal to outdoor enthusiasts with a penchant for railway

flavoured adventure, but any walker, cyclist, etc. would thoroughly enjoy the trails described.

The appearance of this book culminates many years of hard work, lobbying and arm-twisting by the rails to trails organisation. From small beginnings, the idea has gained the support of the Victorian Government and has been embraced enthusiastically by councils throughout the state. Through the Victorian Government's Rail Trails Project, disused railway lines are being transformed into public space for recreation, tourism and conservation purposes. Funding and other assistance has been received from numerous organisations including the Government's Community Support Fund, Parks Victoria, Sport and Recreation Victoria, Green Corps and Work for the Dole. Ongoing management of the Railtrails is in the hands of municipal councils or appointees of the local community. The scope of the project is vast when it is realised that over 1785 kilometres of closed railway on 65 lines has been assessed for conservation and recreation values. Twenty five trails are described in this book and more railtrails are in the process of development. No doubt, these will be included in subsequent editions.

As can be appreciated, the advent of Railtrails benefits not only the potential users, particularly the railway historian, but also to the local communities in many ways, not least of which include encouraging tourism and preservation of the remaining heritage of Victoria's branch-lines. By introducing more people to railtrails and encouraging healthy outdoor activities, the book should contribute to a widening understanding and knowledge of this railway heritage, and perhaps result in new members for the various railway historical and research organisations. It is to be hoped that the movement continues in strength, not only in Victoria, but spreads throughout Australia, through the aegis of the umbrella organisation, Railtrails Australia.

Malcolm Dow

Shays in the Valley

A History of the Wolgan Valley Railway
by **George Hicks and Dennis O'Brien**

164 pages, A4 size, 160 photographs, 12 maps and diagrams, hard cover with dust jacket. Published 1999 by New South Wales Rail Transport Museum. Available from LRRSA Sales, \$29.95 (\$26.95 for members) plus postage.

Whilst subtitled "A History of the Wolgan Valley Railway", a more accurate sub-title would be "A Pictorial History of the Wolgan Valley Railway". The standard gauge Wolgan Valley Railway is an Australian railway legend. Located in the Blue Mountains, about 190km west of Sydney, it had 1 in 25 grades, five chain radius curves, two tunnels, and magnificent, rugged scenery, with spectacular overhanging cliffs.

Construction of the 32 mile long railway commenced in 1907, as part of a major development of an oil shale mining and refining operation. It was owned by the Commonwealth Oil Corporation, an English company. The overall

investment in the railway and the works was huge. The works were located at Newnes, a town established by the company north of Lithgow. Whilst the company was familiar with the oil shale industry in Scotland, its management of the Australian operation was apparently inept, particularly in industrial relations. As a result the works never reached their full potential, and the railway had a very chequered career.

In many respects the railway had an English quality about it, with double-headed chaired rail, and passenger and freight stock of English manufacture. But the main motive power consisted of four three-truck Shay locomotives - complete with buffers and three link couplings! The railway, the works, the town of Newnes, and the inspiring scenery, presented wonderful opportunities for the professional photographers of the time. Several photographers took this opportunity, and their work provides the great strength of this book.

The photographs are magnificent, and very well printed. Many have not been published before, those that have, have not been printed this well. They cover every facet of the operation, not only the railway, but also the works, the town, and the surrounding environment. The book also includes colour reproductions of ten paintings by Robert Kingsford-Smith and and Jeff Rigby. These give an interesting impression of what the railway was like.

The maps, drawn by Dean Oliver, are very detailed and very well done. Unfortunately, they seem to be randomly distributed throughout the book, with no logical sequence.

This book can be highly recommended for the photographs and maps, and the book is well worth the price just for them.

Unfortunately the text appears to have been thrown together quickly using whatever existing sources were available, and there is little evidence of original research. It is not structured into logical chapters, but appears under 34 headings, of varying importance. I found much of it confusing, and some key information seems to have been glossed over. I could not find a closing date, or a last train date for the railway, or even an attempt to estimate this, if the information was not known. My guess is sometime in 1934, but the book does not tell me.

Some rather extravagant claims are made, for example that the project was "probably the largest and most ambitious in Australia up until that date". There is no evidence to support this claim. Information on sources is completely inadequate for a serious history. For example, on page 83 regarding sulphuric acid wagons the text states "It is said there could have been up to nine other similar type vehicles". I would like to know who "said" it!

Despite my criticisms of the text, those who do not have access to previously published material will find it gives a good general picture of the railway, the works, and the town.

My overall impression of this book is that a great opportunity was lost. The definitive history is still to be written.

Frank Stamford



LETTERS

Dear Sir,

Jetty Tramways of South Australia (LR 142)

Further to my article on SA jetty tramways, I have recently discovered the existence of another one, which came into use and went out of use between 1915 and 1968 and, consequently, did not appear on the lists on which I based my article.

Originally shown as Haycock Point jetty, it was renamed Carrickalinga jetty, and was located a short distance north of the Yankalilla (Normanville) jetty on the east side of Gulf Street, Vincent. The SA Harbors Board plan shows the jetty as being 780ft long and the gauge of the tramway as 3ft 6in.

A plan of the tramway has the note "work completed 26/3/23". A photograph at the Yankalilla District Museum shows the Coast Steamships' SS *Karatta* tied up at the jetty, and another photo, dated October 1948, shows the tramway obviously out of use and in very poor condition. All that remains now is a line of stumps - the bottom ends of the piles.

Arnold Lockyer
Dover Gardens, SA

Dear Sir,

New Chum Gold Mining Coy (LR 150)

In LR 150, Ron Madden asked for information about the New Chum Gold Mining Coy in Tasmania, which received 14lb rails from Eskbank Iron Works in 1880. The mine was situated about one kilometre north of Lefroy in north eastern Tasmania, and the adjacent creek is still called New Chum Creek. I have found two references to the tramway. In a report on the Lefroy goldfield published in the Tasmanian Parliamentary Papers in 1882 (Paper 118, P5) Gustav Thureau said of the New Chum mine: *Tenders have likewise been accepted for the supply and erection of a 15-head battery, to be furnished with all the modern gold-saving appliances. This will enable this company in a short while to dispense with the contract entered into with the New Native Youth Company for crushing at their mill, where at present the quartz is delivered at a fixed price by means of a tramway about three-quarters of a mile in length.*

In the Supplement to the Launceston Examiner on 18 July 1883, an account of the Lefroy district said: *Until the New Chum Company put up a battery of their own, they conveyed all quartz by means of an iron tramway, about a mile in length, to the Native Youth battery for treatment.* The New Native Youth

mine was on the eastern side of Lefroy township and the person who wrote the article walked from there to the New Chum Mine along the tramway.

HJW Stokes
Curtin, ACT

Dear Sir,

Yarraman Locomotive (LR 150)

I refer to the notes in the Research column of LR 150 in regard to Foden locomotives, and the accompanying photo bearing the script *THE LOCO, YARRAMAN MILL*.

Perusal of this print indicates that the power unit has been obtained from an Allchin steam wagon, rather than from a Foden as suggested. Detail differences include the cylinder block with safety valves and valve chest cover, smokebox door with hinge on the nearside and its characteristic Allchin nameplate, the chimney, and the presence of a small manhole on the nearside boiler barrel. All of these items vary from contemporary Foden practice.

Smellie & Co, Brisbane, are the only agents recorded as having imported steam wagons from William Allchin Ltd, Globe Works, Northampton UK, and in the period 1910-1912, received 14 wagons, numbered 110 to 117 inclusive, 130 to 132 inclusive, 136, 143 and 146. The Yarraman example is most likely a conversion of one of these, others having found further use as stationery power plants and, in one case, as a steam supply for a commercial laundry, after their useful life as wagons had ended.

Any further information on Allchin, or any other make of steam wagon, would be welcome.

Graham Clegg
Young, NSW

Dear Sir,

Mystery Locomotive

During a post-Christmas clean-up, I ran across this photograph [below] which, to the best of my knowledge, was taken about 12 years ago on a trip from Adelaide to Melbourne.

The location was, we think, at Halls Gap, and I would be very interested if any *Light Railways* readers could supply any further information.

A. Bruce Ballment
Normanhurst, NSW



Dear Sir,

Great Cobar Copper Mining Company tramway (LR 146, LR149)

I have discovered some additional information concerning the Great Cobar Copper Mining Company tramway that appears to suggest an earlier rather than a later departure of the two Mort's Dock locomotives that worked there.

In mid-1884, the Company advertised for tenders by 10 June for '100 tons 30lb Steel Rails, punched for fish plates, also bolts, nuts, and fish plates for same', (*Sydney Morning Herald*, 31 May 1884). Tenders were required to include in the price, delivery of the rails on wharf in Sydney.

Surprising, the Company having just purchased the steel rails, advertised them for sale only six months later: 'FOR SALE, 100 Tons 30lb STEEL Rails, together with fish-plates, bolts, nuts, and dog spikes for same. Apply for price, &c., to GEORGE HARDIE, Manager Great Cobar Copper-mining Company, Limited, 131, Pitt Street, Sydney,' (*Sydney Morning Herald*, 22 November 1884).

The second advertisement appears to indicate that the rails had at least arrived in Sydney, but the Company had dramatically altered its plans for expansion of the tramway system at Cobar. At this stage we have no way of knowing whether the rails were actually sold. However, the timing of the second advertisement is consistent with the difficulties the Company was known to have been encountering at that time. Although the Company was quite happy to advertise the rails for sale, the disposal of the two Mort's Dock locomotives was apparently treated somewhat more discreetly.

Re: Parkinson & Monaghan 0-4-OST Locomotive of 1870

An interesting report [see box opposite] that I have discovered in the *Town & Country Journal* of 25 June 1870 (p.5) describes a four-wheeled tank locomotive then completed by Parkinson & Monaghan of Sydney. They were engineers, millwrights, blacksmiths, boiler-makers and pattern-makers and were located at 111 Bathurst Street East, Sydney. The partnership/firm appears to have only existed circa 1869 to 1871.

Previous reports on Parkinson & Monaghan locomotives focus on the 0-4-OST TARRY that worked on the Harrington Manning Entrance Works in 1895. CB Thomas (ARHS *Bulletin* No. 128, OLD, June 1948) states that it was built by Parkinson & Monaghan from parts supplied by Henry Vale and was delivered 'new'. This information is repeated in LR 86, which reports its subsequent history as PWD No. 31.

If TARRY was in fact built by Parkinson & Monaghan, it is difficult to see how it could possibly have been 'new' in the mid-1890s. Even if a second Parkinson & Monaghans' locomotive was built, it appears that it would have to have been built circa 1870-71.

Perhaps TARRY had an earlier life and it was overhauled and renamed prior to its commencement of service at Harrington, or alternatively, the locomotive was in fact



NSW Public Works Department 31, known as TARRY by its former employer, seen outside the PWD workshop at Coffs Harbour on 7 August 1936.
Photo: Tony Maston

purchased new circa 1894-5, but it was built by some other locomotive constructor. If however the locomotive was purchased new circa 1894-5, it appears rather odd that it would have been demoted to stand by duties in 1899 by the then twenty one year old BURWOOD, built by Rogers & Co. of Newcastle in 1878 (CB Thomas 1948).

Clearly, much remains to be resolved concerning the short-lived firm of locomotive constructors, Parkinson & Monaghan, and its product/s.

Early Eskbank Ironworks Locomotives

Further to my letter concerning the Parkinson and Monaghan locomotive which was built for railway contractors George Blunt and Dan Williams in 1870, I have since discovered the presence of two unidentified locomotives at the Eskbank Ironworks in 1880. *The Sydney Morning Herald* of 23 September 1880, (p.6), reported that "The Eskbank Ironworks have got two locomotives for their own line, increasing work rendering this

addition to plant imperative." It appears quite interesting that railway contractor Dan Williams was a major original investor in the Eskbank Ironworks.

The two locomotives were acquired during the managership of Enoch Hughes who, from early 1882 was no longer involved at the ironworks, although apparently he remained a partner. The departure of Hughes and Rutherford's subsequent 'rescue mission' in regard to the ironworks, probably also saw the early departure of the first two locomotives that worked at the Eskbank Ironworks.

Ron Madden
Wagga Wagga

[Ed. The reference to two locomotives at Eskbank Ironworks in 1880 also occurs in *The Sydney Mail*, 25 September 1880.]

Dear Sir,

Double-heading Shays on the Wolgan Valley Railway (LR 143)

The cover of LR No. 143 (October 1998), and pages 114 and 128 of the recently published book: *Shays in the Valley* by Hicks G and O'Brien D (1999), NSWRTM, show paintings of trains being hauled out of the valley by double-headed Shay locomotives. Does anyone know whether double-heading actually occurred, in fact, or are these artistic interpretations of a romanticised possibility?

Jim Longworth
Cheltenham, NSW

Colonially Manufactured Locomotive Engine.

A considerable concourse of gentlemen interested in the development of colonial manufactures attended yesterday at Messrs. Parkinson and Monaghan's, engineers, &c., Bathurst-street east, to examine a new locomotive manufactured by the firm to the order of Messrs. Blunt and Williams, contractors on No.7 contract of the Great Western Railway. Amongst those who were present we observed the following:- Messrs. H.C. Burnell, T.Spence, J. Jones, B. James, Weedon, Halley, Clyde, C. Brown, Henfrey, R. Stewart, Saywell, Weeding, Heydon, O'Connell, Wakeham, Alderman Macintosh, and Mr.Brown of the City Iron Works. The establishment, the mere existence of which is unknown to nine-tenths of the citizens, is a very small one, the whole space occupied by the workshops &c., filling less than a rood of ground. No one passing the neighbourhood could by any possibility dream that such an important work was in progress. The engine is of the description known as the tank engine, and is all of colonial manufacture. Although it is not the first engine of the class made in this colony, we understand it is the first one turned out with the side frames welded together, and in one plate. The wheels are also purely colonial, the centres being a solid disc of cast-iron, with wrought iron tyres made by Messrs. Brown and Co., of Pyrmont. These tyres are two and one eighth inches thick, and are turned, and are consequently the strongest yet manufactured for an engine of this class. The other parts of the engine are similar to other locomotives. The cylinders are nine inches in diameter, bored with a stroke of seventeen inches, and are bolted outside the frames. The wheels are four in number, and they are coupled together in the usual manner. The motion is all case-hardened, and all the working joints and pins also. No part of the work is polished, except the working parts and what is actually necessary, as it is now-a-days considered by a great many people the expenditure lavished on ornamentation of the kind is unnecessary, while a great deal of time and attention is afterwards required to keep them ordinarily clean. The boiler was made by

Messrs. Chapman and Co., of George-street. The fire-box is all made of Low Moor iron, and is stayed every four inches. It has a heating surface of thirty-three feet. The tubes are forty-eight in number, giving a total heating surface of 220 square feet. The tank rests on top of the boiler, and thus throws the whole weight into the centre of the engine. It contains about 350 gallons, or about two hours supply of water, and has been tested with cold water to 180lb. per square inch, and found quite satisfactory. The boiler is supplied with water by one of Giffard's patent injectors instead of the ordinary feed pumps. The makers have guaranteed that when the engine is in working trim, and with 110lb. of steam, it will take a load of fifty tons up a gradient of 1 in 50, and they express themselves fully confident that it will do much more. The total weight of the engine with water, &c., will be about eleven tons. The plans were designed from a collection of English locomotives by different makers, and in the judgment of many practical engineers is thought to be an improvement, and especially well adapted for the steep gradients of the railways of New South Wales. Steam having been got up the engine which is designated G. B. (George Blunt), No. 7, was set in motion, when all its parts worked smoothly and harmoniously, no hitch occurring. The joints were all admirably perfect, and the trial was consequently a most satisfactory one. The ceremonial of christening was performed by Mr. Robert Forster, of Rydal, who has a contract (No.6) on the Great Western railway, and who having hired the locomotive for a term, from Messrs. Blunt and Williams, takes delivery on account of the firm. Mr. Forster broke a bottle of champagne on the wheels, amid cheers, and wished success to the firm and the spirited owners. It should be mentioned that several ladies, including Mesdames Blunt, Parkinson, and Williams were present. The inspection and inauguration having been completed, champagne and cakes was served, Alderman Macintosh having been voted to the head of the table, several toasts were given and suitably acknowledged, and the proceedings terminated with three cheers for the Queen.

[From the *Town & Country Journal*, 25 June 1870]

Dear Sir,

Redlynch low-level bridge (LR 151)

I disagree with the statement implying that the permanent cab locos transported the cane between Redlynch and Hambledon Mill in the collapsible cab era - ie the 50's, 60's & 70's, although it is possible that may have been true to some extent before the arrival of the collapsible cab Clyde V8s, 3, 8 & 9 in the 60's. I lived at Hambledon in 1971 and 1972 during the heyday of the collapsible cabs and from my before and after school observations, the collapsible cab V8s were used mainly on the Redlynch line although 3 seemed to be used fairly regularly on the line to Pine Creek/Green Hill to the east of the mill.

The use of the collapsible cab V8s on the Redlynch line continued even after the arrival of the EM Baldwin V8 in 1972 which seemed mainly to be used on the Pine Creek/Green Hill line. In 1971, the two collapsible cab Clyde 6-cylinder locos, 5 & 6, were based at Redlynch and fed into there. I don't ever recall seeing them at the mill except for a one or two week period when, for a trial, all locos were based at the mill. In 1972 they were at the mill and I think 3 was out at Redlynch. I can't remember if it worked into the mill in the course of its duties.

It was quite obvious that the collapsible cab Clyde V8's were the mainstay on the run between Redlynch and the mill and would have worked beyond the bridge in the course of their duties also. Indeed, 8 and 9 had brakewagons attached specifically for this run. Also, up until 1972, the only permanent cab locos at Hambledon were three 6-cylinder Clydes and it would not have made sense to use them over the big hill on the run back from Redlynch in preference to the more powerful V8s.

It would be interesting to see an historical article on the workings under this bridge with illustrations of each era from the Simplexes to the low cab Clydes of today.

Chris Hart

Cordelia via Ingham, Qld

(Author's comment: Chris is quite right. I gave an incorrect impression by indicating what was possible rather than what was the normal practice. JB.)

Dear Sir,

Peter Hodge (LR 151)

I was saddened to hear of the loss of Peter Hodge. It is not often that a railway book changes your life, but this is the case with *Balloon Stacks and Sugar Cane*, on Fiji's sugar tramways, which he co-wrote with Peter Dyer. I don't think I am alone in having my interest in narrow gauge railways triggered by this book. In my case, it also started a lifelong interest in the Pacific region, which culminated in a change of workplaces when I worked in the Pacific for two years. I met my future wife there, which in turn led to continuing visits and a direct family connection to Fiji. Research on Fiji and Pacific jetty railways led to a correspondence with Peter, latterly done by e-mail. I found him very knowledgeable and always willing to share and to track down elusive pieces of information. A keen sense of humour and open mindedness were also evident. Latterly, we were part of an informal network trying to locate and document all Pacific Island railways, and I hope this will continue as a small part of his legacy. I was pleased to have known Peter, and wish the best to all of his family and friends.

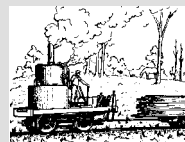
**Labuan Colliery Railway, Borneo
(Letters, LR 148)**

Further details on this line are contained in a detailed article in *Mubibab*, which I think is an airline magazine from the area. Coal was mined by various companies from 1848 till 1912 or 1924 (the account is a bit vague). The larger mine was at Muara. This consisted of two shafts and a network of tunnels extending a mile out under the South China Sea. *In 1893, a 10 mile Railway was completed from Victoria Harbour to Coal Point. Several steep gradients were encountered near the Coal Point mines. On the 'up trip' from the harbour, about 16 empty wagons were pulled by one engine, and a 'helper' was attached for the steeper slopes. On the 'down trip', about 15 loaded cars comprised the train.*

Photos in the article show the remains of a locomotive boiler.

John Peterson

Warragul, Vic



LRRSA NEWS

MEETINGS

ADELAIDE: "Steam Preservation"

Arnold Lockyer will show a video on steam preservation in Australia; and the recent visit to Salisbury Munition Works, and photos taken there, will be discussed.
Location: 150 First Avenue, Royston Park.
Date: Thursday 6 April at 8.00 pm.
Contact Arnold Lockyer (08) 8296 9488.

BRISBANE: "Indonesian Cane Railways"

Ross Sadler will give a talk on the operations of Indonesia's cane railways.
Location: BCC Library, Garden City Shopping Centre, Mount Gravatt.
After hours entrance opposite Mega Theatre complex, next to Post Office.
Date: Friday 7 April at 7.30 pm. Entry from 7 pm.
Contact Bob Dow (07) 3375 1475

MELBOURNE: "50 years of LRRSA Tours"

Members are invited to bring along slides taken on LRRSA tours; with a maximum of twenty slides per member, please.
Location: Ashburton Uniting Church Hall, Ashburn Grove, Ashburton.
Date: Thursday, 13 April at 8.00 pm.

SYDNEY: "Uppers and Downers"

A theme night on incline railways. Members are invited to bring slides and/or movies on the subject. *(NB: Anyone with movies please also bring a projector.)*
Location: Woodstock Community Centre, Church Street, Burwood, (five minutes walk from Burwood railway station).
Date: Wednesday 26 April at 7.30 pm.
Contact Jeff Moonie (02) 4753 6302.

Where is it?

This idyllic industrial scene of steam loco, steam crane and steam ship came from the collection of eminent British railway historian the late O S Nock, and was one of a group of his "Australian Railway Views" purchased at auction several years ago by Graeme Belbin.

Other images in the group show NSW Govt Railways' operations circa 1920s, as well as a shot of William Langley & Son's 'A' class Climax locomotive, which appeared on the cover of LR 133.

The print is not sufficiently sharp to read any details on the cab of the loco, though the builder's plate is certainly oval-shaped. The people appear to be warmly dressed. Any thoughts?





RESEARCH

Horse-Worked Logging Tramways, Allanson WA

Near Allanson, a few km west of Collie, there are substantial wooden-railed tramway remains in the forest, believed to be from the Lewis and Reid system that served their mill in the town. David Whiteford advises that the book, *Jinkers and Jarrah Jerkers* by Edward and Jean Trautman, published in 1980 by E & J Trautman, Geraldton contains some information on the mill. According to this book, the Lewis & Reid No 2 mill (Allanson) was built 1912-1913 and closed in 1925. It has one small chapter on the tramway, recounting a few tales of derailments and floods, with a few photographs of the tramway and the mill.

About 800m of wooden railed tramway survived between Allanson and the Harris River Dam. Part of the remaining tramway runs alongside Caversham Road. Local researcher Mr K Waterhouse is undertaking research on this tramway and has photographed the remains of the track (see photo). David Whiteford also

advises that the *West Australian* of 26 January 2000 reported that bushfires and a recent Conservation and Land Management Department controlled burn have damaged the track. CALM says that they have put firebreaks in place to protect the track and that less than 3% of the track was damaged by the latest fire.

Mr Waterhouse would like to hear from any reader who can provide information on the Lewis and Reid mill and tramway operations. His address is K Waterhouse, PO Box 558, Collie WA 6225; Phone (08) 9734 4701.

Bucckaroo Lime Company Ltd, Bumberra, NSW

Ron Madden has located a notice for the Bucckaroo Lime Company Ltd, Mudgee [SMH 15 Jan 1889], offering £50 premium for the best plans and specifications for "a Wire Rope Tramway capable of conveying 60 tons of lime in 10 hours" from the company's quarries to the Bumberra railway station, a distance of 2 miles 30 chains. The prospectus of this company (held in the State Archives) states that the company was to purchase quarries and a lime kiln from John Wright and planned to make and construct a railway or tramway from the works. Ron is interested in any advice on whether this tramway was ever constructed.

British Phosphate Commission Records

The National Archives of Australia have an extensive collection of the records of the British Phosphate Commission [CA 214], which operated guano (phosphate)

mining operations and associated light railways, on Nauru and Ocean Islands up till 1981. The records date from the 1890s, when the Commission's predecessor operated as the Pacific Islands Company. From 1949, the BPC also managed the phosphate mining operations for the newly established Christmas Island Phosphate Commission, and these records are also in the collection [CA 281]. The records are held in the Melbourne, Canberra and Perth offices of the Archives.

Memento, January 2000

Newcastle Regional Library NSW

Well-known railwayman, historian and author, Harry Wright has placed his extensive collection of documents, notes and photographs in the Newcastle Regional Library. Harry was formerly a driver and district inspector on the NSW Railways, but maintains an interest in all kind of railways, including industrial and narrow gauge lines. Harry has been a regular contributor to *Light Railways* over the years.

David Jehan, 1/00

Lawlers, WA

Just released in February is the book *AGNEW* by Alex Palmer, which tells the history of the Agnew gold mining region in the East Murchison Goldfield, Western Australia.

Of particular interest to light railway enthusiasts is the inclusion of Lawlers and the extensive 2ft gauge Waroonga ore tramway, that connected various shafts to a processing plant. The tramway had steam locomotives and trackage of

some miles. Photographs of the tramway and one route map are included. For anyone wanting to do further research, there are detailed maps and extensive Mines Department archival records with the Library and Information Service of Western Australia (in the JS Battye Library and in the State Records Office).

In 1999, extensive formations could still be viewed around Lawlers, but there is new open cut mining in the area which is known to include some of the former tramway route.

AGNEW is published by Hesperian Press, PO Box 317, Victoria Park, WA 6979. ISBN 0859052672

David Whiteford, 2/00

Transfield Pty Ltd

According to their web page, in 1994 Transfield completed excavation of the \$5m Perth Main Sewer project and subsequently constructed a drainage tunnel in New South Wales. Can any reader provide any more details on either of these schemes?

Defence Department Lines

The narrow gauge lines at Newington (NSW) and Smithfield (SA) have featured in LR in recent times, as has mention of the standard gauge line at Mulwala (NSW). There has been mention of other lines over the years. It is suggested that narrow gauge naval lines operated until recently at Port Wakefield (SA) and Rockingham (WA).

Can any reader confirm this or provide any information about these lines? This seems to be a promising area for research.



The remains of rails and sleepers of the Lewis & Reid tramway, east of Harris Dam, October 1999.
Photo: K Waterhouse

Coming Events

APRIL 2000

1-2 Redcliffs Historical Steam Railway, VIC. Steam train operations; first Sunday of each month. Phone: (03) 5024 2262.

5 Puffing Billy Railway, Menzies Creek VIC. The Night Train - dine in style with a VIP trip on Puffing Billy. Also on 8, 14, 15, 21, 22 and 28 April. Bookings (03) 9757 0712.

9 Illawarra Light Railway Museum, Albion Park, NSW. 610mm steam train, electric miners' tram and 184mm gauge miniature train rides, 1100-1630. Phone 02 4256 4627.

22-24 Alexandra Timber Tramway & Museum, VIC. Easter 2000 Rally. Phone 015 509 988.

23 Cobdogla Irrigation & Steam Museum, SA. Steam running day, with Loveday Flier trains. Phone 08 8588 2323

23 Illawarra Light Railway Museum, Albion Park, NSW. 610mm steam train, electric miners' tram and 184mm gauge miniature train rides, 1100-1630. Phone 02 4256 4627.

MAY 2000

14 Cobdogla Irrigation & Steam Museum, SA. Steam running day, with Loveday Flier trains. Phone 08 8588 2323

14 Illawarra Light Railway Museum, Albion Park, NSW. 610mm steam train, electric miners' tram and 184mm gauge miniature train rides, 1100-1630. Phone 02 4256 4627.

27 Illawarra Light Railway Museum, Albion Park, NSW. *NG Enthusiasts Day & Steamy Night*. Demo. by rare items, new track, day & night rides/photography. Info: 02 4256 4627.

JUNE 2000

11 Cobdogla Irrigation & Steam Museum, SA. Steam running day, with Loveday Flier trains. Phone 08 8588 2323

11 Illawarra Light Railway Museum, Albion Park, NSW. 610mm steam train, electric miners' tram and 184mm gauge miniature train rides, 1100-1630. Phone 02 4256 4627.



Heritage & Tourist

News items should be sent to the Editor, Bob McKillop, Facsimile (02) 9958 8687 or email, to rfm@mail.enternet.com.au; or by mail to PO Box 674, St Ives NSW 2075.

NEWS

Queensland

AUSTRALIAN SUGAR INDUSTRY MUSEUM, Innisfail

The Museum has initiated a Centenary of Federation project entitled "Refined White". The project will explore the effect of the White Australia Policy on the South Seas Islander people who came to the Queensland canefields as indentured labourers.

The major outcome of the project will be a touring exhibition and associated secondary school materials that recognise the role of the 63,000 indentured labourers who helped found the sugar industry in Queensland. It examines the forced deportation of the majority of South Seas Islanders in 1906 following the adoption of the White Australia Policy at Federation, the struggle of the sugar industry to survive this upheaval and the subsequent experience of the estimated 2500 South Seas Islanders who avoided deportation.

At the turn of the century, many of these people were sugar farmers, but they were marginalised by mechanisation and few of their 20,000 descendants have remained in the industry.

The research stage of the project is funded by the Queensland Government's Multicultural Assistance Program and the exhibition is funded under the Centenary of Federation Community Projects Program. "Refined White" will be exhibited at galleries *Along the Sugar Trail* in Queensland and

Northern NSW, commencing in September 2001.

Radio Australia, 10/2/00, via Editor; ASIM Home Page via John Browning

DURUNDUR RAILWAY,

Woodford 610mm gauge
Aust. Narrow Gauge Railway Museum Soc. Inc.

Professor Ross Fitzgerald, Chairman of the Centenary of Federation Queensland Committee, presented the Society with a headboard at their museum site at Woodford on 2 February 2000. The headboard is to be used on the front of 0-6-2T ex-Pleystowe Mill No.5 (Bundaberg Foundry 5/1952) during the filming of a documentary for television, tentatively titled *Bundy's Last Great Adventure!* [see LR 150, p.35]. The Centenary of Federation Queensland Committee is sponsoring the documentary project, which will involve the loco travelling 2000km between Nambour and Mossman in Far North Queensland in July/August and being used on a number of mill tracks en route.

The documentary will portray the Queensland sugar industry, the coastal scenery and the part the provincial cities played in delivering a Queensland YES vote in favour of Federation to override the NO vote of people in Brisbane and Ipswich. During a visit to each mill area local people having knowledge of earlier years in the sugar industry (cane cutters, farmers, mill workers and cane railway drivers) will be interviewed as part of the documentary project.

On 21 January, a crew from The Great South East (Channel 7) filmed the Durundur Railway for a segment on their program, while ABC TV News covered the presentation by Prof. Fitzgerald.

David Mewes, 1/00; John Browning 2/00; *Cairns Post* 5/2/00 via Ian Staples; Brian Webber, 2/00

LOUDON HOUSE MUSEUM, Irvinebank

The Tablelander of 2 November 1999 reported on the delivery to Irvinebank of two former sugar H wagons of the Innisfail Tramway and later (after their sale by QR) owned by Mourilyan Mill. Tony Derksen, director of the Loudon House museum (LR 143, p.22), foreshadowing the centenary of the Stannary Hills and Irvinebank

Tramways, welcomed the return of 2ft gauge rolling stock to Irvinebank. *Sunshine Express*, 1/00, via John Browning

New South Wales

CORRIMAL SHOPPING CENTRE, Wollongong

1435mm gauge
Ex- South Bulli Colliery 0-6-0ST No.4 (Avonside 1574/1909) has been on static display at this shopping centre for some years. The loco was recently moved to the Wollongong City Council depot at North Wollongong for repairs and will be returned to Corrimal later in the year. There was concern about the risk to children playing on the locomotive due to rust and possibly asbestos being exposed.

Chris Stratton (AusRail News Group) 1/00

ILLAWARRA LIGHT RAILWAY MUSEUM, Albion Park

610mm gauge
The museum presently had four serviceable steam locomotives, which take the open days in turn. Baguley-Drewry 0-6-0DM *LEICHHARDT* (ex-CSR) has had worn ring-gear replaced and the engine given a top overhaul and general check-over. It moved under its own power for the first time at Albion Park on 4 January 2000. The 184mm gauge miniature railway commenced public operations at the November 1999 Steaming Day. The line is approximately 400m in length, with a turntable at the inner end switching engines to run around trains. The outer end forms a balloon loop with trail-over points. Present motive power is a 6wPM free-lance loco designed and built by Tony Madden, Brian Holmes and Neville Whitehead. A small steam locomotive is nearing completion. Forward Steaming Days are 9 and 23 April, 14 May and 11 June. Tony Madden, 1/00

MARSDEN STEAM MUSEUM, Goulburn

610mm gauge
Goulburn City Council
The Council has advised that the Plan of Management for the Historic Goulburn Water Works seeks to restore the site to its original condition. This process required the removal of all unrelated items from the site. The sale of light railway equipment reported in LR 151 (p.29) was a call for quotations, and items were

then sold to either the highest bidder or the Museum most appropriate to the item.

The Fowler locomotive (16340 of 1924) was sold to Lawrence Voulter of Geelong and *STELLA* (Krauss 4323 of 1896), together with the Planet 4wDM and non-operating rolling stock went to Warwick Turner at Echuca, Victoria.

The "operating carriages", including the replica Melbourne cable tram trailer (Bright Engineering, 1980s), were purchased by Mulwaree Arts and it is understood these are to be exhibited at Marulan.

The rail, signals and associated items were the subject of a subsequent sale, quotations for which closed on 10 March 2000.

Tim Geyer, Goulburn City Council, via John Browning, 2/00; Leon Ober, 2/00

RICHMOND VALE RAILWAY, Kurri Kurri

1435mm gauge
Richmond Vale Preservation Co-operative Society Ltd
The Santa Special was brought forward to 21 November in 1999. Despite inclement weather, good crowds attended. *Prime Possum* arrived at 11am on the UHG van hauled by Bo-Bo DE No. 34, while 0-4-0ST *MARJORIE* arrived at noon hauling B6 van with Santa on board. There were 22 train departures during the day, two of them to Pelaw Main hauled by No. 34.

Link Line, Jan/Feb 2000

STATE MINE RAILWAY HERITAGE PARK

1435mm gauge
City of Lithgow Mining Museum Inc.
Work is continuing on the re-erection of the poppet head, with completion scheduled for the end of February. The erection of the poppet head will allow implementation of plans to lay 1067mm track near the downcast shaft to allow for the display of rail-mounted underground equipment, including the Glen Davis tram locos, Jeffrey L400 cutter, battery cars, coal skips and transports. The museum has ordered a new light railway motive power unit to assist in interpretation of underground haulage. This is a one-horsepower, chaff and oats unit modeled in fibreglass. The full-size horse model will be utilised to carry the assemblage of horse harness which came from Ayrfield

Heritage & Tourist



Professor Ross Fitzgerald, Chairman of the Centenary of Federation Queensland Committee, and David Mewes, President of ANGRMS, at Woodford on 2 February, 2000 (see news item on page 28, opposite) Photo: Brian Webber



A Cowan Sheldon 30 ton steam crane preserved at Port Kembla with a rake of typical PWD wagons, 1 January 2000. Photo: Brad Peardon

No.3 Colliery in the Hunter Valley. The closure of the Blue Mountains Colliery created some opportunities and challenges for the Museum. Its mining sub-committee worked over the space of a week to recover a historic Lee-Norse scraper-loader from the pit before the tunnel mouth was sealed. The Lee-Norse was originally used at the State Mine. This, and a Samspon cutter, is now on display at the State Mine.

Development of the Centenary of Federation works, including negotiation of a contract for extension of the rail sidings to Eskbank is continuing. An archaeological

investigation of the former Eskbank locomotive depot site commenced on 14 February 2000.

Ray Christison, 2/00

Victoria

KERRISDALE MOUNTAIN RAILWAY

610mm gauge

The heavy general overhaul of Malcolm Moore 4wDM No. 1039 ex-Mourilyan Sugar Mill is nearing completion. The last twelve months have been a constant effort to get No. 1039 back on the rails as soon as possible, every nut, bolt and screw having been undone and a number of major

rebuild items carried out to ensure many years of good service.

The locomotive at present is totally stripped, having undergone a trial fit up and is in the paint shop. Co-ordinating the various colours (black, red, yellow, white and grey) is quite a feat in itself. All the panels, rods, levers, bell cranks, pins, linkages, etc, have been stripped and painted to the last known livery.

Andrew Forbes, 1/00

PUFFING BILLY RAILWAY

762mm gauge

Emerald Tourist Railway Board

Just prior to Christmas, passenger car 2 NBD re-entered service after a long restoration process. Originally built in 1899 as 2NBB for use on the Whitfield line, it is a platform-ended car similar to 5 NBD. The vehicle has not worked in traffic for 50 years, and was rescued by the Puffing Billy Preservation Society in the 1960s, at a time when it was being used as a Way and Works hut by the Victorian Railways. The restoration involved a substantial volunteer effort, and the result looks magnificent.

The Puffing Billy Railway has for many years had a complicated management structure, involving the Emerald Tourist Railway Board and the Puffing Billy Preservation Society, with (at least in theory) the PBPS being in effective control. The PBPS has now appointed a sub-committee to examine this arrangement and to seek ways of simplifying it.

Frank Stamford, 2/00



Ex- South Bulli Colliery 0-6-0ST No.4 (Avonside 1574/1909) on static display at Corrimal, October 1974. Photo: Bruce Belbin

Heritage & Tourist

SOUTHERN HYDRO BOGONG CREEK RACELINE TRAMWAY

914mm gauge

An inspection of the line in July 1999 found it in good condition, with some recent re-sleeping observed. The yellow 'Maximove' locomotive was noted out of use on a siding halfway along the line

with its electrical equipment removed. The maintenance shed near Clover dam has been replaced by a smaller structure erected on the same concrete pad. Inside were a two-ton 4wDM Motor Rail 'Simplex' and the 4wBE 'Jeep' formerly used on the Rubicon hydro-electric scheme tramway. The latter has apparently been re-gauged from 610mm to 914mm, despite being listed on the Victorian Heritage Register. A Ruston 4wDM locomotive was parked outside the shed with the

workmans' car attached. There is no sign of the 'Wickham' railcar formerly noted at this location. Some rationalisation of the sidings at the Clover Dam terminus has been carried out, but otherwise the sidings along the line still seem to be intact. Southern Hydro is to be congratulated on having maintained this tramway in operating condition. It is understood that a local group continues to express interest in taking over the tramway on a shared-use basis as a tourist attraction. Peter Evans, 2/00



BENNETT BROOK RAILWAY: 2-8-2 NG 118 hauls a lengthy mixed train during the Transport Heritage Gala Day, on 11 September 1999. Photo: Michael Watson



2ft gauge Bagnall replica ANNIE (Wato Engineering/1990) in the workshop of former owner Peter Ledgerwood, being prepared for shipment to its new home in Germany, October 1999. Photo: Keith Watson

WALHALLA GOLDFIELDS RAILWAY

762 mm gauge

Walhalla Tourist Railway Committee of Management

Reconstruction of the railway between Happy Creek and Walhalla involves the building of six bridges. Of these, bridge No.4 (numbered from Walhalla) is now complete.

Work on the concrete foundations of bridges 5 and 6 is now underway. Bridge No.6 - the "Boat Belly Bridge" - will be reconstructed to its previous design by the Army, with work commencing in February 2000. Bridges 5 and 6 are scheduled for completion by Easter 2000.

Dogspikes & Diesel, February 2000 via Frank Stamford

South Australia

COBDOGLA STEAM RAILWAY

610mm gauge

Cobdogle Steam Friends Society Inc.

The track is completed to Mudge's Siding and was being ballasted in February 2000. The turntable has been installed except for the outer ring rail. The Bagnall 0-4-0ST+T (B/N 1801 of 1907) had been dismantled for a boiler inspection, which was carried out on 20 February. The group took the opportunity to get the motion hard chromed and the engine and tender repainted.

Denis Wasley, 2/00

Western Australia

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

Privately owned 0-4-2T Bagnall replica ANNIE, which operated on the BBR in recent years, has been sold to Hamburg, Germany, due to lack of interest in Australia. It was shipped from Fremantle on 1 January 2000. Ken Watson, 1/00

BUSSELTON JETTY RAILWAY

1067mm gauge

The jetty at this popular holiday resort has been restored by local enthusiasts and a 1.5 km tourist railway operates along its length [LR 148, p.31]. On the 12 December 1999 a fire destroyed about 70 metres of the jetty near the off-shore end. The cause of the fire is not known but a discarded cigarette butt was suspected. The jetty train was

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used to ferry a water pump to the fire in the evening to supplement a pump being used from a ferry. The damage bill has been put at \$500,000 with four years restoration work without government assistance. Assistance is being sought. It is believed that the jetty train is still operational to a point near the closed off jetty head.
West Australian 13 & 14.12.1999, via David Whiteford.

WA SCHOOL OF MINES, Kalgoorlie

The WA School of Mines in Kalgoorlie has set up a training facility for competitive mining sports in WA. Such sports disappeared in the 1960s, but School of Mines student Richard Price has worked over the past two years to resurrect events and establish the training facility. A photograph in the Kalgoorlie Miner shows Mr Price next to a side-tip hopper and length of tramway which form part of the facility.
Kalgoorlie Miner, 23 Oct 1999, via David Whiteford.

Overseas

BUCKINGHAMSHIRE RAILWAY CENTRE, UK

1435 mm gauge
Readers who have been followed our recent items on Aveling & Porter locomotives [LR 151, p.28] will be interested to note that the BRC operates two of these locomotives. At an Enthusiasts Day on 3 October 1999, the Aveling & Porter locos - 0-4-0WT No. 8800 *SIR VINCENT* and 2-2-0WT No. 9449 *THE BLUE CIRCLE* - operated continuous

shuttle trains on the demonstration line. The 0-4-0WT hauled a 4-wheel open freight wagon and the 2-2-0WT a wooden-bodied vintage coach.

Railway World, 12/99

LEIGHTON BUZZARD RAILWAY, Bedfordshire, UK

610mm gauge
With the many heritage railways in the United Kingdom generally experiencing falling traffic receipts, managers are looking to new features to maintain viability. Judging by 1999 results, the Steam Glow event run by the Leighton Buzzard Railway on 2 October is an innovative activity that attracts visitors. The event provides photographers with the opportunity to try their hand at night photography of various locomotives in different photogenic settings. Visitor numbers for the 1999 event at the LBR Stonehenge Works were up 25% on the previous year. Six steam locomotives and a new diesel were posed under the lights at five locations, there were night train rides to and from the location, and the barbecue was also a popular attraction. *Railway World*, 12/99

KING SOLOMON HOTEL,

Solomon Islands 700mm(?) gauge

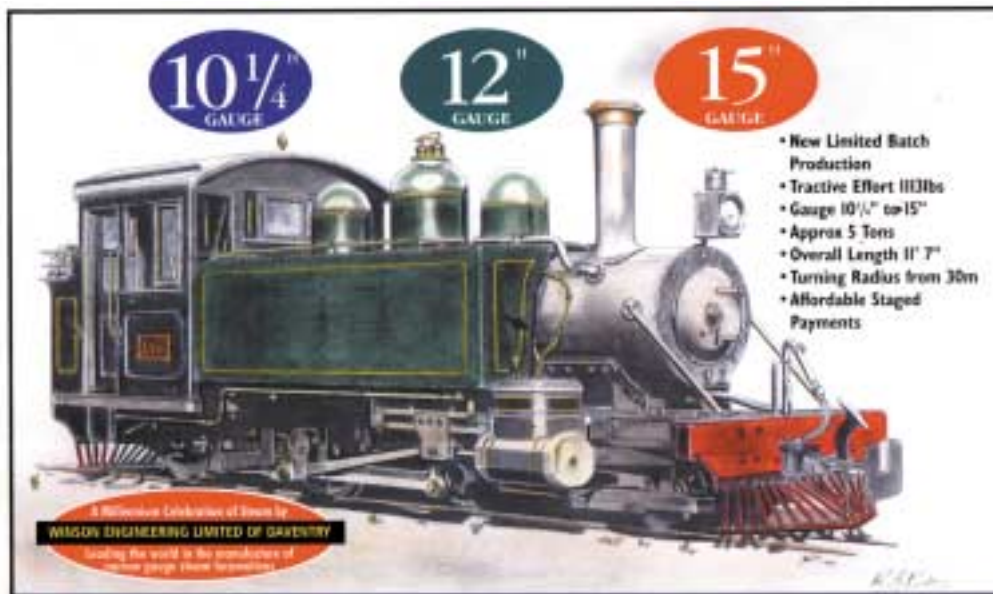
This hotel in Honiara, the capital city of the Solomon Islands, has a funicular railway for guests to access the accommodation wings from the main foyer. The rooms are built on a steep hillside overlooking the narrow coastal plain. The funicular, some 200-250 metres in length has a single car that takes guests from the reception



The funicular railway in action at the King Solomon Hotel, Solomon Islands.
Photo: Bob McKillop

area to rooms running off from four hillside 'stations'. The rails are pre-cast concrete, with steel strips on the outside and vertically along the inside of each rail. Nylon wheels carry the car on the steel strips, with guide-wheels on the inside of the rails. It will be

apparent that your reporter had some difficulty deciding how the gauge might be determined for such an arrangement! The car is driven by the passenger(s). After ensuring the door is properly locked (as in a lift), the car is started by pressing the button for the desired station.
Editor, 2/00



Winson Engineering is offering this large scale model of Lynton & Barnstaple locomotive LYN. The original was built by Baldwin (B/N 15965 of 1898) and its design shows obvious similarities to the VR NA locos, built the same year.

WINSON ENGINEERING LTD, Daventry, UK

This firm, which manufactures new narrow gauge locomotives and rolling stock for commercial railways throughout the world, is advertising a special production steam locomotive for the new Millennium.

The 5-ton locomotive is based on a Baldwin 2-4-2T pattern (similar in appearance to the Puffing Billy NA-class locos), being a half-size version of LYN of the Lynton & Barnstaple Railway. The locomotives have been built as a batch to reduce costs and can be supplied in 10 1/4in, 12in or 15in gauges, with delivery scheduled for late 2000.

Editor, 1/00; David Burke, 2/00



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