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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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Imperial to metric conversions:

1 inch (in)	25.40 millimetres
1 foot (ft)	0.30 metre
1 yard (yd)	0.91 metre
1 chain	20.11 metres
1 mile	1.60 kilometres
1 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
1 super foot (sawn timber)	0.00236 cubic metre

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Editorial

As the end of another year approaches, it is instructive to look back on what has been achieved over the last year. The last six issues of *LR* have included some fascinating articles covering a wide range of light railway topics from all states of Australia (except SA). The articles have included much original material by a combination of established researchers and writers and several new contributors, and there is much more to come.

There have been two significant awards to LRRSA members for their roles in light railway activities – Frank Stamford received an OAM for his services to rail transport history, and Jim Stokes received the JLN Southern Award for his article on the Marrawah Tramway.

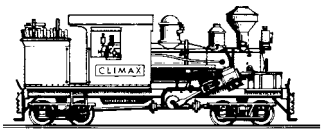
Perhaps the biggest phenomena for the Society has been the success of the Facebook Group *Light Railways of Australia*. In January it had 304 members and by the end of December we expect it could well be over 1200 members from across the globe. The Group regularly post interesting material which often encourages a healthy discussion on the contents of the page. This represents an exciting growth area for the LRRSA – and the Council will work on strategies to take advantage of this situation

The future looks very promising with many more excellent articles ready to go and there are up to five new books in various stages of publication.

I would like to make special thanks to the Editorial team who work so diligently in the background and make it all happen every second month.

Finally, on behalf of the LRRSA Council I would like to wish all members and readers a very Merry Christmas and all the very best for 2019. *Richard Warwick*

Front Cover: *The railcar on Tasmania's 2 ft gauge Ida Bay Railway – No.7 in the railway's motive power fleet – on the occasion of the LRRSA's visit in June 1975. In the back of the vehicle are two past presidents of the LRRSA, Arthur Straffen (left) and Roderick Smith (right). Photo: Geoff Cargeeg collection ref 7604H-13 courtesy GSWRHS*



Light Railway Research Society of Australia Inc. A14384U
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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 forests.

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

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

Krauss 0-4-0, B/N 2437 of 1891, Robin*, returning from unloading fine sand, quarried from the bank of the Murray River, at Torrumbarry Weir and Lock construction site c1922. In the background, beyond the spoil bank, the radial tower, used to place concrete, is visible as is the 'guard truck', at the rear of the train. The occupant would assist with the shunting of trucks and the closing of gates along the way. Photo: State Library of Victoria*

The Torrumbarry Tramway, A Journey, February 1922

by Mike McCarthy

(This story of a fictitious journey over the Torrumbarry Weir tramway was written in 2017. The descriptions of the train, locations and events along the way and the processes at the weir are based on fact or analysis of evidence, although the journey itself is imaginary. Nevertheless, my hope and belief is that a person who undertook such a journey back in 1922 (many did) would say that the description closely matched their experience.)

The 1.40pm mixed from Elmore rattled its way northwards across the plains towards Patho where I was to get off. It had been only a short visit with my parents in Seymour but still a welcome relief from the sweat and dust of Torrumbarry. Driving a three-horse team pulling a monkey-tail scoop at the west end of the weir site was hard work in the summer heat of February 1922. It paid well though, after the strike forced the hand of the Commission, but crikey, the prospect of spending another 12 months living out of a tent did nothing for my enthusiasm.

I had to get off the train at Patho, as a stop at the weir siding was seemingly out of the question for passengers and provided another source of annoyance! If the gravel, stone, timber, iron and cement could all be delivered there why not the workers! We were supposed to walk down the road from Gunbower from where, if we were lucky, we could catch a lift on the little weir train on its next run. It is only a short three mile walk along the track, but, with the heat in the low 90s, it was not a journey to look forward to, especially carrying my packed port as I was. But, the young platform lad back at Elmore had told me that if I got off at Patho and waited for a couple of hours, with a bit of luck, I might catch a lift on the following goods train. It was to drop off a load of gravel for the weir. The regular guard, "Jim", was a reasonable fellow and would sometimes let travellers into his van to save the walk. "Better to ask at Patho though, away from the SM's eyes here!"

Sitting in the tin shed that called itself Patho station, the time went slowly but at least I had some shade. The distant whistle of an approaching train told me my wait was about done. Soon enough the engine came into view and stopped at the platform. The guard jumped off to help with the shunt. I introduced myself and then asked about a ride down the line. He saw that I was wearing my old uniform shirt and asked where I had served. Turns out we had both been on the Western Front but a year apart. He patted my shoulder, pointed to the van and went off to organise the driver. Before long a truck of hay had been shunted into the loop and we were on our way.

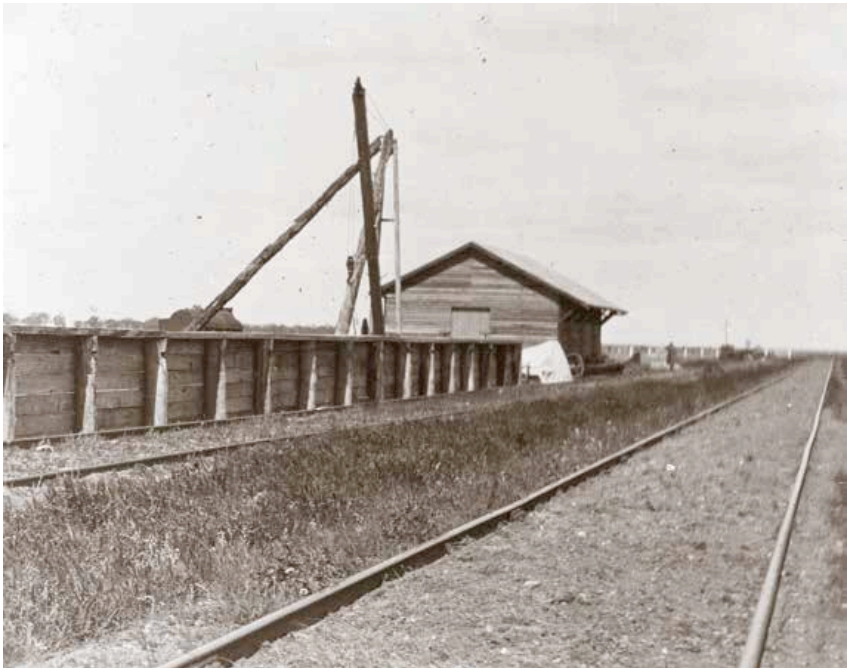
Four trucks of gravel were to be dropped at the weir siding, he told me. It was only 10 minutes up the line, and once there the train stopped on the main line opposite the shed. My newfound chum disappeared to disconnect the van. I took the opportunity to thank him for his kindness before heading across the track to the goods shed to await the arrival of the next tram to the weir. It offered some shade and was a good spot to watch the goings-on about there.

Torrumbarry Weir Siding c1921, prior to the installation of the tramway siding on the north side of the shed. Bags of cement, equipment en-route to the construction site, food and general goods were stored in the shed awaiting transport to the weir. The small structure on the right was used as an amenities facility for the workers at the siding and the train crews in between journeys. The image portrays the barren isolation of the area well.
Photo: State Library of Victoria

The trucks laden with gravel were the last four, apart from the van. It didn't take long to shunt them off, evenly spaced along the siding, opposite the large gravel heap at the north end.

Aside from the mound of the whiteish stone protruding from the top it was easy to pick the gravel trucks. They appeared quite beaten about and the reason was soon apparent. No sooner had the train moved forward than the big steam grab at the siding, a Priestman I'm told, began its job of offloading. The big grab bucket dangling from the jib dropped with a crunch into the load on the first truck and took a bite. With steam hissing from two slanted cylinders and smoke belching from the chimney, the load was lifted and then swung across the top of the barrier that stretched alongside the siding and separated the broad-gauge line from the goings-on at the dump point. With the tram from the weir yet to arrive, the boom was swung across the track to the gravel heap where the jaws were opened, releasing the stone with a noisy clatter and a cloud of dust. It certainly wasn't gentle in the way it worked. I watched as the grab emptied the rest of the truck, which surely took a battering as the unloading neared the bottom. The bucket was thrown into corners to pick up as much as it could before the lads went to work shovelling what was left on top.

Meanwhile, the train had collected its van and, after the steamer up front let off its whistle, had rattled off on its journey to Cohuna.



Torrumbarry Weir Siding c1921. The wooden barrier on the left kept the Carisbrook gravel from fouling the railway siding. A Priestman Grab (out of site to the left) was used to unload gravel from the railway trucks and place it on piles awaiting despatch by tram to the weir site.
Photo: State Library of Victoria

With the weir train not due for an hour or so I had a good chance to wander around. I climbed onto the goods platform and walked to the north end where a good look was possible across the gravel stack in that direction. In the distance, a few empty side-tipping trucks sat stored at the far end of the two-foot line awaiting the call for duty. They were partially hidden from view by the large pile of gravel, which covered the narrow-gauge line in places; the wooden barrier alongside the railway siding prevented such intrusions there. The Priestman grab, with its donkey engine boiler and smoke stack, was working close to where I stood. It ran on its own set of rails that stretched alongside the weir line until they disappeared under the gravel pile. It could drive itself along to reach trucks on the broad-gauge and the full length of the pile.

Up close to me was the derrick crane. It belonged to the State Rivers and Water Supply Commission, it was said, but was identical to those found at many country stations. It occurred to me that whoever positioned the crane had really thought about it. The jib could stretch across trucks in the siding but also swing to place cement, materials and equipment on the platform, right where I stood. All the cement for the lock has been delivered here. It would have been hard work for the lads at the siding; lifting and trolleying those heavy bags into the shed. Mr Burrt, a local farmer in earlier times, is in charge. He sure has his work cut out for him, I reckon.

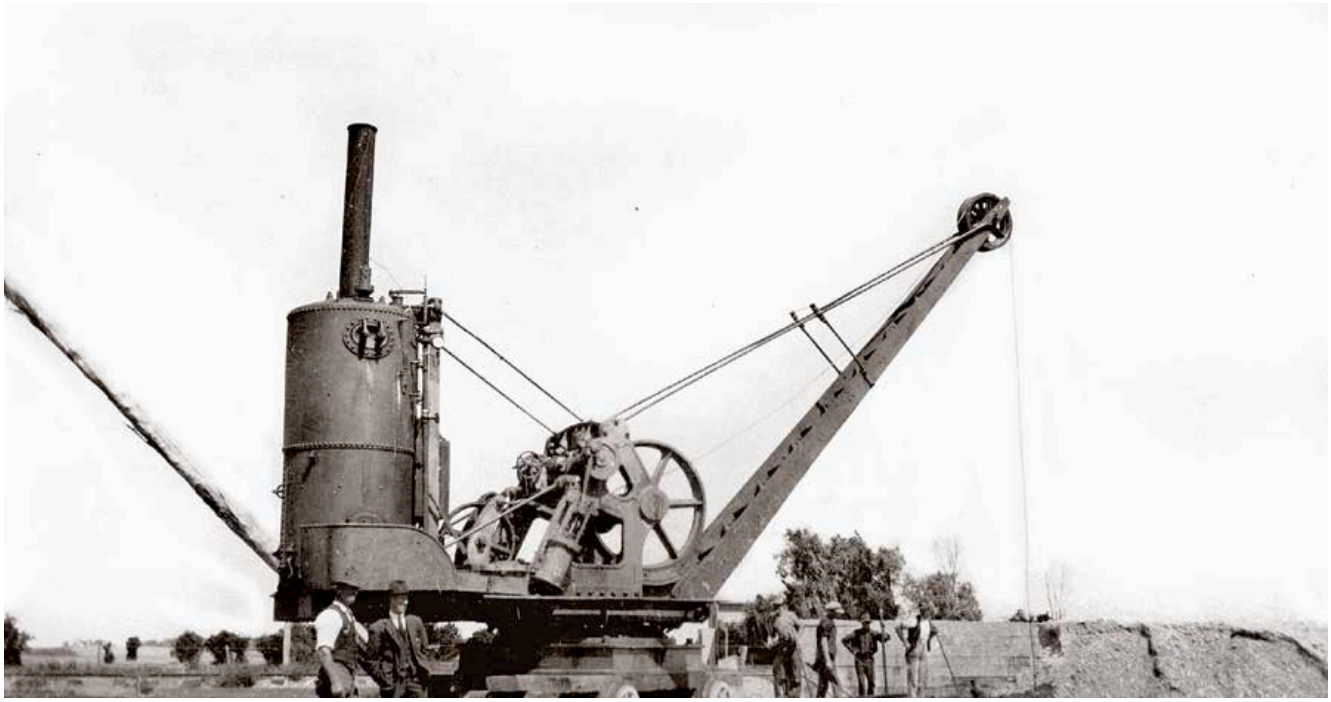
One of the three doors facing the platform was open, so, with Mr Burrt out keeping an eye on the unloading, and me, a bit of a stickybeak, wondering what was in there, I was soon inside. It was quite dark with no lighting whatsoever, other than what came in the door. Half hidden in the gloom at the north end were bags of cement while, opposite, sat boxes, hessian bags of vegetables, numerous barrels and bags of flour ready for movement to the weir. In the dark far corner to my right there appeared to be equipment of some sort.

I was about to move across to check out the gear when a distant high-pitched toot sounded above the racket going on outside. The weir train was early and not far away! Why the whistle? Perhaps it was a 'roo on the line or an errant steer. I walked back through the shed door and made my way to the end of the platform to watch it come in.

Looking to the south-east down the track I was struck by the stark landscape before me. There was not a single tree visible within miles of where I stood. A stack of hay in the paddock to my right was the only object rising into view. It offered the meekest of relief to the vast sweep of dry farm land. But there, in the distance, was a plume of smoke. The train was coming, and I wondered whether it would be little *Robin* or the larger *Julia*. Probably the latter as she was most commonly used on this run.

I jumped off the platform and wandered through the southern section of the yard. The loop that allowed the engine to move to the opposite end of its rake was found here. Stacks of timber, graded by size, sat alongside the siding, and further back, near the fence were neat piles of rail and other track materials. It seemed to me that, with the weir now well advanced, the likelihood of any expansion to the tramways was now remote. In any case, there was a local store of rail and related materials kept there so the grass growing through the items at the siding would surely grow longer.

Standing at the far end of the loop I could just make out the loco coming along the roadside in the distance. A rising smoke plume became more distinct as it got closer. With empty trucks as a load it was making good pace over the level, featureless countryside. A few minutes later it crossed the dusty rutted main road and I could see the trucks snaking along behind. Soon it was at McDonald Road and passing through the gateway, into the siding grounds. Sure enough, it was *Julia* up front running backwards as she always did on the run to the siding, and sporting her much faded blue coat and a makeshift wire spark-arrestor atop her funnel. She was a strange looking machine with a low-slung boiler and no water tanks. Behind her was the water tender that was her constant companion, followed by a flat top truck, and then the tipplers, about 30 in number. Finally, a flat truck with the gateman sitting upon it, brought up the rear.



The Priestman Grab at Torrumbarry Siding 1922. Unfortunately, the photographer's aim was not what it could have been! The grab was self-propelled and travelled on its own rails. The pile of Carisbrook gravel is visible at the right, as is the protective wall beside the railway siding.
Photo: State Library of Victoria

Black Hawthorn 0-4-2, B/N 1134 of 1897, Julia*, is approaching Torrumbarry Weir Siding with a healthy load of passengers. The two rearmost bogie trucks were constructed upon tippler frames and were used for firewood transport and for the carriage of large items of equipment to and from the weir. Clearly, they also provided passenger accommodation when needed! The front two trucks featured larger diameter wheels and were used for general goods and as water tenders, as is evident in this image. Photo: Cohuna and District Historical Society*

I gave George Mitchell, the driver, a wave as he passed me. I didn't know him well but had met him once at the weir post office. He lived over in the quarters, so he didn't use our mess. Nevertheless, he seemed a likeable sort of chap.

George pulled his load of noisy tipplers clear of the points near me and then with a hand signal from the fellow on the rear truck, stopped to uncouple. With the tender still attached he ran the loco through the points and then back along the loop. Before long *Julia* was at the rear of the train ready to push.

There was no need to couple up. With a concertinaed crash, the loco was soon nudging the rake past the front of the goods shed and down to the gravel heap where the grab was to do the loading. Having left the trucks to be filled by the yard crew, George brought the loco, tender and the gateman's truck back to the loop so he could run around a couple of times to place the tender where it was needed, behind the engine. At the end of the moves the engine and tender were sitting on the mainline while the gateman's flat truck was parked alone on the siding.

The loading was to take about an hour. I caught George on his way to the workmen's barracks, where he planned to enjoy a "cuppa" with his companion, and sought his agreement for me to travel back with him. He told me that he was to take a load of supplies for the camp on the flat truck and I was welcome to find a seat there or on the last truck with "Bill". I had hoped to travel in the locomotive, but it seemed that was not to be, but at least the name of my fellow traveller was now known to me.

There wasn't a lot to do during the wait for the journey to start. I wandered about the siding and noted the tramway ganger's residence and the small barracks where George Mitchell and his assistant, Bill had gone for their break. It was damned hot in the sun, so I found a perch on a crate in the shade of the goods shed canopy where I could wait out the time.

The hour passed slowly. Despite the shade the air was still and hot. The endless bare plains that stretched out in front of where I sat seemed to make it worse. The racket and dust from the working grab crane didn't help either. Mr Mitchell appeared a couple of times to throw a log or two into the engine firebox and top up the boiler water.

Around 5 o'clock George appeared at the south end of the shed to announce all was ready to depart. The cargo for the flat truck needed to be loaded but he had to pull the rake forward to do it. In Bill's absence, he asked me to give a wave when the truck reached the open door.

Quickly aboard the platform at the rear of *Julia*, George pulled a lever or two and gave a short tug of the whistle as the engine with its tender started moving carefully past the shed where I stood and then back to where the now loaded rake sat, just past the crane. A slight shudder along the trucks told me the driver had pushed up against the leading load. Bill had appeared by now and he strode to the rear of the engine, to set the coupling pin and, with a final check down the rake to see if anything had come off, he was soon pointing at George to pull forward. Another short toot and *Julia* moved carefully to take up the slack and then increased pace a little to move forward along the line towards me. With a series of short chuffs, the engine went past, and I prepared to perform my assigned task. In due time, the flat truck came to me. It was a yard away when I raised my arm and the train came to a halt. Perfect! The truck, seemingly a standard tipper frame fitted with a wooden floor and ends, was opposite the door, right where it was supposed to be.

A local lad had come up to help Bill with the loading. After introducing myself to both, I pitched in and about 10 minutes later all was ready. There was a spot for myself on a crate and another on the floor for my bag. George came along, after fiddling with the engine a bit, checked our efforts and,

satisfied that all was well, announced that as soon as we had collected Bill's truck we were off!

A few minutes later *Julia* gave a short blast of her whistle and with a series of jolts, the last of which just about removed me from my seat, we moved down to the south end of the yard to collect Bill's truck. Another pull of the whistle wire and we were on our way.

We are on our way!

With smoke from the engine drifting about we rumbled through the points and left the yard to cross McDonalds Road. The pace was slow but with the movement of the trucks it was easy to see why. Each shake saw some of that gravel from Carisbrook spill onto the trackside as the motion levelled the loads.

I must say that it was a very shaky start to the trip indeed! The trucks were not made for human comfort, with no springing whatsoever to iron out the bumps. I began to dread what lay ahead! Nevertheless, we made good progress at around ten miles per hour along the north side of the Echuca Road, having veered across it not far from the siding. With something of a rhythm to the wheels hitting the joints I soon found some comfort on my wooden box, although I must confess to standing now and then to relieve the pain to my nether-region! My rear-end wasn't my only concern. The makeshift arrestor on the engine stopped the sparks but the smoke often drifted over me and watered my eyes when the westerly breeze, that had sprung up as we left the siding, abated.

I was still struck by the expanse of the landscape around me. To the south, I could barely see a single tree. There was a fence alongside the track and occasionally others running off, and in the distance, a homestead. Some sheep collected in a paddock near a tank but there was nothing else of note. On the other side, there was more to spy. A couple of farm houses and a line of trees marked where Gunbower Creek lay, not far away.

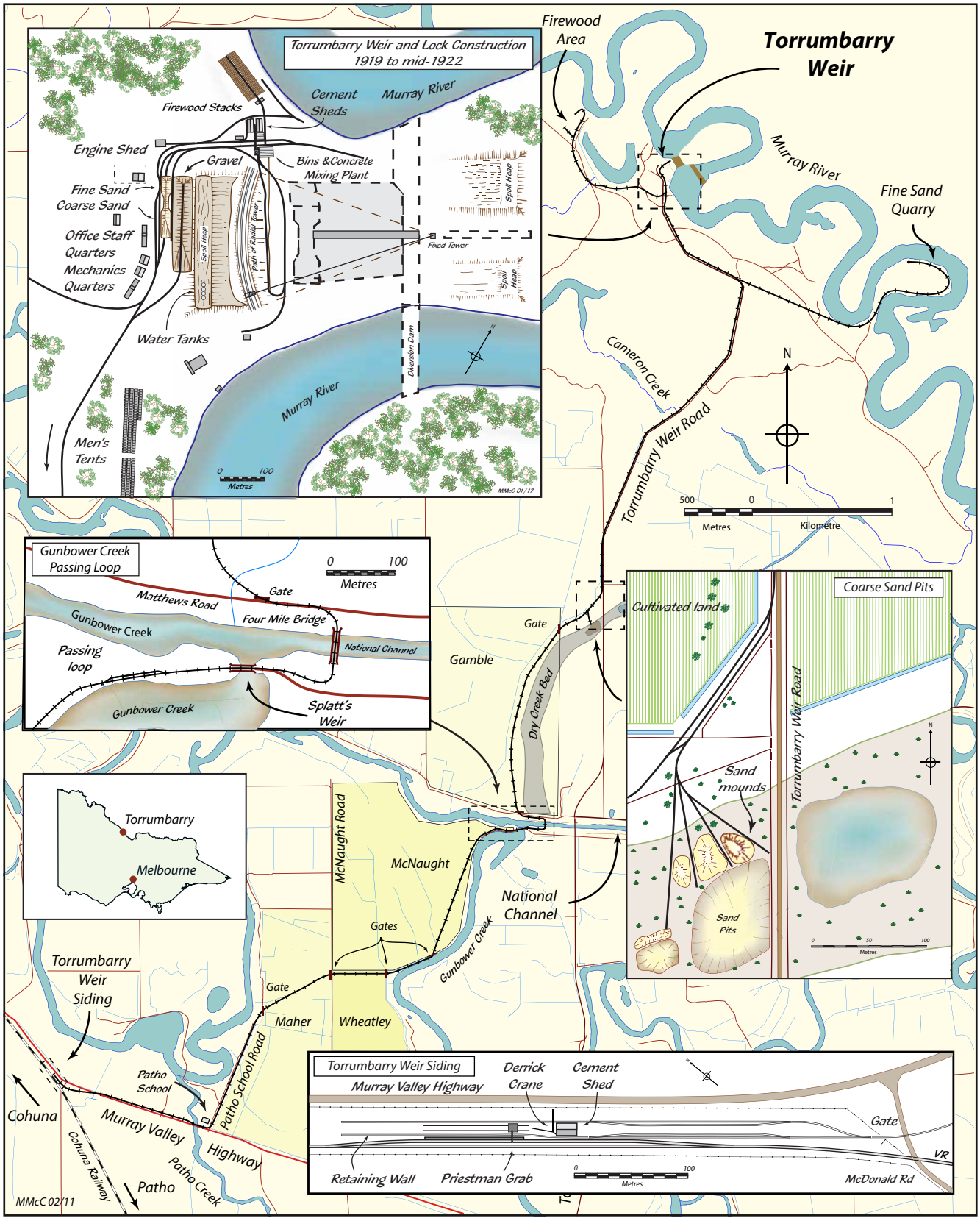
A few minutes along the journey our train veered slightly to the right onto the road bridge over the deep dry gutter that passed as Patho Creek. We crossed at a steady pace with the rattling of the trucks magnified by the gap below and then, a short distance later, slowed to enter the curve that took us onto the side of Patho School Road. With a slight lean inward, the trucks ahead negotiated their way through the bend. George gave a toot of *Julia's* whistle to warn off a dog that had ventured a bit close and then, once my conveyance had cleared the curve, opened the throttle a bit to resume our former pace.

We followed Maher's fence-line on our journey to the north. Some children from Patho school lined the fence opposite to wave as we passed. Why they were still there escaped me. School for the day had finished hours ago! The School, the church next door and the rail siding, out of sight three miles to the south, were all there was to little Patho.

A good thing about the turn to the north was that the breeze, which had risen a bit, took the engine smoke off to the right, away from my eyes and, with welcome relief, removed some of the sun's heat. The easement is a narrow one so we travelled close to both road and fence, which was fine for the sparse traffic in these parts provided it wasn't horse drawn. From my experience horses and steam engines do not generally do well together.

A short while later I sensed a slowing of pace to the point where we came to a halt, just before the road ended at Maher's gate. The tram track here veered off to the right into Maher's paddock and crossed it at a diagonal, but first the fence rails needed sliding aside. I watched as George climbed down from the engine to undertake the task. A minute later he was back aboard and we were moving again, but much slower, as I could see the driver looking back in our direction. Of course! He was waiting for Bill, seated comfortably on the truck behind me, to indicate when we had cleared the gate. An outstretched arm from the lad as he leapt from the still moving truck brought our train to a stop. The fence rails were soon back in place, Bill back aboard, and we were off again.

Probably taken on the access road to the weir (now Torrumbarry Weir Road) in 1920, not long after the tramway was completed and before gravel traffic commenced. The absence of any packing of the embankment made for a rough trip due to the uneven track. Photo: State Library of Victoria



No fence accompanied us on our journey across Maher's land but his sheep kept well clear and took little heed of us as we chuffed and rattled by. Arriving at the far boundary we stopped again to clear our way through. It was a gate this time. Why a gate here and rails back there? Underway again, I watched as Bill secured the opening behind us. Mr Mitchell took our train across McNaught Road and into another at the top end of what I understood to be Wheatley's property.

There was no formed road across the top of Wheatley's, just an easement. Nevertheless, we hugged the left side fence-line as we jolted our way through, a sprinkling of gravel from the levelling trucks adding to the soil that formed our ballast.

At Gunbower Creek

Soon I could see *Julia* ahead, curving off to the left to follow the old course of Gunbower Creek. The countryside took a dramatic change here as the sparsely treed, dry plain gave way to river red gums that followed the course of the creek on our right.

The mainstream has been diverted into the National Channel hereabouts but some water, mostly still and covered with a crimson bloom, still comes in for stock and wildlife. Our path through the creek-side forest is marked by the odd fallen tree or two, removed to make way. The ground all about is strewn with the detritus of fallen branches and that dry saltbush that seems to survive so well in such harsh conditions.

A quarter mile on we came to a stop and our driver leapt from his cab to deal with yet another gate. It took only moment or so and we are on our way again through a turn to the north into McNaught's land. Bill gave the usual signal as we cleared the gate, bringing proceedings to a halt once again as order was restored to the passageway. The route is shorter this way than if the line had continued alongside the creek but not by much! I wondered if the desire to avoid the red-gum and grey-box was the reason for the dart across privately owned land, away from the thickets that lined the creek.

After a few minutes we rumbled across a low bridge, not much more than a culvert really, and a short time later were confronted with yet another stop and gate at the far end of the paddock. However, with a well-practised crew on hand we were soon lurching our way through a curve to the east that brought us back alongside the creek. We were on the neck of what was, in times gone by, a sharp loop in Gunbower Creek and the bird life through there was prolific. Egrets, white ibis, cormorants as well as the common white and sulphur crested cockatoos, and the ever-present galahs seemed to be everywhere. The noisy passage of our tram seems amplified through the redgum forest, setting wildlife to flight in all directions, and not only in the air. A red bellied blacksnake slithered its way over the bank near the old creek and reminded us that not all in this part of the world is harmless.

A change in truck noise drew my attention from the movements of nature to the trackside as we clattered through a set of points. Ah yes, the passing point! This was where in the early days of construction both *Julia* and its little sister, *Robin*, were engaged in bringing materials to the worksite. I wasn't around at the time, but I'm told it was here where trams coming from the weir would meet those coming from the siding, allowing each to pass on their journey. With *Julia* now coping well with the traffic from the railway and *Robin* busy around the weir and pits, the siding hasn't seen use for some time. But, with concreting at the weir and lock to be ramped up shortly the increase in traffic might see the loop back in regular action again.

The tree growth here is dense and offers welcome shade during the heat of the late afternoon. Up ahead, the loco, with George Mitchell keeping a sharp look out, had begun to cross the rickety bridge that spans Splatt's Weir. The weir blocks the cut-off section of Gunbower Creek that we have been following and on our left the Creek, more of a river really, sits deep and dark where it meets the National Channel.

The track past the weir meanders a little, into and out of a dip, where it crosses over the water. Our train slowed to travel through safely and once we had made the small climb up the opposite bank, the Four Mile Bridge over the channel came into view, not 100 yards away.

Taking a sweeping curve to the right and then the left I watched as the engine and trucks leant into the curves and climbed the low embankment leading to the bridge. It is a narrow wooden structure that allows only a single vehicle to cross at a time. The channel stretched out in a straight line into the distance on our right and may have helped the movement of water but was no paradise. Its bare brown banks remain as barren of vegetation as the day they were formed many years ago. Our pace remained slow through here, perhaps only 5 mph, and then the same into the curve and grade on the opposite bank. In most ways, the track mirrored that on the south side as the engine turned through the canted curves to briefly travel west along Matthews Road.

Our truck hadn't cleared the northern bridge approach when, with a jolting bang that came close to bringing me to grief, we came to a halt as our unbraked wagon rolled forward on the shallow grade to collide sharply with the rear-most gravel truck. Perched, as I was, on top of the rise slightly above the rest of the train I could easily see along the top of the tippers. Up ahead, Mr Mitchell was off his engine once again, strolling purposely toward yet another gate. Seizing the opportunity Bill declared from the truck behind, "let's go for a wander. My legs could do with a bit of a stretch". I needed no convincing but with the jarring ride and an uncomfortable seat it wasn't really my legs that were suffering at this point. We had barely strolled 20 yards before a toot of the whistle announced that the train was on the move again.

The trucks rolled past us at a slow steady pace and by the time we had got to the gate, this time for Gamble's land, our little flat trucks had gone through and were stopped waiting for us beyond the opening. I pulled the gate around and Bill fastened it before we made our way forward to our wagons, pleased to have given our bodies a brief rest from the ride.

A horse-drawn wagon heading south alongside the tramway. Interestingly, many of the trees captured in these images were still there, some as dead trunks, in 2016. The scattering of gravel along the tramway suggests a date c1922.
Photo: Cohuna and District Historical Society

A wave from Bill followed by another shrill blow of the whistle, sounding very toy-like to me, saw us off and, crikey, had the country changed yet again! Gone were the shady trees and quiet waters along Gunbower Creek. In their place was country treeless and dry. What a contrast! We took a great curve through Gambles land, beside a parched ancient course of Gunbower Creek. The dusty former creek bed on our right showed little sign of being capable of growing anything other than patches of saltbush. Gamble must be delighted with the rent he is collecting as the land occupied by the tramway seems useless for anything else.

The coarse sand pit

We had curved through Gamble's land for a mile or so when the sight of dust in the air ahead told me we were approaching the sand pit, a busy and important place in connection with the weir and lock works. A loop siding served the pit and soon, with a loud clattering that passed down the line of trucks, we entered the through line. George had dropped the pace as we approached, which meant we crawled past the line of tipper trucks loaded with coarse sand that sat awaiting collection by the other locomotive later in the day or on the morrow.

Through the dust, off to my right, a monkey scoop hauled by a three-horse team made its way from a pit to the top of a gravelly-sand pile to dump its load, while a team of suffering souls below was busy shovelling the grit into tramway trucks. A fan of tracks extended to the pit from the south end of the loop siding, and on the furthest line to my right a loaded truck was being pushed towards us by two hard working lads. The task that awaited me at the weir now didn't seem so harsh! It was a desolate place without much in the way of trees or any other cover to offer relief from the sun. I was pleased to see that a square water tank perched on a small tram truck, like those upon which we sat, was at the rear of the rake in the siding. It was clearly there for the men and horses as there didn't appear to be any local source of water despite the pit being positioned in the old creek bed. A bearded individual taking water in a tin cup gave George a wave as the engine passed. He was answered with a greeting which brought laughter leaving the thought that the two were cobbers but the noise of the trucks prevented me from hearing what was said.

We had no cause to stop at the pit so our train, with our little truck at the rear, rumbled through and then turned to the north to follow the left side of the road there. This was the track that gave access to the weir and traffic could be busy at times. Not this day though, with only a single-horse sulky carrying a mother and child visible in the distance ahead. The countryside here certainly appeared more productive than that on Gamble's land but perhaps that was due to the water that was available from a small channel that we crossed. It came from Gunbower Creek, out of sight to the east. Its significance was not lost on me. Once the weir is completed and year-round water is assured there might be more farms like this throughout this area.

We followed the road for only a couple of minutes before the loco and rake ahead turned to the right to follow the new-formed laneway that leads to the weir. The open countryside, dotted with small pockets of black box, through which we pass, is used for grazing but little else. A handful of kangaroo, escaping the sun's heat in the shade of a tree in the middle distance, show their presence by raising their heads to watch us pass but make no attempt to flee. Without doubt, by now, the passage of a noisy steam engine gives them little cause for alarm.

The only substantial structure constructed to accommodate the tramway was found around two kilometres from the construction site. The bridge over Cameron Creek was built to also provide long term road access to the site. The flood prone country close to the weir site made necessary the use of a long embankment to carry the tramway and road until the protection levee was reached about a kilometre north of this location. The rough-hewn sleepers and light rail were typical of most weir construction tramways. The absence of spilt gravel suggests a date around early 1920, soon after construction of the tramway was completed. Photo: State Library of Victoria

Rollicking along the causeway

Our *Julia*, with her steady chuff surprisingly loud across the quiet of the plain, makes another turn to the right and soon we snake around behind her to find yet another change in country. Pasture has given way quite suddenly to a black box forest and the reason soon becomes clear. The rails, still following the left side of the narrow track, now sit on an earthen causeway, several feet above the surrounding country. Depressions, covered with reeds dotted about the bush, tell me we are crossing flood land and are now not far from the Murray. The black box thrives in such country as do kangaroo, which seem quite prolific with plenty of water and feed to be found amongst the trees. However, as interesting as the land about here seems, my appreciation of it is distracted by a need to hang on tight as the sideways motion of our truck threatens to throw me off! I suspect our embankment was built using spoil from the weir but the mound wasn't rolled before rails were laid. The trucks ahead of me sway side-to-side, alarmingly at times, as they make their way forward and I sense that the driver has dropped our speed a little. A good thing too as, from our vantage, little blue *Julia* is also struggling to stay upright as we make our way along.

Soon we are clattering across a substantial wooden bridge constructed wide enough for both road and tramway. With increasing frequency, river red gum can be seen amongst the black box, adding more variety to the forest that now stretches away from us in all directions. Surprise awaits on the other side where a four-wheeled carriage stands, with the driver

holding his two horses at bay as we approach. His passenger, busy erecting a camera and tripod, stands 20 yards beyond and waves as we pass. We return his greeting but are disappointed that he shows no interest in recording us, or our train, on his plate. From where he stands it seems that the bridge, with its overarching trees and waterway below, is to be his subject.

Our rocky ride continued through the forest as we made our way through successive turns to the left. Soon, an earthen berm, maybe three to four feet tall, came into view, and evoked very raw recent memories of bad times on the Western Front. This one, however, has nothing to do with battle for it stretches out of sight through the forest on both sides of the tramway. It was, nevertheless, about defence, but in this instance, from water and not from bullet or shell. The whole of the worksite is ringed by this structure out of fear that rising waters in Winter or Spring could bring flood and a halt to work. It has already proven its worth, as when the Murray broke its banks last August, a disaster would have ensued had the levee not been there. Instead, it may have been a bit damp, but all proceeded unaffected by flood.

Just past the levee, our train descended slightly to normal ground level, as we were now within the protective ring, and up ahead our trusty engine was already leaning into a sharp curve to the left.

As Bill and I came up to the bend we were greeted with a loud clattering as we passed over the points leading to the river sand line. To the right, this busy branch disappeared amongst the trees on its journey to the river bend, about a mile and a half away. The sand is of a finer grade to that mined on Gamble's land and is collected in much greater quantities.

We were now on a westerly heading, making a more-or-less direct approach to the work site. After nearly an hour of travel it was late in the afternoon and, alongside the tramway, a small group of tired looking men, none of whom I knew, ambled along taking scant notice of our approach. They had come up from the river bank pits after finishing work for the day and were no doubt looking forward to a cool shower and a rest back at the camp.

Arrival at the weir

The going was quite steady through here, near the end of our journey, and ahead on the right the first of the workers' tents came into view. This is where I live, but my canvas was out of sight over near the river bank. The tents are arranged in neat rows and come fitted with a fly cover to keep some of the heat out; not too much effect I must say. Most have a small tin fireplace with chimney at one end to take away the chill of winter nights. A canvas bunk is comfortable enough and a small table and a chair give me some amenity. After what most of us endured for shelter over the war years this is nothing short of luxury!

We rattled on past the mess tents near our huts. The food there can be plain and dull at times but there is plenty of it so most are content with that.

Entering the work site proper, the dust in the air was quite noticeable. I guess the heat, the north-westerly breeze and work about the site, account for it and, for certain, I have seen it much worse. The siding to the gravel heap took off to our right. George, with *Julia*, would be back later to dump remaining gravel at the end of that line but for now the load must be taken around to the bins, so onwards we went.

Another branch tramline curved onto our track from the west as we proceeded forward. Firewood comes in along that line and, given the number of boilers dotted about, the quantities needed are very large indeed. Little *Robin* does that work along with most of the other short runs about the site.

We passed the mechanics quarters and then, as we slowed to stop, those of the office staff. Some at the camp think it unfair that those "on the other side of the tracks" fare better than we for quarters but I, for one, am content with what I have. The chaps about me are good company and, in any case, I'm used to the officers getting the better of the accommodation.

The sand and gravel dump site at the weir c1922. From the left can be seen the barracks, offices and houses for senior officials. The store yard for rail and construction timber was served by a siding, marked here by the small open wagon stored there. To its right is the main access tramway which travelled around to the hoppers, firewood mill and cement stores. Further to the right are the sidings serving the fine and coarse sand heaps and, evident by its lighter colouring, the Carisbrook gravel heap. The locomotive shed is visible at upper right. Photo: State Library of Victoria

There is a siding here and Bill told me, over the clattering of our wheels, that this is where our little truck was to be shunted off. As I jumped I thanked him for the ride and his company and wandered towards the front to thank George as well. Half way there, I heard *Julia's* high-pitched whistle and the train started creeping back. Looking around I could see the last couple of trucks, including mine, pushing back into the siding with Bill walking alongside. The train stopped, and he uncoupled our little conveyances. Realising that the rake was about to move around to the bins for unloading I ran ahead to meet the locomotive. I needn't have hurried as George was busy speaking to Mr Gregory, one of the supervisors.

The conversation was short and the driver gestured his acknowledgement and understanding to the boss as I walked up. He asked, "how was the trip?", I replied "It was fine, but I won't be sitting for a week!" I declared. He laughed knowingly as I thanked him for his kindness and bade him goodbye.

But I wasn't done with little *Julia* and her rake of Carisbrook gravel just yet. I had long wondered how the unloading was done. My own job takes me nowhere near the bins, so I had never actually observed it. I had a bit of time before the mess opened, "why not go have a look", I declared to myself.

Unloading and shunting

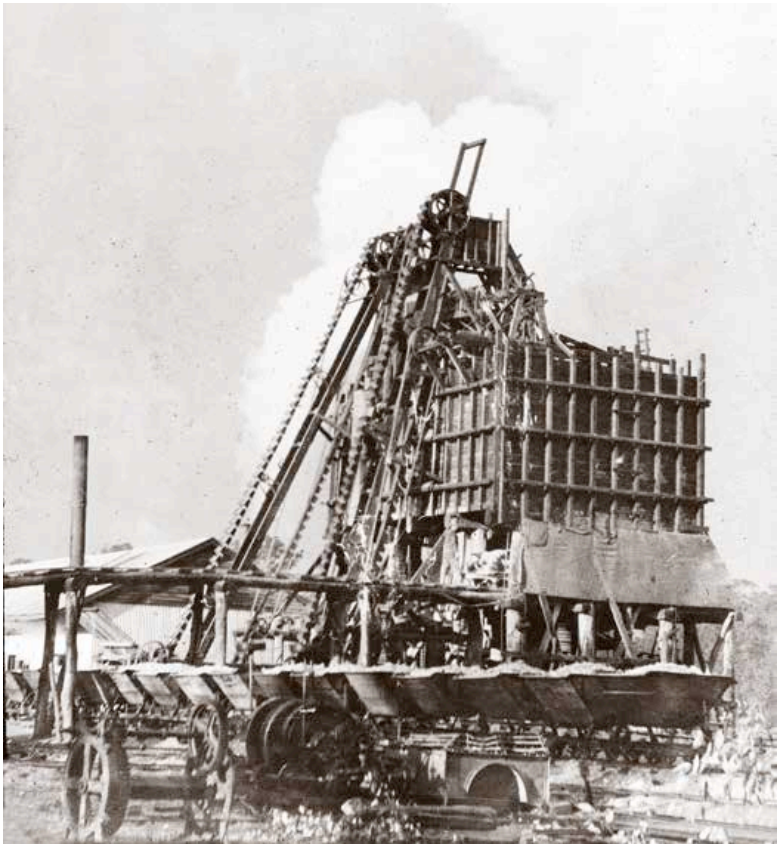
Looking to the right I could see the perfect spot to see all. The spoil heap is quite high through here and the end offers a panoramic view of the unloading operations. I clambered to the top and found myself a comfortable roost to watch it all.

By the time I had settled down, little *Julia* was moving ahead again at the front of the long line of trucks, leaving the flat trucks abandoned in the siding. Some men had arrived and were unloading the items from the truck upon which I had travelled. Pulling round the bend, over near the engine shed, Julia made her way slowly towards the bins. A couple of dusty looking lads waited there for her arrival. I thought "this is going to be interesting and what a great spot to watch!"

There appeared to be a pit alongside the tramway right next to the high storage bins and, having passed under a trestle, George pulled the train to a stop after the first truck sat adjacent to the pit. Immediately the two chaps got to work pulling the locking pins free at each end before giving the top of the truck a shove that sent the hopper tipping over towards the pit. There was a loud clatter as the gravel disappeared below ground into the iron-sheathed hole. Almost immediately, the conveyor, that slopes into the same pit, started moving, no doubt through the action of an operator hidden in the shadows of the aggregate bin's wooden framework. The small buckets that travel upwards appeared loaded with the rock from Carisbrook. It was carried high above the trucks and then dumped into a chute that fed a rotating, sloping tubular screen which separated the larger from smaller stone and placed all in its correct storage bin.

Alongside the conveyor, at the top, several other pulleys, wheels and belts brought power from the wood and corrugated iron engine house next door. From there I could hear the throbbing of the big engine, and white steam puffed rhythmically from one of the chimneys, whilst blue wood smoke rose out of another. It all seemed so complex but worked so well.

Whilst all this was going on, George had moved *Julia* forward of the trucks and then around on the loop, so she now sat at the rear of the rake ready to push. By the time he got there the first truck had emptied, the hopper had returned to the upright and the locking pins had been reinserted. A wave was given by the man by the pit and, following an acknowledging



The sand and gravel hopper at the weir and lock site c1922. Originally there was a single conveyor to carry material to the rotary screen. As work intensified a second conveyor and dump point were introduced. *Photo: State Library of Victoria*

toot of *Julia's* whistle, the rake was soon inching forward again until another signal brought the train to a stop with a short jolt once more. The hopper was tipped like the one before.

In all, 14 of our 30 trucks passed through this process. After each truck was unloaded the locomotive pushed forward the next and this was repeated until another lad, standing at the top of the bins, signalled that the bin for the larger gravel was full.

What followed had me pretty puzzled! Working like clockwork with George in charge of the engine and Bill on the ground, and occasionally riding in the cab, *Julia* was put through a series of movements that saw the engine pull the remaining fulls, and the empties, away from the bins, around the engine shed corner and past the front of the manager's quarters once more. With the action shifting away to my left I moved from the end of the spoil heap and along the top to get a better view. George saw me moving and gave a wave.

A brief stop was made just short of the loop siding, where my little truck sat, to disconnect the empty tipplers at the rear of the rake and then, after another short blow of the whistle, the full trucks were pulled forward until they were almost out of sight around the bend. Another blast of *Julia's* whistle and the train started to reverse onto the gravel siding. I was standing up near the water tanks that supplied the camp at this point so had a good view of proceedings as the trucks came closer.

A small group of men, including those from the bins, was waiting on the heap to unload the tipplers. The track is rough through here and I saw much worrisome sideways sway amongst the trucks as they moved along. George, however, seem quite relaxed about all this wayward movement as he coaxed *Julia* carefully backwards, pushing the trucks further back and higher onto the heap.

Another passenger train, this time hauled by Krauss, Robin*, about to depart the weir site. The presence of a water tender behind* Robin *suggests that the railway siding was the destination. The Krauss was mostly used on short haul runs and did not usually make use of a tender.*
Photo: Cohuna and District Historical Society

Finally, he came to a halt, probably on a signal from one of the men, and soon the team was busy removing locking pins and tipping the gravel to the sides. It took only ten minutes or so and all was ready to move. George carefully moved the rake forward, off the heap. It seemed a much noisier group of trucks now that they were all empty!

From here matters moved quite quickly. The train moved back to the main line and was soon rejoined with the waiting trucks positioned there. After a couple of deft movements, aided by Bill running back and forth working point levers, the rake was positioned in the loop with the flat trucks at the rear and Julia's tender behind her where it belonged. All was ready for tomorrow morning's journey to collect more gravel.

However, a surprise awaited! A distant rumbling and chuffing told me that *Julia's* stablemate, *Robin*, was coming towards us on the main line. Sure enough, in no time at all, she appeared with her much-faded red livery evident and Harry Hinchliffe, from Gunbower, in charge. A line of trucks loaded to their brims with fine sand from the river bank pits tagged along behind her. The two drivers exchanged a greeting as *Robin* and her train passed and rounded the bend to offload at the bins. Once *Robin* and entourage had passed, George, having disconnected *Julia* from the rake and moved forward onto the main tramway once more, followed Harry's tram towards the engine shed down at the corner. He gave Bill and I a wave as he passed each of us.

It had been a tiring but most interesting day and soon I was in my tent sorting out my gear. I slept well that night but not until I had enjoyed a good plate of the cook's stew and a catch up with my cobbers. The stew might be the same each week but after a day like that I was certainly looking forward to it!

The officers' barracks at the weir site c1922. In the middle ground the main tramline to the hoppers, stores and workshops is visible while in the foreground the siding that served the sand heaps can be seen.
Photo: State Library of Victoria

The Perry is ready to depart the Train Shed for the day's run. Notice construction of the carriage – an excellent copy of the carriages at Disneyland except for being 2 feet gauge instead of 3 feet. *Photo: Teddy Hancox*

END OF AN ERA
A Driver's Perspective

by Teddy Hancox

In Queensland when the expression "steam engine" is mentioned, people immediately think of the "old days", of QR's heritage fleet, or engines at Rosewood Railway, QPSR (Queensland Pioneer Steam Railway – an enthusiast-operated heritage railway in Ipswich), Mary Valley, and Southern Downs Steam. Not too many think of the dinky engines in daily operation at Dreamworld amusement park at Coomera on the Gold Coast. But rain or shine, every day for more than 30 years, two steam locomotives continued to provide a look into the past.

But sadly, an era came to a close on Monday 7 October 2013. This was the day that steam locomotive traction as a regular daily timetabled operation came to an end in Queensland, after one and a half centuries.

There will be some who will assert that organizations such as ARHS, QPSR, SDSR (Southern Downs Steam Railway – an enthusiast-operated heritage train at Warwick), and the Workshops Museum still operate steam locomotives, but these operations are on a basis of once-a-month, or less frequently. Steam trains at Dreamworld ran to a regular daily timetable, every day of the year (barring Christmas Day when the park was closed). Every day, for 32 years, steam locomotives have delighted patrons at the Dreamworld amusement park on the Gold Coast.

Background

Dreamworld, the amusement park at Coomera has been operating steam locomotives since its opening on 15 December 1981. When the park's designer and original owner, John Longhurst visited Disneyland, he realized the potential for a similarly themed establishment on Queensland's Gold Coast. He determined to bring his dream to fruition on a large area of land he purchased at Coomera – and his "Dreamworld" was the result. The railway was undoubtedly THE major attraction when the park opened. It was an integral part of the undertaking, and was John's pride and joy, providing patrons with a means of getting around the park, using motive power that had already vanished from the daily scene. As Dreamworld was modelled on Disneyland, it just HAD to have a real railway, and what evolved was an excellent copy of the railway at Disneyland.

John started the ball rolling and the park has gone through good times and bad, gone through several different hands, and continued to grow, until it is now the largest such establishment in Australia, catering for tourists from around the world, as well as the locals. Many attractions in the park have been commissioned, and abandoned, over the years, but the railway has continued, and is the only original ride, along with Vintage Cars and Rocky Hollow Log Ride, to have survived to the present day (2016).

The track, of two feet gauge, makes a circuit around the grounds of exactly 1.5 km, (*NOT* the 3 kilometres claimed by Dreamworld), passing through four stations. Curves, as sharp as 15 metres radius, and gradients as steep as 1 in 24 down and 1 in 40 up, provide for an interesting layout. Rails are ex-QGR, of 42 pounds per yard (21kg/m), from several different rolling

mills, dating to as early as 1880, laid on concrete sleepers in stone ballast. One source stated that the rails came from Rocky Point sugar mill, while another claimed they were from Condong sugar mill – perhaps both are correct. Check-rails are provided on the two sharpest curves – of 15 metres radius – with wooden sleepers. Interestingly, a check-rail was noted to be ex-WAGR 45 lb/yd steel. Initially, timber sleepers were used throughout, but in the search to reduce labour in track maintenance, concrete sleepers have been installed in all of the track except for the two sections of 15 metre radius curvature, where check-rails have been fitted, as well as the turn-outs. Purchases of the concrete sleepers over time have resulted in three distinct types being acquired.

Locomotives

Two steam locomotives operated on the track, a Baldwin 4-6-0 built in 1917, and a Perry 0-6-2T constructed in 1951 – identified at Dreamworld, rather unimaginatively, although unambiguously, as "the Baldwin" and "the Perry" respectively. The Baldwin commenced operations at the park on "Day 1", 15 December 1981, whilst the Perry was added to the roster a couple of years later. A small diesel Motor-Rail Simplex loco, C/N 21543 of 1956, with an attractive body constructed at Dreamworld, painted in the style of the Victorian Railways blue and gold livery, stood-in for the steam locos on rare occasions years ago when a steam loco became suddenly unavailable. With a foot operated throttle, manual gear change and hand-brake, it was not the easiest of machines to drive. Yes, you guessed its name – "the Simplex". However, it has not been used to haul passengers in the last ten or twelve years.

The Baldwin had its origins in World War I when the British War Department contracted the Baldwin Locomotive Works of Philadelphia, U.S.A., to construct 495 locomotives of two feet gauge, known as the "10 12 D" type, to operate on tracks in the war zones in north eastern France and the Middle-East. Although the use of the narrow gauge lines and rollingstock on the Western Front is well documented, similar operations in the Middle-East have not been as well known. A reference in Wikipedia indicates that our engine was in a batch of 60 (C/N 45163 to 45222) sent to Egypt, and evidently worked in Sinai and Palestine (the Eastern Front) during the British offensive against the Turks, rather than in France, which sphere of operation it has generally previously been ascribed to in its war-time role. Initially it was allocated number 1083 by the War Department and this was later renumbered 634.

After the war, most such engines were purchased by industrial concerns world-wide and given a new lease of life, with a handful still extant even to-day, a century later. Our engine worked at Racecourse Sugar Mill, Mackay, until retirement in the 1960s. Luckily, although laid aside it was not cut up and eventually was selected to work the train in the Dreamworld theme park then being planned in the 1970s. Originally of 4-6-0T configuration, it underwent a major transformation with the side tanks being removed and the provision of a cute tender, elaborately painted. Slabs of steel were affixed under the running board on each side of the engine to offset the loss of weight caused by removal of the side tanks, a nicely-proportioned diamond stack was provided along with a spacious cab, a bell, headlight, cow-catcher, and a colourful livery to give the impression of the American 1860s style.

Central Park Station. It is 10am and guests are just arriving for the day – the reason for the paucity of patrons. *Photo: Teddy Hancox*

Although the engine does not look anything like it did when new, certain components such as the mainframe, wheels and motion, and the two domes are obvious original features. This engine is comprised of components of several sister engines, but the Baldwin code stampings on the cylinder castings – 10 12 D 489 – identify it as the 489th locomotive of its class, being a 4-6-0 with 9 inch diameter cylinders. Construction Number is 45215 of 1917.

The Perry was built by Perry Engineering in Adelaide, South Australia, one of a number constructed by that company for Queensland sugar mills around 1950 – in an "Indian Summer" for steam, prior to the marketing of diesel locomotives for the sugar industry by Commonwealth Engineering and Clyde. This engine was constructed in 1951 for the Bingera Sugar Mill near Bundaberg, bearing Construction Number 5643/51/1, and subsequent to being laid aside after its working life hauling sugar cane to the mill, was "prettied up" by adding decorative brass strips and colourful livery, to join the Baldwin at Dreamworld.

Locomotive specifications:

	Baldwin	Perry
Wheel Arrangement	4-6-0	0-6-2T
Driving Wheel Diameter	24 inches	28 inches
Cylinder Diameter	9 inches	10 inches
Stroke	12 inches	14 inches
Boiler Pressure	150 psi	150 psi
Weight in working order	(?)	19 tons
Tractive Effort @ 75% BP	4550 lb	5620 lb

The Baldwin, in red livery, carried the legends *DREAMWORLD* and *CANNONBALL EXPRESS* on the cab sides and *DREAMWORLD GOLD COAST RAILWAYS* emblazoned on the tender. The Perry, in green, has the legends *G.R. CLAPTON & CO* and *DREAMWORLD* on the cab-sides, referring to Glenn Clapton the fitter who was responsible for the long-term maintenance of the engines. The Baldwin carried the number 4 on a round brass plate on the smokebox door, and the Perry was numbered 5 in the glass panels of the Pyle electric headlight.

Willison automatic couplings were installed at the rear of each engine, and on all carriages, and could be fitted temporarily at the front of the engines when required. The Perry required a Y-shaped frame extending over the rakish cowcatcher to fit the coupling, whilst the Baldwin had an extension drawbar fitted to mount the coupling clear of its cowcatcher. The engines are equipped with steam brakes, operating on the driving wheels. Over the years, the engines have been fitted periodically with whistles from the writer's collection for variety and interest – particularly a nice little 3-chime one that made no mistake in letting people know of the train's presence.

Both locomotives have been converted from coal-burning to become oil burners, using dieseline as the fuel. This course of action was to provide for cleaner operation, free from coal dust, soot, cinders and ash. Correct adjustment of the burner with atomising steam and fuel oil ensures a smokeless burn. Although they have been burning dieseline for many years, it is only in more recent times that Management has claimed that the engines are too costly to run. With a fuel bill running at more than 200 Litres a day, this may seem expensive, but it appears that alternative fuel was never investigated. Even so, the fuel cost was little more than the cost of wages for one employee for a day. The Perry tended to be heavier on fuel than the Baldwin. It seems this one-eyed view that they were too costly to run, simply quoting the fuel bill, was promoted to justify their demise.

In 2004 there was a misguided attempt to "make the engines safer" by installing a "dead-man's button". Pneumatic rams were fitted to the throttle and steam brake handle on each engine, and these would slam the throttle shut and apply the steam brake if a button was not pushed within a 20 second delay. So the driver spent his day, while the engine was moving, in continually pressing the button to prevent the engine suddenly coming to an unscheduled stop. The "irritation factor" was very high, and safety was not enhanced.

The Perry leaving the Train Shed, which is hidden from public view jn a secluded part of the grounds. Photo: Teddy Hancox

The Baldwin departing Central Park Station. The crossing sign, flashing lights and bell can be seen clearly, warning pedestrian traffic at the crossing. Photo: Teddy Hancox

Maintenance of the locomotives

Maintenance was performed as required by a Fitter and an Off-sider. Mostly it was only a simple job of packing the cylinder glands, or replacing dislodged firebricks in the firebox, or fitting a new injector, but infrequently, more taxing problems were met, such as a hole in the main steam pipe.

On occasion the wheels required re-profiling. (After-all, a loco runs up to 10500 km in a year.) This was done by our Fitter by stick-welding the tread and flange of the tyre, and shaping a semblance to the normal profile with a hand-held angle-grinder! During the Perry's last stint in traffic, a chunk of welded metal the size of one's palm came off the tyre on the trailing truck, and for quite some time the engine limped along with a disturbing "clunk-clunk-clunk" until it was restored. Around 2000, an effort was made to extend the life of a driving wheel under the Perry by welding a curved strip of steel around the wheel against the worn flange. After a year or two this "flange" decided to part company with the wheel during a run, resulting in an engine failure. Luckily there was no derailment.

The Baldwin's wheels also suffered through welding. During the last maintenance occasion, just before being brought back into traffic, one of the tender wheels suffered a catastrophe. A tender wheel had been welded, then next morning was found to have a crack of about 5 mm width, right across the tyre caused by stress brought about by the welding. The only remedy this time was to provide a new tyre – (done off-site at an engineering works). One thing the writer learned from his time at Dreamworld was that the "niceities" of wheel profile, (flange contour, root radius etc) as often specified in books on the subject are not required – more or less, anything goes.

Operations

There was a time when both steam locomotives worked together daily, with two sets of carriages, but in the last 15 years this practice has ceased. It was usual practice in the last ten years, for one engine to operate daily for extended periods – for even more than 12 months continuously – while the other just sat in the shed. Minor maintenance could be provided during this idle time if needed. Boilers were washed-out only during this idle period. A boiler inspector was called in to examine the boilers as required, and any noted deficiencies were made good, by pad-welding and replacement of wall-stays.

The locomotives were remarkably reliable machines. As a single locomotive at times was in operation daily for sometimes more than a full year it would run up some impressive statistics. In one year, beside the 10500 km run, it would make more than 6500 circuits of the track, 27000 station stops and go over 65000 crossings, and burn more than 75000 Litres of dieseline! During the 32 years of running, the engines combined to make a quarter-million circuits of the track, with only one notable mishap.

There were of course, a number of minor mishaps over the years. On several occasions, gates across the line were "remodelled", for example. Then there was one rather interesting incident on the morning when the Baldwin was being brought back into traffic after a long period of inactivity. The writer was the driver and after questioning the fitter whether the engine had been given a trial run around the track, was assured that this indeed had been done satisfactorily. A short distance into the first trip it became painfully evident that this was not the case. Some timbers between the sleepers

had been replaced during the Baldwin's idle time, and bolt heads were a fraction higher than they had been previously – just enough to snag the Baldwin's cowcatcher, and cause it to fold up under the front of the engine. The engine was out of service for further time while a new cowcatcher was constructed.

Despite track standards and wheel profiles being very much at variance with specified standard practice, derailments were very few, causing insignificant damage.

On occasion, despite the best efforts of the train crew to ensure that prams left on the end platforms of carriages were secure, prams went "overboard" during a journey. Usually, no permanent damage was done, but on one notable occasion, when a pram was trapped between the wall of a cutting and the moving train it was totally destroyed! On another trip, the woman who owned a pram caught by the footboard as it fell off, went "bananas", screaming expletives about the pram's condition. In marked contrast, her husband calmly brushing it aside, simply said, "it is no problem" (despite the fact it had lost a wheel!).

Unfortunately, water-fowl in the vicinity of the wildlife area – and numerous water dragon lizards – were noted to come to grief under the train as well, on occasion.

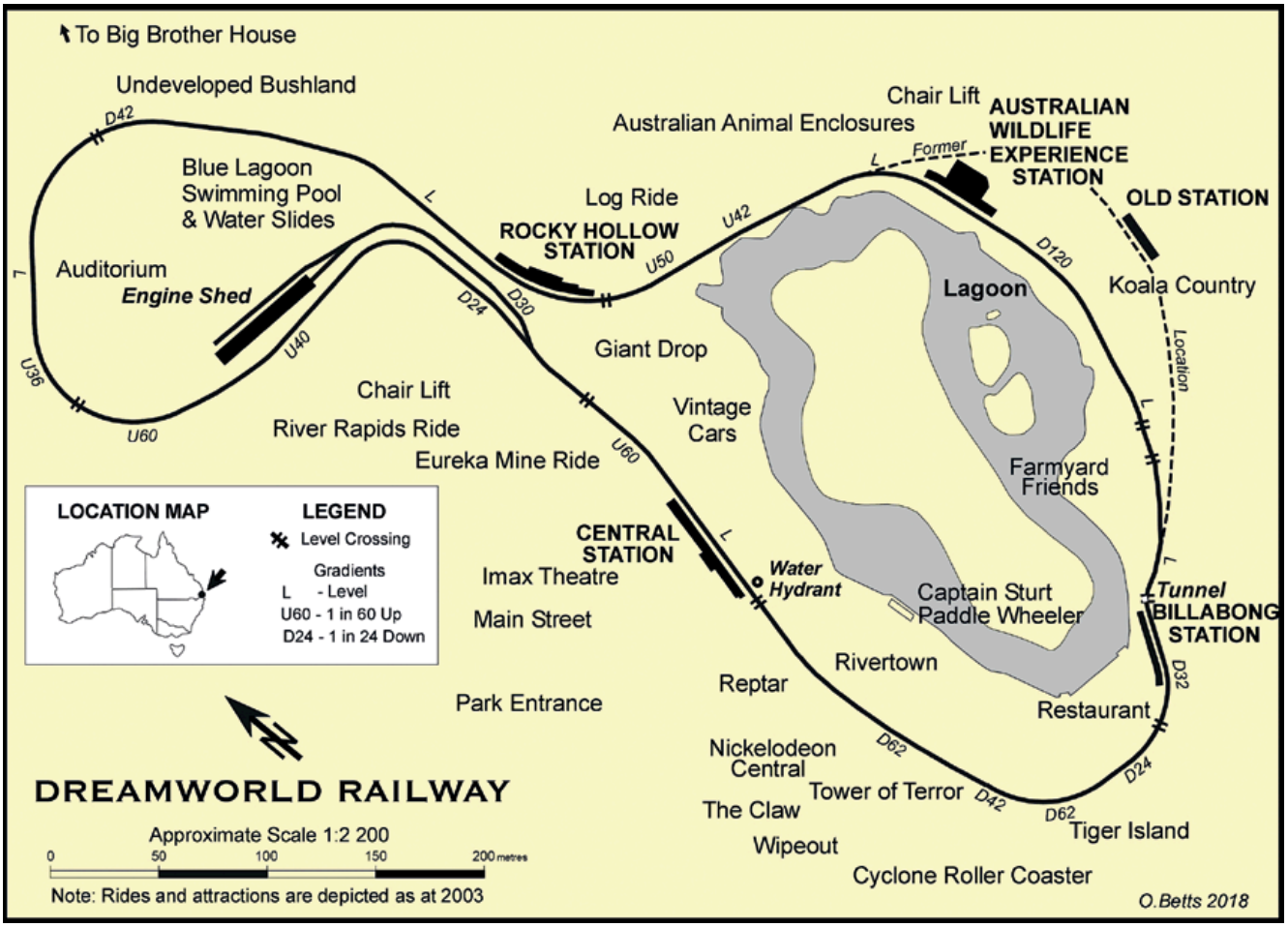
In earlier times, the railway was deemed to be a most important asset at Dreamworld, and even had fettlers assigned permanently to carry out track maintenance! The presence of a bogie ballast hopper wagon, a fettlers' tool box wagon, and "rail bogies" is a reminder of that. A larger workforce carried out maintenance on engines and carriages too, to proudly display the train in tip-top condition as the "jewel in the crown". But sadly, in more recent times, in an effort to save a dollar, many facets have been abandoned. Management's changed emphasis these days on "biggest and bestest" rides has caused the railway to fall dramatically in perceived importance – becoming just a shadow of its former glory. Fettling staff were dispensed with years ago, and mechanical maintenance staff reduced to only "when required".

A gang of three Cleaners used to come in at 6 o'clock in the morning to clean the train and polish the engine. Using Brasso and car polish these cleaning ladies always had the engine looking resplendent - neater than a new car. There was great pride in the presentation of the steam engines and this was acknowledged by the passengers who remarked on the glowing paint and brass. The Cleaners became most annoyed if the Driver spoilt their good work by allowing the engine to "prime" when starting the day's run. However, as a cost-saving measure, the cleaning gang was dispensed with in 2010, and the cleaning then rested upon the shoulders of the Driver.

Rolling Stock

The train consists of three bogie carriages plus a bogie van equipped with an air compressor to operate carriage brakes. The carriages are excellent replicas of those at Disneyland and were constructed on-site ready for Dreamworld's opening. As the original concept of the park was based on Disneyland, this can be seen in the obvious resemblance of several buildings dating from the origins of the park. The railway seemed to have been John's favourite ride and he took a great interest and pride in its operation. In the early years a second train of three open carriages was operated as well, but this went out of use 15-odd years ago and has been disposed of. Trains always ran in the anti-clockwise direction around the track.

The carriages have thirteen cross-bench seats and a clerestory roof, each with room to carry 52 passengers comfortably, with



The scene approaching the Train Shed set in a secluded part of the grounds. The track to the left, at a lower level, is the main line at the top of the 1 in 40 climb, on a 15 metre radius curve. *Photo: Teddy Hancox*

small platforms at both ends to accommodate prams. Besides the Willison couplings between carriages already mentioned, safety chains were equipped in case of couplings failure – and yes, on occasions they did, as a result of wear in the coupling faces. Electrical connections were provided between carriages for the electro-pneumatic brakes, and carriage lighting for the occasions when required to run at night, as well as the public address system. Compressed air was piped through the train for the braking system also. Electric lighting is provided in the carriages for the occasional night-time use on special occasions.

Seating for 12 passengers along with room for several wheel-chairs or large prams is provided in the van, given the name "the Motz", ("the Mozzarella Van", because of its red, white and green livery). The Conductor rides in his compartment at the rear, along with the axle-driven air compressor and alternator for the electro-pneumatic brakes on the train, and the public address system. Train capacity is 168 persons. Passenger counts for a day were often well in excess of 3000, especially during school holiday time. That makes more than a million passengers in a year! No tickets are issued and riding on the train is free.

The engine and carriages were stored over-night in a two-road shed (quaintly with a cross-over half-way along, inside the shed), in a secluded section of Dreamworld. Working conditions for maintenance were very primitive, with a proper pit provided only about 10 years ago – (and which received very little use). A workman has always had to lie in the dirt under the carriages in the shed to inspect the wheels daily and make adjustments to the bogies and braking system.

Train crew consists of a Driver and a Conductor – although both crew members are actually certificated Drivers, with the designated position each day determined by roster. Both are kitted in uniforms by Dreamworld, and the Driver carries a 2-way radio, to receive and send messages and requests during the day.

The Driver started work at 8.00 a.m., preparing the locomotive for the day's operation. This involved inspecting the boiler, water level etc, lighting the fire, filling the mechanical lubricator with thick "steam oil" for the cylinders, oiling-round (bearings and rods) with 85-140 oil, and greasing, filling the fuel tank, adding water-treatment chemicals to the tender or tank, raising steam and blowing down the boiler.

Once the boiler water level had been checked and found satisfactory, the fire could be lit. Since the boiler was usually full of hot water, having been used the previous day, it wasn't long before steam was produced. Two hours were allowed for prepping the engine, raising steam, blowing down etc, but in reality this length of time was not needed.

Because oil-burning locomotives were somewhat unusual in Queensland (a couple of sugar mills used them - as well as the NSWGR's D59 and D55 classes which visited Brisbane in the 1950s and '60s) here is a short description of the Dreamworld engines.

The only modification to enable the engines to burn oil was done in the firebox. Firebrick lined the lower part of the firebox walls, as well as what would normally be the grate, so that the intense flame did not impinge directly onto the boiler sheets. The firehole was blanked-off, with a small inspection opening provided, to allow lighting the fire and the inlet of air for combustion.

At the back of the firebox and aimed towards the bottom of the front of the firebox was the "atomiser" or "burner", a device with steam and fuel connections. Here, steam combined with the fuel and blew it in a mist into the firebox, burning with an intense flame – well over 1100° C. The firebrick soon became incandescent after the fire was lit. Both the steam and fuel supplied to the atomiser were regulated by the Driver so that the flame burned cleanly without producing smoke. It was also important that the locomotive's blower be operating at all times, to draw the hot gases of combustion into the tubes. Over a period of a week or so, a build-up of soot in the fire-tubes would cause a dropping-off of efficiency, leading to increased fuel usage. To restore better efficiency, periodically some sand was introduced into the firebox inspection opening while the engine was working hard. The scouring action of the sand as it was drawn through the fire-tubes removed the build-up of soot, which was quite evident in the cloud of soot then being emitted from the smoke stack. This operation was normally done as the engine worked hard up the grade in an area away from park patrons so that they were not inconvenienced by the "fall-out". Of course a fuel tank of ample capacity was added to the tender / bunker space – more than sufficient for the day's running.

To light the fire in the absence of steam to atomise the fuel, compressed air from the shed supply was used in its place. Air hoses were coupled to the atomiser and the blower, and with the air supply at a reduced quantity, a burning "mop" was introduced through the inspection opening. Fuel was turned on and with a satisfying "whump", the flame was initiated. The mop was withdrawn, extinguished and replaced in a tin containing a little kerosene, to be ready for the next time it was needed. Adjustments were made to the air for the blower and atomiser, and the fuel, to provide a good clean-burning flame. A continuous low rumble was produced by the burning fuel. After about 45 minutes, the boiler would have 50 psi, and steam could replace the shed air. Air connections to the blower and atomiser were removed and steam fed into those locations instead. Pressure was allowed to rise slowly over the next 45 minutes to the working pressure of 150 psi. The boiler was blown-down, then refilled.

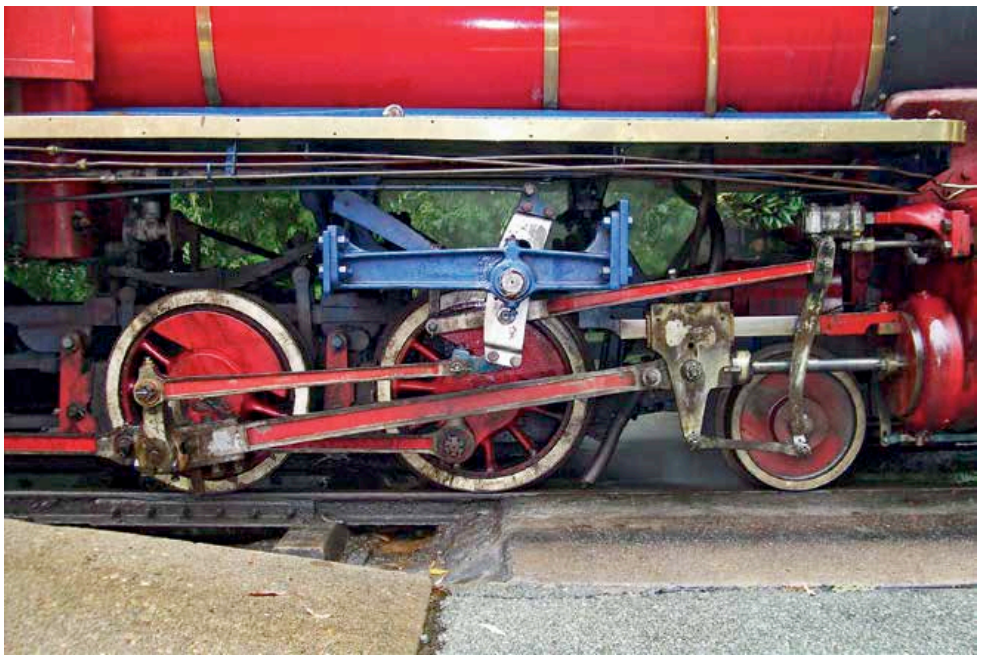
The injectors were of the auto positive type and generally worked well, but when the cones became worn over time, the injectors became unreliable. This became a safety issue as well as an inconvenience in spending time trying to get the injectors to "pick up". There was an on-going reluctance to purchase new injectors, however, new injectors eventually solved that problem.. Little things like this are sent to try us.

Water-treatment chemicals were added to the tender / tank daily. These were products Omega Tan, Transpol 392, and Alpha 3, supplied by boiler specialists Spirax-Sarco. The chemicals were designed to control the pH level, scale formation, corrosion and sludge in the boiler, in an effort to prolong boiler life and minimise maintenance. On a regular basis, a rep. from Spirax-Sarco visited to take a sample of boiler water for analysis and provided a report on the efficacy of the treatment. The tender / tanks were topped up a couple of times during each day from the hydrant at Central station. This water passed through a water softener, but during the last 12 months of "steam operation" this device was dispensed with as another "cost saving" measure. Treatment chemicals became in short supply as well – being regarded by Management as "too costly".

There was a time when the burner on the Perry was out of adjustment and no amount of tinkering would set it right. The problem was that when the engine was working hard, even just accelerating from a station stop, the fire would be "pulled out" by the draft and would not relight until the "burning mop" procedure was carried out. A most annoying situation when it happened every day. Eventually the burner was swapped with the other engine that was for a time "resting in the shed". The burner was later made to operate satisfactorily again.

The Conductor arrived at the Train Shed at 9.45. His job during the day is to give the "all right" signal to the Driver by blowing his whistle and signalling by hand when it is safe to depart from each station, then to give a safety speech and commentary on a public address system as the train proceeds along the line. If necessary, the Conductor can alert the driver to stop the train by pushing a button to activate an audible signal in the locomotive cab.

As the loco crews were dyed-in-the-wool "steam enthusiasts", they enjoyed sharing their knowledge and experiences with the passengers. Every day they were enjoined in conversation by "My grandfather was a steam engine driver...." or, "I used to travel to school behind one of these....". It was very obvious



Nicely proportioned and fluted rods of the Baldwin's Walschaerts valve-gear. A nice touch on an engine that was not expected to survive more than a minimum of years in gruelling war-time situations. Photo: Teddy Hancox

The fettlers' train returning to the Train Shed after carrying out some urgent repairs prior to starting time. *Photo: Teddy Hancox*

that many park patrons got a real kick out of the steam engines. And there was always the request to be photographed with the driver!

The timetable during the last dozen or so years, displayed on boards at each station provided for 18 trips in a day, from 10.00 am until the last at 5.00 pm, at 25-minute intervals. So during the day the locomotive travelled 28km, stopping at stations on 73 occasions, and burnt more than 200 Litres of dieseline. On one occasion, the author logged the water consumption of the Perry and found that in one day it evaporated 5000 Litres (5 tons). Over the years, the timetable has changed somewhat, with 24 trips a day being performed many years ago – and with both trains running. Duration of stops at each station was usually governed by requirements of boarding and detraining passengers. Running speed between stations varied depending upon need and was up to 20 km/hr.

Both the Driver and Conductor held appropriate High Risk Work Licences (Intermediate Boiler and Reciprocating Steam Engine) to drive the steam locomotives, so, upon the Driver leaving the train for his 50 minute lunch break, the Conductor was able to drive the engine for the duration. A relief Conductor joined the train during this procedure to carry out the usual Conductor's duties. Upon the Driver's return to the train, the Conductor then left for his lunch break. If, for some reason such as illness, only one Driver was available on a particular day, the train was backed into the train shed at 12.50 and the fire in the locomotive was extinguished, to allow the Driver to partake of a meal.

On these occasions, ten minutes or so before requiring to be in Traffic again, the fire was re-lit, and the pressure that had dropped somewhat was soon regained. Sometimes, however, things did not go quite right, and on one notable occasion when the writer was re-lighting the fire, the dieseline fumes in the firebox exploded in his face, causing severe facial and arm burns, necessitating an ambulance trip to the hospital, and several weeks off-work.

The 5 o'clock trip from Central is unusual in that it often runs express. This trip is provided to pick up passengers who may be waiting at stations, to return them to Central station, near the park exit. If no-one is waiting, the train does not stop – and of course does not set down. So a round trip could be accomplished in less than 6 minutes.

The train is then backed to the Train Shed, the spring-loaded points enabling access from the main line. This spur is on a steep ascending grade and if rails are wet, can cause slipping problems, particularly for the Baldwin as it has no sanding facility when running in reverse.

In the shed the engine is placed beneath the smoke jack in the "oiling position", and the boiler is filled with water. In the "oiling position" the driving wheels are set at a specific position with regards to the spokes, so as to enable oiling of all parts of the motion and axle-boxes the next morning without having to move the engine. Then the fire is extinguished and the engine awaits another day. Sign-off time for the Conductor was 5.30 and for the Driver 5.45, allowing time for loco purposes. This "knock-off" time is sometimes extended, as on the occasions when the make-up of the train is changed – usually for maintenance purposes - and shunting has to be carried out. There were also times the train was required to operate at night on special runs. The Perry was equipped with a Pyle turbo-generator, whilst the Baldwin was fitted with a 12 Volt battery for lighting.

During 2012 and 2013, in an effort to curb costs, measures were taken by suspending operations for a period claiming "Annual Maintenance", and later by operating on week-ends only. Much of this so-called "excessive" use of fuel could have been curtailed, however, if Management had been prepared to listen to advice. A more efficient burner in the firebox and some work on the valves and cylinders would have made a dramatic saving in reducing the fuel bill. Valves and cylinders were so worn that much steam went straight up the stack instead of doing useful work. This was particularly so on the Perry with its piston valves, as a very obvious "woosh" could be heard of escaping steam up the stack when the throttle was opened. Modest expenditure of a few thousand dollars would have been recouped very quickly, and with the savings continuing.

Citing merely the savings to be made in fuel cost by operating a diesel locomotive instead of steam, Management in 2012 made the decision to replace the steam engines. In the end a contract was signed with C&S, a maker of amusement park rides, of Reggio Emilia in Italy, for the construction of a small "Coney Fair"-style diesel locomotive, fitted with a 4-cylinder John Deere engine. C&S specializes in making bumper cars, and in the writer's opinion, would have been best remaining in that field. After much delay the locomotive eventually arrived at Dreamworld in mid-August 2013, then sat for two months while adjustments were made. It is a grotesque-looking caricature of a steam engine but fools no-one who has passed his second birthday. One will not dispute that it uses less fuel than the steam engines but this has been more than off-set by the greatly increased work load on the engineering / mechanical staff in continually making repairs and adjustments. It is indeed a short-sighted view to simply measure fuel use as the criterion for a need to replace the steam engines. Maintenance cost for steam over a one year period was virtually nil. However, with the new engine, mechanical problems, even including side-rods breaking off (yes!!), have continued to keep the engineering staff busy. And with a hydraulic transmission and chain drive, this is guaranteed to continue.

It is indeed a sad situation that the two historic beautiful, charming and reliable steam locomotives have been replaced by a pitiful and hideous mock-up bearing no charisma nor meaning.

Regrettably, Dreamworld Management never capitalized on the uniqueness of the railway operation. There were no notice boards informing of the locomotives' former roles, nor offering any sort of information. Rail enthusiasts and others with a nostalgic leaning would have enjoyed learning more about this remarkable operation. It seems obvious that, in later years, the railway was looked upon by certain "management" more as a nuisance rather than an asset.

But this article is not about deficiencies of the new diesel – it is to outline the daily operation of the pair of steam locomotives that brought untold joy and happy memories to countless visitors to Dreamworld for more than 30 years, and which continued to run when almost all sister engines had disappeared from public view. (P.S. The engines brought immense delight to the Drivers over that time too.)

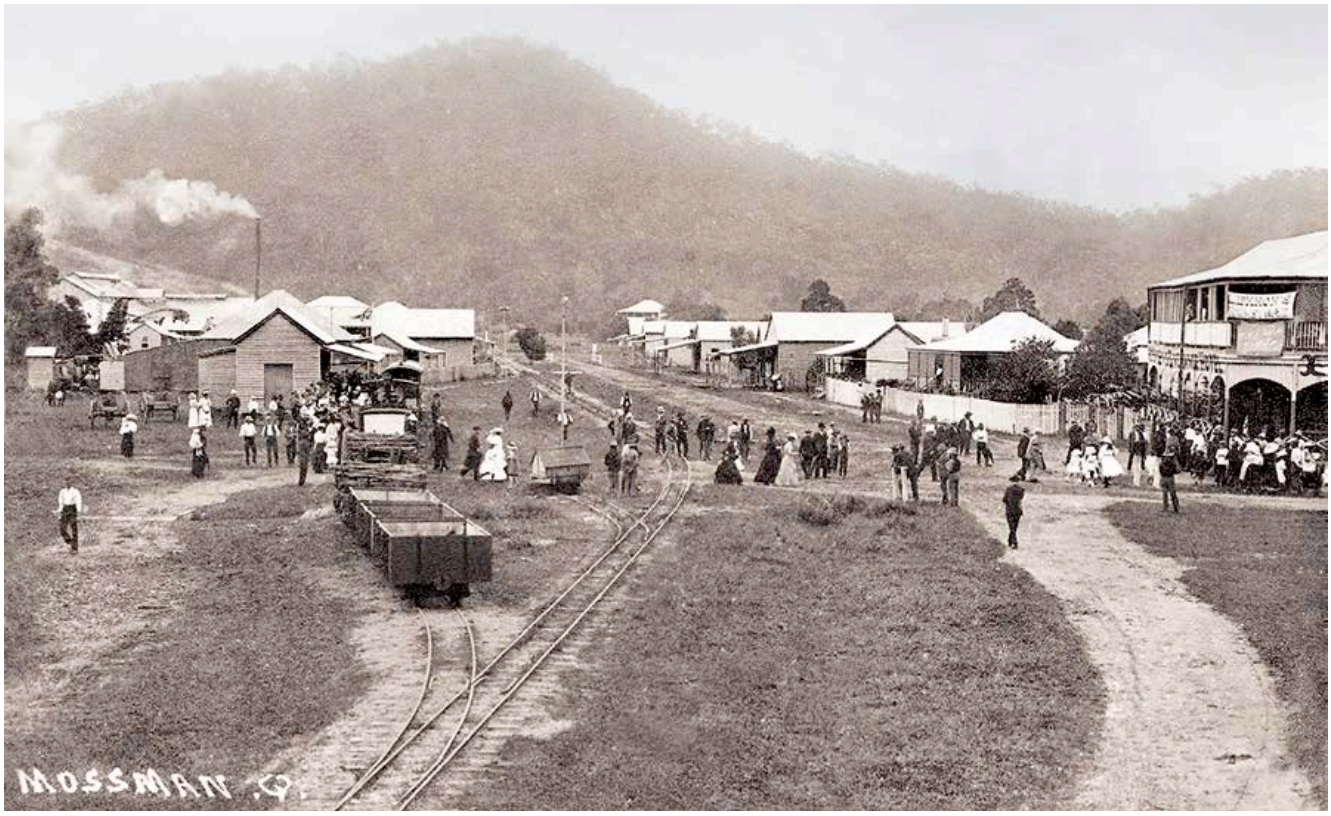
Over the years, a number of Drivers have been employed, mostly for fairly short terms, but for the duration of the last 10 years of operation, a close-knit group of only four Drivers operated the Dreamworld locomotives – Peter Gough, Casey Hancox, Paul Jones and Teddy Hancox. These were the last and only, full-time steam locomotive drivers in Queensland. We four were the envy of fellow rail enthusiasts – we not only got to drive a steam engine every day – but were paid to do so (not much though – it was the thrill of driving steam engines that kept us going)! The writer feels privileged to have experienced more than 10 years driving the delightful machines.

On that fateful last day – Monday, 7 October 2013, the Driver for the day was Paul Jones, with Teddy Hancox the Conductor / Driver. The locomotive was the Baldwin – and when the fire was extinguished at 5.15 pm that afternoon without ceremony, the Steam Age came to a close in Queensland.

From Tuesday, 8 October 2013, the Italian-built Diesel locomotive took over all running.

Driver Teddy Hancox was invited to drive the Dreamworld engines upon retiring from a 42-year career as a school teacher, and enjoyed 13 years in this plum position.
Photo: Casey Hancox

The first image (above) is of a tramway bridge washaway on the Mossman Mill system following a flood. It shows the track still in place, the sleepers being sawn logs, while the bridge itself has disappeared. The scene may well illustrate the devastation of the cyclone of 16 March 1911. It may be that referred to here: "*The tramway bridge at Reynolds' deviation on the Mowbray line, constructed about a couple of years ago under the superintendence of Mr. E. Harvey Gibbon, Shire Council engineer, is stated to have been swept away.*"
Cairns Post (Qld. : 1909-1954), Wednesday 5 April 1911, page 3 http://nla.gov.au/nla.news-article39879007
The second (below) is a scene at the Douglas Shire Tramway's station at Mossman around the first decade of the twentieth century. The locomotive is the tramway's Orenstein & Koppel Mallet *Douglas*. It seems that the train has recently arrived, with passengers heading for the Exchange Hotel across the main line leading to the mill. This is how visitors from the south would have arrived at Mossman, having taken the train on arrival by sea at Port Douglas. Two passenger cars are in the platform while a meat van, a couple of loaded cane trucks, and three open wagons, used for conveying raw sugar from the mill to the storage shed at Port Douglas, are also visible. The purpose of the small wagon on the siding off the mill line is unknown. Perhaps it contains track maintenance tools or was used for transporting explosives. Both photos – John Thompson collection



Industrial Railway NEWS

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

QUEENSLAND

BUNDABERG SUGAR LTD, Bingera Mill

(see LR 262 p.33)
610 mm gauge
Locos seen stationed at the Fairymead loco shed on 5 October were EM Baldwin 0-6-0DH 66 *Perry* (6/1576.1 8.66 of 1966), EM Baldwin B-B DH locos *Moorland* (5565.1 10.74 of 1974) and *Bucca* (6104.1 8.75 of 1975) and Bundaberg Foundry B-B DH *Booyan* (001 of 1991) with Com-Eng 0-6-0DH *Sharon* (A1935 of 1959) there as spare. A ute ran into the side of a cane train at Ten Mile Road, Sharon on 3 September. A full cane bin was derailed and damaged with the driver having to be freed and suffering injuries.
Matthew Andrews 10/18; 7 News Wide Bay 3/9/2018; Bundaberg hitz fm 3/9/2018

ISIS CENTRAL SUGAR MILL CO LTD

(see LR 263 p.27)
610 mm gauge
Part of the line leading to the old full yard still remains embedded in farm land nearby. Cane is being harvested in the trial cane growing areas round Gayndah and Byrnestown this year and at least one isolated siding has been constructed with bins being transported to the mill on semi-trailers. A new Temporary Local Planning Instrument has been prepared by Bundaberg Regional Council to assist Isis Mill with its cane railway extension from Cordalba to Booyal and Wallaville. This replaces the previous TLPI.
Ben Glossop 9/18, 10/18; *News Mail* 27/9/2018

MACKAY SUGAR LTD, Mackay mills

(see LR 263 p.27)
610 mm gauge
On 12 August, Marian Mill Walkers B-B DH *Calen* (692 of 1972 rebuilt Bundaberg Foundry 1995) was working in the Brightley area without its locotrol partner Walkers B-B DH *Miclere* (664 of 1970 rebuilt Farleigh Mill 1996). Owing to a protracted breakdown at Farleigh Mill early in October, cane was transferred from Farleigh Mill to Marian Mill and on 3 October, Walkers B-B DH *Walkerston* (672 of 1971 rebuilt Pleystowe Mill 1994) with its Marian Mill bogie brake wagon B VAN 1 (built in 1996) was seen engaged in this duty. Marian Mill Clyde 0-6-0DH 14 *Alexandra* (61-235 of 1961) was out of service with its wheels dropped at the Racecourse Mill workshop in early October. It was back in service by 17 October when it was seen passing through Mirani. At some time in recent years, it has been fitted with an Allison transmission.
Tom Badger 8/18; Mitch Zunker 10/18; Tom Badger 10/18; Pedro DeBandit 10/18; Luke Horniblow 10/18

MACKAY SUGAR LTD, Mossman Mill

(see LR 263 p.27)
610 mm gauge
Mackay Sugar has stated that it will close this mill if it does not sell by the end of 2018. The Douglas Shire Council is lobbying the federal and state governments for funding to ensure sale of the mill to Far Northern Milling Pty Ltd by November. Council has also approved payment of up to $250,000 to help the firm cover costs of acquiring the mill. Fluctuating sugar prices and higher road transport costs have reduced income for Mossman Mill and its growers. Com-Eng 0-6-0DH *Mossman* (B1719 of 1957) was seen on cane hauling duties on 2 September. Calf unit Clyde 0-6-0DH *Marian* 11 (56-104) was seen still out of service awaiting repairs on 8 and 24 September. The Massey Ferguson 35 tractor converted to a railed herbicide sprayer was seen in use at South Mossman during December. It is lifted and rotated using a crane from the mill.
Gregorio Bortolussi 12/17, 9/18; Shane Bender 9/18; Newsport 6/9/2018, 25/9/2018

Farleigh Mill EM Baldwin B-B DH Hampden *(6706.1 5.76 of 1976) at Denmans Creek with cane from Costellos 8 on 15 September. Photo: Stephen Jesser*

Above: *Mossman Mill Com-Eng 0-6-0DH multi-unit locos* Faughy *(AL4190 of 1965) and* Douglas *(AL2562 of 1963) head towards Cassowary after crossing the South Mossman River on 21 July. Photo: Gregorio Bortolussi*
Right: *Mossman Mill uses this Massey Ferguson 35 tractor fitted with rail wheels as a herbicide spraying unit and it is seen here at Shannonvale, South Mossman in December 2017. Photo: Gregorio Bortolussi*
Below: *Mulgrave Mill Clyde 0-6-0DH 16* Kamma *(56-96 of 1956) alongside Leumann Road in the Aloomba area on 17 September. Photo: Gregorio Bortolussi*

Mulgrave Mill Clyde 0-6-0DH 18 Barron *(64-379 of 1964) alongside Assman Road in the Aloomba area on 26 September. Photo: Gregorio Bortolussi*

MSF SUGAR LTD, Mulgrave Mill
(see LR 263 p.27)
610 mm gauge
Additionally to the locos listed in *Light Railways* 263, Clyde 0-6-0DH locos 13 *Hambledon* (64-316 of 1964) and 16 *Kamma* (56-96 of 1956), Walkers B-B DH 21 *Gordonvale* (595 of 1968 rebuilt Bundaberg Foundry 1995) and Prof B-B DH 22 *Aloomba* (P.S.L.25.01 of 1990) have been seen in use this crushing season. Owing to a protracted mill breakdown which started around 22 August, cane was transferred to South Johnstone Mill for crushing. Mulgrave locos hauled this cane all the way to South Johnstone and those used on 24 August were Com-Eng 0-6-0DH locos 9 *Meerawa* (FC3473 of 1964), 17 *Deeral* (AD1453 of 1962) and 26 *Meringa* (AK3675 of 1964) and Clyde 0-6-0DH 19 *Redlynch* (65-435 of 1965). The bridge over Frenchmans Creek between Fishery Falls and Babinda had been upgraded to loco usage by early August. By September, Com-Eng 0-6-0DM 5 (A1005 of 1955) had been placed beyond a bridge over a small creek on the Meerawa branch. The bridge is closed to locos and 5 is used to move bins around when a harvester is working in the area. New 6 tonne bins destined for this mill or South Johnstone Mill were seen being placed on the track outside the Bradken Boogan factory on 24 August.
Joseph Dietz 8/18; Andrew Sues 8/18; Gregorio Bortolussi 8/18, 9/18, 10/18; Danny Nolan 9/18

Mulgrave Mill Clyde 0-6-0DH 16 Kamma *(56-96 of 1956) passes over the strengthened Mulgrave River bridge on 1 September. Photo: Gregorio Bortolussi*

MSF SUGAR LTD, South Johnstone Mill
(see LR 263 p.28)
610 mm gauge
Com-Eng multi-unit 0-6-0DH locos 1 (A1821 of 1957) and 10 (A2027 of 1958) were noted to have lost their name plates *Josephine* and *Russell* respectively when seen at Boogan during June. A look through images from recent years reveals that Com-Eng 0-6-0DH locos 4 *Harvey* (AD1138 of 1960), 5 *Bramston* (AH2460 of 1962), 6 *Allison* (C2234 of 1959), 7 *Morrison* (AD1239 of 1960), 8 *Miriwinni* (AA1543 of 1960) and 9 *Bartle-Frere* (AH3979 of 1964) have also had their name plates removed over a period of time. All of these locos were ex Babinda Mill. New 6 tonne bins destined for this mill or Mulgrave Mill were seen being placed on the track outside the Bradken Boogan factory on 24 August. Late in September, new 10 tonne bogie bins built for Tully Mill by Bradken at Boogan were being delivered by South Johnstone Mill locos to the Silkwood area where they are left for a Tully loco to pick them up.
Gregorio Bortolussi 6/18, 8/18; Ciel Harvey 9/18

TULLY SUGAR LTD
(see LR 261 p.25)
610 mm gauge
New 10 tonne bogie bins for Tully Mill were seen on the track outside the Bradken Boogan factory on 28 September. South Johnstone Mill locos have been delivering these to the Silkwood area where they are left for a Tully loco to pick them up.
Gregorio Bortolussi 9/18; Ciel Harvey 9/18

UGL, Bohle, Townsville
1067 mm gauge
This facility is used to maintain rolling stock and seen in use shunting carriages around on 5 September was a Ford 445 hi-rail industrial tractor carrying the identity RRT 4. These tractors were built in the period 1979 to 1983.
Brolga Fletcher 9/18

WILMAR SUGAR (HERBERT) PTY LTD, Herbert River Mills
(see LR 263 p.28)
610 mm gauge
Victoria Mill's Clyde 0-6-0DH *Canberra* (65-433 of 1965) was still at Macknade in mid October. Clyde 0-6-0DH *Lucinda* (65-436 of 1965) returned to Victoria Mill from being on loan to Macknade Mill on 2 September and then did another stretch at Macknade from 6 to 14 or 15 September. Following rebuilding at Macknade Mill, EM Baldwin B-B DH 19 (7070.3 4.77 of 1977) and Solari bogie brake wagon BVAN 3 (built in 1994) returned to Victoria Mill on 14 September. Since then, they have successfully entered service with 19 now in use as an RSU remote control loco. Victoria Mill's EM Baldwin B-B DH *Gowrie* (7135.1 7.77 of 1977) and EM Baldwin 6 wheeled brake wagon BVAN 2 (7065.5 6.77 of 1977) were on loan to Macknade from the evening of 1 September and were back at Victoria by 6 September. They returned to Macknade on 16 September, this time to stay. On 13 October, Victoria Mill's Hudswell Clarke 0-6-0 *Homebush* (1067 of 1914) ran passenger trains on the Nyanza line as part of the festivities associated with the annual Maraka Festival. Additionally, the *Lucinda* followed at a respectable distance on the outbound journey then coupled on and towed the whole train back. This was to avoid propelling the carriages across the roads in the mill estate.
Editor 9/18, 10/18; Jaiden Mosca 9/18; Luke Horniblow 9/18

WILMAR SUGAR PTY LTD, Inkerman Mill, Home Hill
(see LR 263 p.29)
610 mm gauge
In mid-July after many years out of use, gutted and de-wheeled Com-Eng 0-6-0DH *Alma* (FE56110 of 1975) was still to be seen sitting forlornly in the mill yard with its wheelsets close by.
Brian Bouchardt 7/18

WILMAR SUGAR (INVICTA) PTY LTD, Invicta Mill, Giru
(see LR 263 p.29)
610 mm gauge
Kalamia Mill's EM Baldwin B-B DH *Burdekin* (10215.1 7.82 of 1982) was on loan from 17 to 19 August to cover a locomotive shortage and was back for three days in mid September. Walkers B-B DH *Hodel* (687 of 1972 rebuilt Bundaberg Foundry 1995) which rolled over on 5 August, came back from repairs at Pioneer Mill on 14 September and entered service on 17 September.
Shane Yore 8/18; 9/18

WILMAR SUGAR (KALAMIA) PTY LTD, Kalamia Mill
(see LR 263 p.29)
610 mm gauge
EM Baldwin B-B DH *Burdekin* (10215.1 7.82 of 1982) was on loan to Invicta Mill from 17 to 19 August and again for three days in mid September.
Shane Yore 8/18, 9/18

WILMAR SUGAR PTY LTD, Pioneer Mill, Brandon
(see LR 263 p.30)
1067 mm gauge
Invicta Mill's Walkers B-B DH *Hodel* (687 of 1972 rebuilt Bundaberg Foundry 1995) which

EM Baldwin B-B DH Rynne *(5423.1 9.74 of 1974 rebuilt N+P 2009) passes by a flowering tabebuia tree at Victoria Mill on 11 October. Photo: Arthur Shale*

Above: *Pioneer Mill Clyde 0-6-0DH* Airdale *(64-318 of 1964) with full bins from Klondike 4 on 20 August.* *Photo: Luke Horniblow*
Below: *Walkers B-B DH 11 (628 of 1969 rebuilt Walkers 1996) between Bloomsbury and the O'Connell River on Proserpine Mill's Elaroo line on 30 September.* *Photo: Luke Horniblow*

rolled over on 5 August, came to this mill for repairs and was returned on 14 September.
Shane Yore 9/18

WILMAR SUGAR (PROSERPINE) PTY LTD, Proserpine Mill
(see LR 263 p.30)
610 mm gauge
Walkers B-B DH 11 (628 of 1969 rebuilt Walkers 1996), rebuilt in the slack season, was seen in service on the Gunyarra line on 27 September and the Elaroo line on 30 September.
Luke Horniblow 9/18; Tom Badger 9/18

NEW SOUTH WALES

BLUESCOPE STEEL LTD, Port Kembla Steelworks
(see LR 263 p.30)
1435 mm gauge
In mid September, the status of the Bo-Bo DE locomotives on death row was as follows. Com-Eng D6 (8-1951 of 1951) – motor removed, English Electric Australia locos D16 (A-030 of 1959) – not touched, D24 (A-037 of 1960) - gone, D31 (A-084 of 1964) – cab only remaining above the frame, D32 (A-088 of 1964) – motor removed.
Chris Stratton 9/18

MANILDRA, SHOALHAVEN STARCHES PTY LTD, Bomaderry
(see LR 253 p.29)
1435 mm gauge
Goodwin Co-Co DE locomotives 44208 (G-6045-08 of 1971) and 44209 (G-6045-09 of 1971) arrived at Bomaderry on 28 August. They appear to have been purchased from Chicago Freight Car Leasing Australia, are to be used for shunting at Manildra sites and on 2 October, were seen in Bomaderry Station yard in company with mill shunting loco Walkers B-B DH 7315 (674 of 1971). One is to stay at Bomaderry and the other will be sent to Manildra.
Peter McClenaughan 8/18; John Medcalf 10/18; Leslie James Partelle 10/18

OVERSEAS

FIJI SUGAR CORPORATION
(see LR 263 p.30)
610 mm gauge
Seen on the Lautoka Mill system on 29 September were Hunslet 6wDH 21 (9273 of 1987) in the main street of Lautoka with a rake of full trucks and EM Baldwin 0-6-0DH 16 (6/1257.1 7.65 of 1965) at Navo. A visit to the mill's loco shed on the same day revealed a gutted Clyde 0-6-0DH 11 (65-432 of 1965) with Clyde 4wDMR 124 (built in 1975) nearby. 11 now has red and white headstock stripes replacing the previous red and black. Ex Rarawai Mill Hunslet 6wDH 21 (9273 of 1987) has been repainted in Lautoka colours of yellow and gray since last observed in 2016 but still carries its former Rarawai Mill number of 21 although officially numbered 18. The Ba River bridge at Rarawai Mill has not been repaired since being damaged by flooding over Easter and at least some of the cane on the far side has been diverted to Lautoka Mill this season.
FSC started dismantling the Penang Mill soon after its closure was announced in 2017. Following removal of equipment which could be used in the FSC's other mills, Korean company Messers Sam Gi Tech was awarded the contract to demolish the mill. This company has also won a tender to remove scrap material from Lautoka and Rarawai Mills. Concerns are held for the fate of Penang Mill Hudswell Clarke 0-6-0 4 (1658 of 1935) which is on display at the mill site.
At Labasa Mill in mid August, a daily average of 364 cane lorries and 314 cane trucks were being unloaded at the mill. The objective is 400 road transport vehicles and 350 rail trucks. Twenty-four mechanical cane harvesters have been introduced in the Northern Division of the Labasa Mill cane growing area this year. In Batinikama, Labasa on 29 August, a 14 year old boy who was attempting to retrieve his shoe from beneath a passing train, sustained injuries when one of the trucks ran over his leg. The boy had been walking along the line when the train approached from behind. He tried to out run it whereby the shoe got caught in the track. His leg was subsequently amputated in hospital.
Fiji Sun online 31/8/2018, 1/9/2018, 21/9/2018; Chris Stratton 9/18; *The Fiji Times* 16/8/2018, 17/8/2018, 30/8/2018, 13/10/2018

Lautoka Mill Hunslet 6wDH 21 (9273 of 1987) in the main street of Lautoka on 29 September. *Photo: Chris Stratton*

Field Reports

Please send any contributions, large or small, to fieldreports@lrrsa.org.au or to P.O. Box 21, Surrey Hills, Vic 3127.

A.&D. Munro's Cabarlah Tramway, Cabarlah, Queensland.
Gauge 762mm

This report outlines evidence found in April 2018 of the remains of a 800 m long 762 mm gauge log haulage tramway that operated on an escarpment some 3.2 km east of Cabarlah, in South East Queensland, during the mid to late 1890's. This horse drawn tramway was constructed and operated by Toowoomba timber merchants, A. & D. Munro, and used to haul logs to the top of that escarpment. From there, the logs were transferred to road wagons and transported to Munro's nearby Argyle Mill.

Following the closure of that mill circa 1903 and, with the subsequent historical focus centred on Munro's more substantial Hampton tramway, this Cabarlah tramway appears to have become somewhat forgotten, with the only known references to it appearing in two Toowoomba newspaper articles published on 26 September 1896[1,2]. A week prior to publication, the authors of those articles had inspected both of Munro's tramways – the 'functioning' Cabarlah Tramway and the 'under construction' Hampton Tramway – and the information they presented not only allowed us to locate some evidence of the Cabarlah Tramway route but also gave us a valuable insight into the construction of the Hampton Tramway. Those articles describe how the Cabarlah line began at the top of the escarpment then traversed a steep decline before sweeping around a wide bend and then levelling out as it approached the loading station. The change in elevation was recorded as 120 feet.

Upon inspection of this area evidence of that route was found, the most distinct being the remains of a cutting, some 200 – 250 metres long, on private property and running near parallel with Fernbank Road, reference images 1 and 2. Also, towards the top of the line the remains of some structural members – possibly log-bridge cross beams – were uncovered. It was in this upper area that a photographer accompanying the 1896 touring party took a photograph of an inclined log bridge. While spoil from subsequent adjacent roadworks makes exact matching of that bridge site difficult, the terrain in that area is not unlike that seen in the old image.

Image 1: *A horse team hauling a three-ton log on the Cabarlah tramway (from a photograph taken by Trilby Studios in 1896), and the possible site of that bridge. Two pieces of timber (arrowed) have one side hewn flat, and may possibly be remnants of that bridge. (Photograph by Alan Bryce).*

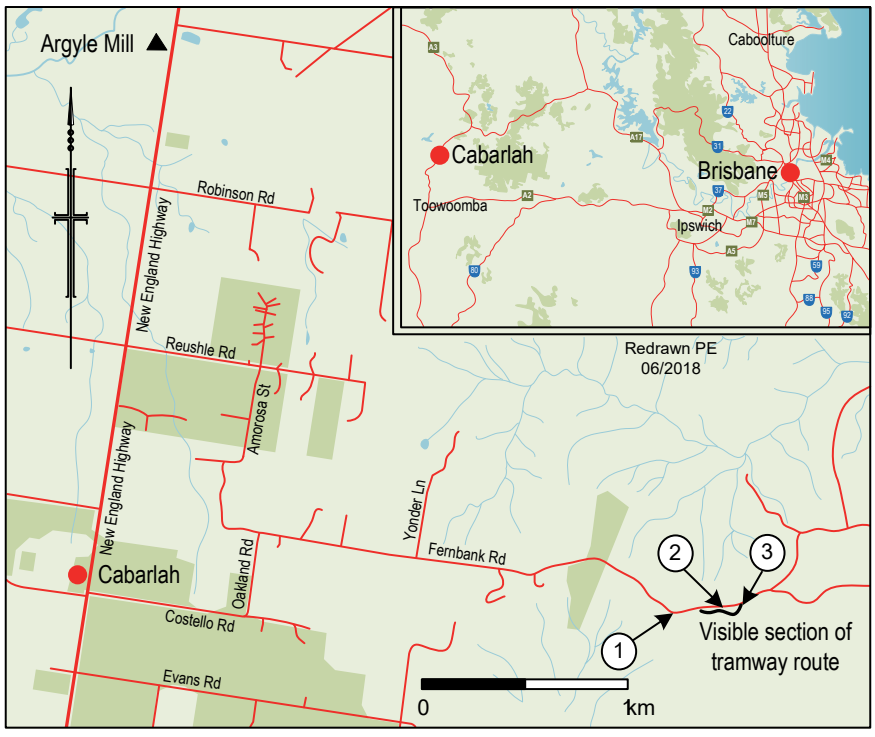


Image 2: *A side–cutting on the Cabarlah tramway. (Photograph by Alan Bryce).*

A further key piece of information was found in one of the 1896 accounts of the two tramways. That account described the respective rail types in use, namely wooden rails on the straight sections and steel rails on the curves on the Cabarlah line and steel rails on the Hampton line.[1] That reference to steel rails (from day one) on the Hampton line casts doubt on assertions made in some historical accounts of that line.[3,4,5] For example, R. K. Morgan's account – *Munro's Hampton Tramway* – published in *Light Railways* No.61, reads *It appears that wooden rails were used initially, but as they wore out quickly these were soon replaced with steel rails purchased second hand from QGR.*

In order to review this further, a check was undertaken of all available newspaper reports relating to the Hampton line over the period 1896 to 1898.[1,2,6,7,8] No mention was found of wood rails in any of those articles, and no wood rails were visible in the photos accompanying those articles; rather, all references found suggested that the Hampton to Palmtree line was steel railed from the beginning. The question therefore arises: why would the early historical articles have asserted that the Hampton line was once wood railed?

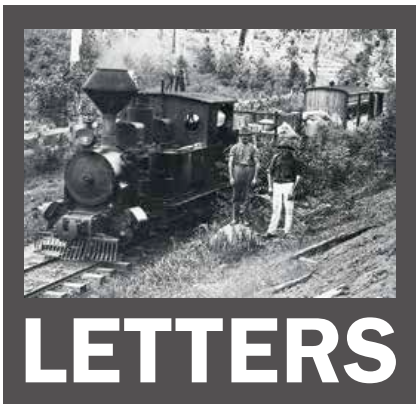
Perhaps the answer lies in the photo taken of a Munro family picnic gathering along a *wood rail on the straights, steel on the curves* tramway, reference image 3. In their publications, authors have attributed the scene captured in this photo to be one along the Hampton line; however, recent field work undertaken along the Cabarlah line, including metal detector checks and background feature checks, has shown that this photo was taken at the end of a wide bend on the Cabarlah line.

Alan Bryce and Mike Kinion (members of the Munro Tramway Historical Group Inc.) 06/2018.

References:

1. *Toowoomba Chronicle & Darling Downs General Advertiser*, Saturday 26 September 1896, page 3.
2. *Darling Downs Gazette*, Saturday 26 September 1896, page 5.
3. Morgan, Richard (1978). *Munro's Hampton Tramway.* In *Light Railways* No.61, page 9. Light Railway Research Society of Australia, Surrey Hills.
4. *Munro's Perseverance Sawmill and Tramway* DVD, frame at 37 m 50 s. Published in 1996 by Greg Shum.
5. Kerr, John (2009). *Tall Timber and Tramlines Queensland*, Chapter 5, Munro's Hampton – Perseverance Tramway, page 55. Light Railway Research Society of Australia Inc., Surrey Hills.
6. *Darling Downs Gazette*, Saturday 6 February 1897, page 7.
7. *Toowoomba Chronicle & Darling Downs General Advertiser*, Saturday 8 October 1898, page 3.
8. *The Queenslander*, Saturday 15 April 1905, page 29.

Image 3: *Comparison of photographs taken 120 years apart: in the late 1890s and in April 2018. The sites appear almost identical, with a gully running from left to right across the centre of frame and a distinctive rock formation (see comparison) in the far distance. These photographs tend to confirm that this is indeed the Cabarlah tramway. (Photographs courtesy Munro family and Alan Bryce).*



LETTERS

Beware up in the Dandenongs

Whilst researching recently for information related to an article for *Light Railways*, I came across the following article in the UK Newspaper *York Herald* (27 September 1875) recording a conversation between George Stephenson and the operator of the Wylam tramroad, discussing the shortcomings of his locomotives *Puffing Billy* and *Wylam Dilly* and the superiority of Stephenson's newer locomotive.

It has long been a suspicion of mine that both these engines were "Dillys" and that the name of the former became "Billy" by familiar usage. The following conversation, if correctly reported may well confirm my belief !

"Well Geordie, I suppose if you could get all the folks of Newcastle into railway carriages such you have here at Stockton your new engines could pull them along ."

To which Stephenson replies:-

"Jimmy, Hinney,(friend) wor (my) new engine is like fifty draught horses to a cuddy (donkey) with either of your Puffing Dillies.

I am well aware that, by common usage, any elderly or derelict steam locomotive is liable to be known as a "Puffing Billy" but then what if correct historical usage was to prevail, and our Belgrave friends were to find themselves in the "Puffing Dilly Society" ?

John Shoebridge (With a flicker of a smile on his lips)
Dora Creek, NSW
Via email
12/09/2018

The Cheetham Salt Chronicles – Part 6 (LR 263)

In the article on Cheetham Salt in LR 263 a number of minor errors crept into the captions. On page 8, top image; page 9, bottom image; page 11, top image; page 12, top image; and page 13, bottom image, the Ruston locomotives are described as 30DLU rather than the correct 30DL. the text is otherwise correct.

The only Underground loco was the 20DLU (No.4 on the roster). The error was made by the author and realised too late for correction.

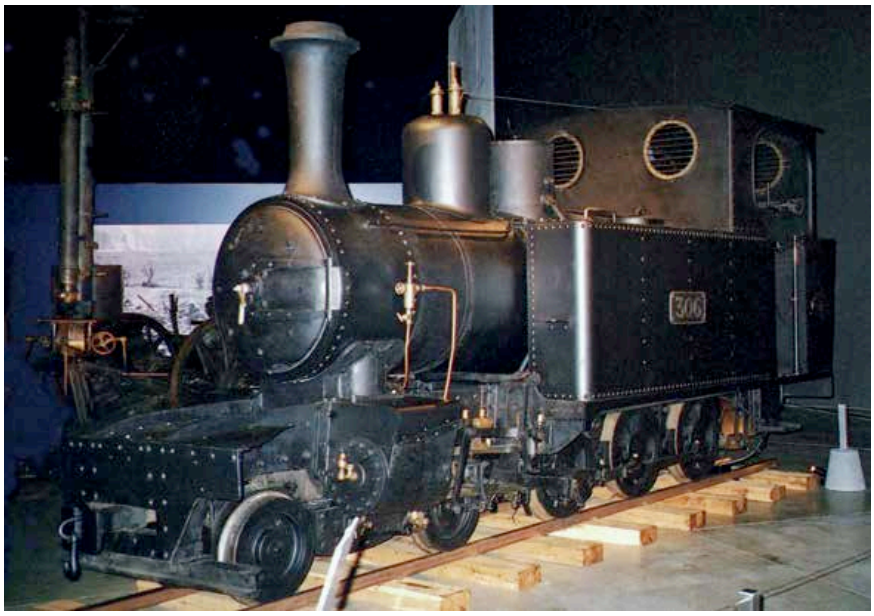
Peter Evans
Via email
09/2018

WW1 Surplus and Memorialised Locomotives (H&T report LR 263)

Light Railways 263 (October 2018) carried a News item recording the acquisition by the Pichi Richi Railway of one of the former Broken Hill Associated Smelters' locomotives, *Passchendaele*. As that note indicated, this loco was one of four purchased by BHAS as war surplus stock from the British War Department in 1919 for shunting use at the smelter. These were small narrow gauge (3 ft 6 in) 0-6-0 locomotives weighing 18.75 tons.

This initiative by BHAS was the forerunner of the purchase in 1920 of some 15 British Army Railway Operating Division (ROD) war surplus 4-6-0T Hunslet narrow gauge (600mm) locomotives, regauged to 2 ft (610mm) for use on the light tramways of the Queensland cane fields – 12 by sugar mills and three by the Queensland Government for their Innisfail tramway; the disposition of these locos among the various mills at the time is detailed by Ray Ellis[1]. In addition to these U.K. Hunslets, two war surplus narrow gauge (600mm) American Baldwins, a 4-6-0 loco Bn 45215 of 1917 (Racecourse No.5) and a 2-6-2T Bn 46828 of 1915 (Fairymead *Felin Hen*), also found their way to the canefields. A number of the Hunslets are now static displays in various locations, but three of them and the two Baldwins have undergone or are undergoing restoration to full running order; the exception is Hunslet ROD 306 (Bn 1218 of 1916, Gin Gin No.1), which has had a cosmetic restoration only and is on display at the Australian War Memorial[4]. An account of these WW1 canefield locos is in preparation.

In contrast to the Hunslets and Baldwins, as far as I can determine the four BHAS Barclays never saw war service; the type is not listed by Roy Link in his WDLR compilation[2]. Possibly the locomotives, being built under the British War Department contract with Baldwin [Baldwin ???, surely this should be Barclay?], were unfinished by the time the war ended, as they have



Hunslet 4-6-0T ROD 306 (Bn 1218 of 1916), ex Gin Gin No 1: cosmetic restoration on display at the Australian War Memorial May 2005. *Photo: Ian Bevege*

Barclay 0-6-0T Polygon *in Papua, c.1921. McKillop and Pearson 1997 photo with permission from Bob McKillop.*

published build dates variously as 1918 and 1919[3]. However, the four locos were named by BHAS after Western Front battlefields in honour of the Australian troops who fought there: *Pozieres* (Bn 1543 of 1918), *Polygon* (Bn 1544 of 1918), *Peronne* (Bn 1545 of 1918) and *Passchendaele* (Bn1546 of 1918).

With *Passchendaele* now in the care of Pichi Ritchi Railway with plans for its restoration, readers of *Light Railways* may be interested in the fate of its sister Barclays. *Pozieres* was acquired in 2010 by the Bellarine Railway at Queenscliff, Victoria and is in running order. *Peronne* is also in in running order at the National Railway Museum at Port Adelaide. *Polygon* was sold to New Guinea Copper Mines in 1921 and worked on their Tahira to Dubuna railway just east of Port Moresby[5]; she was scrapped in 1961.

The Barclay *Passchendaele* has a WW1 memorial locomotive of the same name in New Zealand. This *Passchendaele* is an AB Pacific Class 4-6-2 tender locomotive No. 608 built at Christchurch's Addington railway workshops in 1915 for New Zealand's national narrow gauge (3 ft 6 in) system. According to NZ Ministry for Culture and Heritage[6], in 1925 the minister of railways Gordon Coates, agreed to a proposal to name a steam locomotive 'in memory of those members of the New Zealand Railways who fell in the Great War'. The memorial nameplates fitted to the engine's flanks were formally unveiled by Governor-General Sir Charles Fergusson on 17 November 1925, the opening day of the New Zealand and South Seas Exhibition in Dunedin.

Passchendaele was withdrawn from service in 1967 after steaming more than 2.4 million mainline kilometres. It was donated to the New Zealand Railway and Locomotive Society and was extensively rebuilt by volunteers to mainline standards in full working order by current owners Steam Incorporated at Paekakariki near Wellington, in time to participate in WW1 centenary commemorations in 2016.

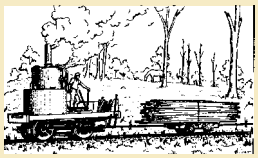
References:

1. Ellis, R.F. (1982). W.D.L.R. Hunslet 4-6-0T's in Queensland. *Narrow Gauge* 98, 12-19.
2. Roy C. Link (2014). *WDLR Album*. RCL Publications, 224pp + Apps.
3. Australian Steam website www.australiansteam.com
4. Bevage (sic), Ian (2005). Australian War Memorial Canberra. *Light Railways* 184, August, pp 28-29.
5. Bob McKillop and Michael Pearson (1997). *End of the Line: A History of Railways in Papua New Guinea*. University of Papua New Guinea Press Port Moresby, 170pp.
6. 'Passchendaele memorial locomotive', URL: https://nzhistory.govt.nz/media/photo/memorial-train, (Ministry for Culture and Heritage), updated 17-May-2017.

Ian Bevege
Via Email
15 October 2018

Former Broken Hill Associated Smelters (BHAS) 0-6-0T steam locomotive Peronne *was built by Andrew Barclay (No.1545) in Scotland in 1919. It was withdrawn from service with BHAS at Port Pirie in 1964, and arrived at the Mile End Railway Museum in February 1966. It was completely restored by the Mile End Railway Museum, and was relocated to Quorn and recommissioned on Pichi Richi Railway in May of 1988. Following tests and crew training, it was relocated to the NRM in November 1988, in readiness for the official opening of the NRM on 10 December 1988.*

Photo: Michael Chapman



LRRSA NEWS

MEETINGS

ADELAIDE: "The locomotive *Pozieres* at Bellarine railway"
Our December meeting will be preceded at 6.30pm by a meal at one of the local eateries. The actual meeting will include a discussion and viewing film of the locomotive *Pozieres* at the Bellarine Railway in 2018. News of light rail matters will be welcome from any member. Intending participants would be well advised to contact Les Howard on 8278 3082 or by email to lfhoward@tpg.com.au, since accommodation is limited.
Location:
1 Kindergarten Drive, Hawthorndene.
Date: Thursday 6 December 2018 at 8.00 pm

BRISBANE: "Dave Rollins overseas photos"
Dave Rollins will be showing photos and films of his recent overseas travels. Bob Gough says that it will be like opening a box of chocolates, and we are sure that it will be of great interest to all attendees.
Location: BCC Library, 107 Orange Grove Road, Coopers Plains.
Date: Friday 14 December 2018 at 7.30pm

MELBOURNE: "Inspection of the Puffing Billy Museum at Menzies Creek"
The December meeting will be replaced by a fascinating inspection of the refurbished museum and its exhibits at Menzies Creek. Over the past five or so years the Puffing Billy Museum has seen a lot of redevelopment, part a which is a new display hall for restored exhibits. Many exhibits are undergoing restoration. Two significant items are the Climax locomotive and the TACL rail tractor, both of which came from the Tyers Valley Tramway.
Location: Puffing Billy Museum at Menzies Creek.
Date: Wednesday 12 December 2018 at 7:30 pm.
NOTE: Changed date, time and location from the normal meeting

SYDNEY: No meeting in December
The next meeting of the NSW Division will be in February 2019 and details will be provided in the next *Light Railways*.

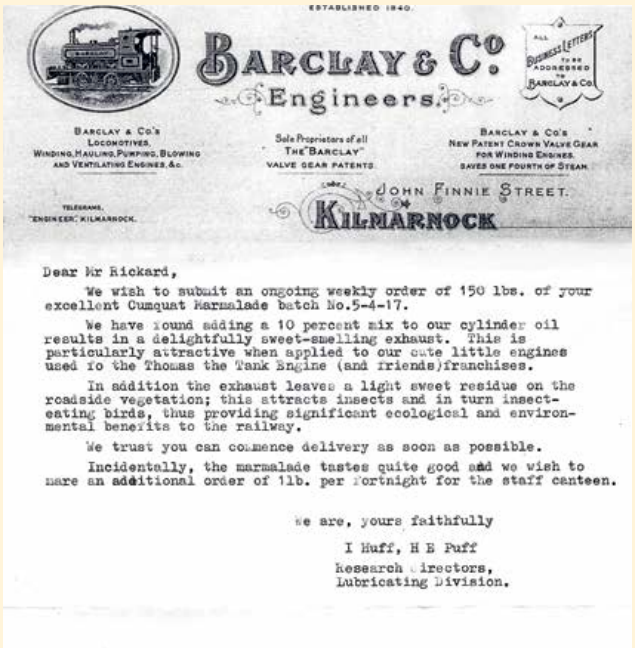
Obituary

Arthur J Straffen

We are very sorry to report the death of Arthur Straffen on 10 September, shortly after his eightieth birthday. Until recent health problems he had regularly attended the Society's Melbourne meetings, which he had done since the 1960s. He migrated to Australia with his parents in 1947, and trained to become a school teacher. He spent most of his teaching life at Lyndale High School in Dandenong whilst living in Harkaway.

Arthur joined what was then the Victorian Light Railway Research Society in about October 1966, at the time of the "Great Membership Rush". His membership number was 102. He played an important part in the Society's management in the 1970s. At short notice he stepped in as editor of *Light Railways* No.22 (Summer 1968), during a time of turbulence in the Society's administration. This turbulence ended during 1969, and at that time Arthur took on the position of Vice-President. After one year in this position he took on the role of President for three years, followed by five years as Hon. Secretary, and finally two years as Committee Man.

During the 1960s and 1970s Arthur was a regular attendee at the monthly meetings of the Australian Railway Historical Society, and travelled on many of the steam hauled railway enthusiast trips at that time, both in Australia and overseas. He was a great collector of ephemera – bank notes, certificates of all sorts, passports, luggage labels, letterheads to name just a few. He had a well developed quirky sense of humour, which probably resulted from exposure to radio programmes such as "Much Binding in the Marsh" in the early 1950s.



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Dear Mr Rickard,

We wish to submit an ongoing weekly order of 150 lbs. of your excellent Cumquat Marmalade batch No.5-4-17.

We have found adding a 10 percent mix to our cylinder oil results in a delightfully sweet-smelling exhaust. This is particularly attractive when applied to our cute little engines used to the Thomas the Tank Engine (and friends)franchises.

In addition the exhaust leaves a light sweet residue on the roadside vegetation; this attracts insects and in turn insect-eating birds, thus providing significant ecological and environmental benefits to the railway.

We trust you can commence delivery as soon as possible.

Incidentally, the marmalade tastes quite good and we wish to make an additional order of 1lb. per fortnight for the staff canteen.

Yours faithfully

I Huff, H E Puff
Research Directors,
Lubricating Division.

A recent example of Arthur's sense of humour – a letter he wrote to the current Hon. Secretary of the LRRSA.

In *Light Railways* No.32 (Winter 1970) Arthur wrote an incisive editorial, which encapsulated the philosophy which the LRRSA was trying to develop in its writings. It seems appropriate to close this tribute with some extracts from that editorial, the sentiments of which are just as appropriate today, 48 years later.

Arthur Straffen in an old VR cattle wagon at Echuca wharf. At this time he was the LRRSA's Hon. Secretary. Photo: Lionel Rickard

We all love our little engines, there is no doubt about that. Each issue of *Light Railways* contains further evidence of diligent research by one or other of our members on the ancestry, vital statistics and ultimate fate of some locomotive whose very existence was previously unknown, except to a handful of people. Such application to the unearthing of facts is highly commendable, whether it takes the form of searching through the files of company or manufacturer's records, or old newspapers; of shifting scrap iron in junk yards, or of getting wet feet or worse at the bottom of some mountain gully. We need to know accurately and unequivocally, these locomotive details.

But there is so much more to light, and indeed, to heavy railways, than the locomotives which operated on them. Glamorous or quaint as they may be we should keep our perspectives clear and realise that, after all, locomotives are only a means to an end, the end being the movement of people, goods or raw material.

This love of the locomotive to the exclusion of all other aspects of the operation is a common enough failing among rail fans and the magazines catering to their interests, but it is a failing which *Light Railways* has managed to avoid – just.

Several of our contributors are to be congratulated for the background information that they manage to include in their articles: such as G. Maynard's excellent account of the wood distillation process at Britannia Creek (LR No.25) and G. Verhoeven's very comprehensive and well balanced article on the Stannary Hills - Irvinebank tramways (LR No.30). These, among others, put the railway in its true place in an industrial, social and economic situation.

Besides locomotives and track locations we in this Society need to consider the place each light railway held in its community, why it was built in the first place, and its effect on life in the area. We need a writer who can tell us what it was really like to be a saw-miller working at Ada No.1, for instance, or to describe the social life of Powelltown during the peak of its prosperity, and we could certainly do with first hand accounts of "riding the rails" such as that magnificent piece in LR No.19. How was feed for the hundreds of horses and bullocks working in the forests brought to them, and how much did it cost? What help was available for an injured man at an outlying camp? These questions, and many others like them, are just as important to our studies and the aims of our Society as are the cylinder dimensions of *Coffee Pot,* and I respectfully suggest, of rather greater general interest.

Heritage & Tourist NEWS

News items should be sent to heritagetourist@lrrsa.org.au Digital photographs for possible inclusion should be sent direct to Richard Warwick at editor@lrrsa.org.au including the name of the location, the name of the photographer and the date of the photograph.

QUEENSLAND

BUDERIM-PALMWOODS HERITAGE TRAMWAY, Buderim

762 mm gauge

The story of the Buderim Krauss started in 2004 when the BPHT acquired the original locomotive that ran between Buderim and Palmwoods from 1914 to 1935, using funding from the local Council. It was intended that the Krauss would be displayed somewhere in Buderim. Donations and grants were obtained by the BPHT and volunteers carried out a cosmetic restoration. In 2010 the Krauss was unveiled to the community at a site in Lindsey Road near where the original railway station was located.

In 2015 the local Council set up a task force to look at all aspects of the display of the locomotive in Buderim, as was done for the SS *Dicky* project in Caloundra. The BPHT agreed to engage the services of a conservator to prepare a display specification and conservation management plan. The final report recommended that Council reject the Lindsay Road site or any other sites in Buderim and that the locomotive should be sent to the Nambour Museum. It is also stated that the locomotive was of "low local significance".

Due to the uncertainty surrounding the display location, BPHT is not seeking donations from the public. All funds raised have been placed in a high interest bearing account. If the display fails to go ahead, BPHT is bound by legislation to donate the funds to a like-minded organization.

Phil Morrow, Buderim Palmwoods Heritage Tramway Inc.

VALLEY RATTLER RAILWAY, Gympie

1067 mm gauge

The Valley Rattler rolled back into the Mary Valley with a train full of passengers for the first time in six years on Saturday 6 October. It now travels from Gympie to Amamoor for about 20 km with a stop at Dagun, with two return trips every Wednesday, Saturday and Sunday. The locomotive can be turned at Amamoor on the turntable although the trip is not as long as the original excursions that were run to Imbil which is about 40 km from Gympie. The station at Gympie has been fully restored with meals available in the station café. Residents in the valley are generally enthusiastic about the return of the train.

Valley Rattler website and Facebook page

DURUNDUR RAILWAY, Woodford

610 mm gauge

The last couple of months have been a very exciting time for the railway with two major platform upgrades undertaken and the third shelter shed moved into place. Unfortunately the air compressor on the Gemco locomotive failed and as a preventive measure, it was decided to also dismantle and check Netherdale's air compressor. Work on the new ballast wagon has been delayed, with some work on the railmotor trailer taking priority. During August, work was also undertaken on Melbourne's boiler preparing it for an inspection prior to fitting of the tubes.

The track team has continued with replacing defective timber sleepers, as well as undertaking the usual mowing. Overall, workers have replaced 31% of the mainline sleepers with steel or concrete. With nearly one-third of the mainline sleepers renewed, the railway is well positioned for the future and continuing this strategy will reduce the sleeper replacement commitments in the long term.

As workers are well advanced on mainline maintenance, work has commenced on the construction of the bypass road at the locomotive storage shed with the concrete sleepers and steel point bearers laid out awaiting positioning of the rails.

On the first running day in July, the railway broke the previous record by carrying 407 passengers. One of the problems faced with the large numbers is that they tend to all come in the morning. When thinking of solutions the railway believes that it needs to be careful not to just transfer the problem somewhere else, for example, a discounted price in the afternoon could just transfer the problem to the afternoon. This record number of passengers is a problem being faced by some railways and is to be expected with Australia's rapidly growing population and the growing number of visitors from China and elsewhere. However, it is a problem that some other railways would like to have.

Durundur Railway Bulletin 39:353 September/October 2018

NEW SOUTH WALES

PETE'S HOBBY RAILWAY

610 mm gauge

Apart from the currently working Hunslet 0-4-2T (B/n 1187 of 1915), Pete's Hobby Railway possesses two other steam locomotives, both non-operational and on static display at the front of the property behind Loftus station. These are a Fowler 0-6-0TT (B/n 8766 of 1900) and an 0-6-2T, built by Perry Engineering in South Australia in 1938, Works Order 6671. Since moving to Junee, Pete had considered the possible restoration to working order of one of these engines to provide a second operational steam locomotive, with the Perry being the preferred one. However, inquiries disclosed that the Perry locomotive required a far greater minimum radius curve to operate around than was available on Pete's Hobby Railway and so attention turned to the Fowler. More recently, an internal examination of the Perry's firebox has disclosed that the locomotive had been involved in an incident, causing the fusible plug to be dropped, with the resultant warping of the top of the firebox. Doubtless, this had led to its immediate withdrawal from service.

Works were undertaken to prepare Fowler 0-6-0TT locomotive 8766 of 1900 to allow a detailed boiler inspection to be undertaken, with the idea of restoring the engine to operational condition for occasional use on the railway. Inspection of the boiler (out of the frame) by the boiler inspector took place in August. He advised that the boiler barrel and firebox appeared to be in good condition, with pitting not deep enough to require the use of a qualified pressure welder. Work will be undertaken over the next three months. After work commenced and the various parts were removed, only three carried the correct builder's number. An investigation of the various builder's numbers uncovered found ten other numbers apart from 8766.

Checking the numbers against known Fowler locomotives at the adjacent (Queensland) CSR Victoria and Macknade sugar mills, found only one match; 11223, a 1907-built 0-6-2T at Macknade. A further check against all known Fowler locomotives at Queensland and northern NSW sugar mills, found no further matches.

Accordingly, Pete has questions to any Fowler locomotive experts; how and when did Fowler 8766 acquire parts from all the other locomotives and what link do these engines have with the CSR Company?

Pete's Hobby Railway Progress Report 47: The Mysteries of Fowler 8766

ILLAWARRA LIGHT RAILWAY MUSEUM SOCIETY
Albion Park

610 mm gauge

The Society is now in its 46th year at Albion Park since its foundation in 1972. The year 2018 has been another great year and this is thanks to the great efforts of the ILRMS volunteers. During 2018 it has seen major achievements, recognitions, locomotive works and building openings to enhance the ILRMS operations at Albion Park.

The current status of the locomotive fleet is:

- *Cairns* Hudswell Clarke B/No. 1506 of 1939 ex Victoria Mill, officially withdrawn from service due to the need for some boiler repairs.
- Perry *Tully No 6* Perry 7967/49/1 of 1949 Perry Engineering South Australia ex Tully Sugar, is currently out of service. It has seen the boiler taken out of the loco frame and the construction of a new smoke box and front tube plate.

- *Burra* 3574 of 1923 ex Corrimal Colliery, is in service after the fitting of new gauge glasses.
- *Kiama* 1596 of 1917 Davenport Locomotive Co. USA ex Kiama Tramways, had seen the celebration of 100 years in 2017 and throughout 2018 has performed on passenger duties.
- The 1965 Baldwin Diesel ex Macknade Mill Macknade 17, is awaiting the fitting of new tyres to be built at a later stage.
- Other smaller locomotives in the fleet are operational and performing as needed. *Seymour* Baguley/Drewry 2392 of 1952 ex CSR Victoria Mill, is performing well and is a star of the ILRMS Ghost Train Run in October.

During the year there have been some special events. In September the official opening of the extension of the Ken McCarthy Museum Building honouring Ken's work at Albion Park was held, and we also honoured Brian Holmes for his commitment to the ILRMS. Both of these gentlemen have a special place in the history of the Society.

As 2018 is coming to a close and the Society looks forward to the year ahead, it notes that the ILRMS is a changing place, making the museum grounds more inviting for families who enjoy what is on offer. The museum's grounds have seen new BBQ areas, a new children's play area constructed and also the installation of lighting around the miniature railway for night runs. Also, 2018 has seen the construction of a new web site and the society is on Instagram. The ILRMS is working with the Historical Aircraft Restoration Society on a joint pass for the two museums.

Brad Johns, via email

VICTORIA

ALEXANDRA TRAMWAY AND MUSEUM INC, Alexandra

610 mm gauge

Of the two foot locomotives, John Fowler 11885 continues to operate satisfactorily. A tender was added to the loco to save time with refueling. Work continues as time permits on Hudswell Clark 1098. Both Kelly & Lewis locos are available for service but No.4271 was not used during the year, and No.5957 has seen little use during the year. Malcom Moore, No.1023 is still stored pending restoration. No.1049 was withdrawn from traffic for maintenance, and should be in service soon. No.1091 was issued to service to take over from No.1049. Cheetham No.1 is available for use when required. Cheetham Day's (4 wheel) remains stored awaiting restoration. Ruston & Hornsby 20DLU loco No. 4 is awaiting restoration. Simplex No.10058 and No.20560 continue to operate as required for displays, works trains, some shunting and the occasional passenger train, while No. 7351 is still in storage waiting restoration. Waranga has seen some minor use during the year and is operational. Whitcomb remains stored awaiting restoration.

Of the 3 ft 4.5 inch and 3 ft. 6 inch locomotives, the 'Ruoak' Day's is still operable, but has seen little movement during the year. Malcolm Moore C.396 is still on track, but requires further painting and is still waiting for an available mechanic to restore it to operation. The 'Lees' Day's is still waiting for a mechanical overhaul.

The timber industry's contribution to the Alexandra economy during the 1930s and 40s has been celebrated by the Alexandra Timber Tramway and Museum with a recent open day dedicated to the Kelly & Lewis diesel locomotives. These locomotives were purpose built for the Rubicon tramway in 1935 and 1936 and are the museum's direct link with the long history of the Rubicon. Today, they represent working examples of the tough days of the timber industry in this area when timber was hauled out of the Rubicon forest to Alexandra. Timber mills such as the Ruoak Timber mill were a significant part of the historic Alexandra Railway precinct.

Timberline 163 October 2018

WALHALLA GOLDFIELDS RAILWAY, Walhalla

762 mm gauge

There has been a new addition to the vehicle fleet, a nine seater trolley, which has been used to move more passengers on the days when crew are not available, mainly due to illness. WGR initially had permission to use this larger passenger trolley which, combined with the other two trolleys, allowed them to move 20 passengers in one trip. However, permission was recently rescinded by ATHRA due to safety concerns and the trolley combination can no longer be used. This has meant that WGR has had to cancel some running days.

Dogspikes and Diesel September 2018

PUFFING BILLY RAILWAY, Belgrave

762 mm gauge

On Thursday 18 October, Puffing Billy celebrated 20 years since the reopening of the Lakeside to Gembrook section. This huge undertaking involved the reconstruction of four bridges, four

Davenport Locomotive Works 0-4-0ST Kiama *and the Simplex 4wDM* Goondi *at the Albion Park Museum.* *Photo Brad Johns*

The unique Pichi-Richi Railway Coffeepot, *shown approaching the road crossing near the summit, was acquired by the SAR in 1906 as Steam Motor Coach No.1; a 2-2-0WT, the engine unit was Kitson built 4356/1905, the carriage was from Metropolitan Carriage & Wagon Company. Taken over by the CR as NJAB1, it was withdrawn from service in 1932. It was refurbished externally in the late 1950s and transferred to Alice Springs for display by the National Trust. In 1973 it was acquired by the PRRPS and restored to working order by 1984, and ran into the 1990s until the boiler needed work. It was returned to service in 2016. Photo Michael Chapman*

stations and 11km of railway, most of which was completed by Puffing Billy Preservation Society volunteers, with some help from the Army Reserves. The line officially reopened on Sunday 18 October 1998, with the first official train to travel the line from Lakeside to Gembrook being hauled by 14A, although there were a number of shake down trials before this event.

The anniversary will also celebrate the official reintroduction of locomotive 14A. For the past 12 months Puffing Billy has been converting 14A from a coal fueled loco to a light oil burning loco. The locomotive has already run some revenue earning trips to Gembrook and other trips but this is the official first run.

This conversion has created both negative and positive comment with some asking why one of the South African Garretts couldn't have been converted instead of an NA, while others have praised the fact that a traditional Puffing Billy locomotive will be able to run to Gembrook throughout the year instead of a diesel being used during the summer.

Work appears to be progressing quickly on the new signal box for Lakeside. It is situated in the middle of the platform about half way along and the frame for the building is nearing completion. Work is also underway on the construction of a platform at Wright station.

Puffing Billy Weekly Notice, *Monthly News* and local observations

The 0-4-2 steam locomotive No.4, is named Bub and began operations at Port Dock in late 1988. It was designed and built by volunteers at the then Mile End Railway Museum over a period of several years. It has operated over the Semaphore to Fort Glanville Railway for a few seasons. Photo Michael Chapman

Above: *The new signal box at the Puffing Billy Railway's Lakeside station in an advanced state of construction, 2 November 2018. Locomotive 12A waits to depart on the 1.30pm train to Belgrave on a wet Friday afternoon.* *Photo: Phil Rickard*

Below: *Internal combustion diesel locomotive No.7, named* Ken *has been in use at the Port Dock site since early 1990s.* Ken *was designed and built by volunteers at the railway museum. It has spent brief periods working on the Semaphore to Fort Glanville Railway. It is now used extensively at the National Railway Museum as the standard loco power for the miniature train ride.* *Photo: Michael Chapman*

Ex-Victoria Mill Baguley/Drewry 0-6-0DM Pilton *at the Lynton & Barnstaple railway in the UK.* *Photo: John Browning*

TASMANIA

IDA BAY RAILWAY, Ida Bay
610 mm gauge
The new group operating the Ida Bay Railway has been having some early teething problems. On a return journey from the terminus over AFL Grand Final weekend, the locomotive derailed and the passengers had to walk three kilometres back to the start. At the end of October the railway's website indicated that trains were temporarily not operating while track maintenance takes place.
Ida Bay Railway Facebook page, and website

TASMANIAN TRANSPORT MUSEUM, Glenorchy
1067 and 610 mm gauges
The long-term members would remember the museum site being a reclaimed tip that had a cover of pasture grasses, and on that site a lonely horse was joined by Abt locomotive No. 2 in 1976. From there the collection grew, firstly the two tram bodies 13 and 46 arrived and in October 1976 the majority of the steam locomotive collection and some old carriages (then camp cars), and so on. The arrival of the society's first acquisition, tram 141, in 1979 was an exciting time as it was finally located in its permanent home. This tram had a relatively short working life on the streets of Hobart and spent a longer time stored in the Hobart railway yards, but it has now spent a longer time than that at the museum. The 66 year old tram has been at the museum for 39 years, or 59% of its existence. This highlights the length of time the museum site has been a home to some of its vehicles.
Tasmanian Transport Museum Newsletter September/October 2018

OVERSEAS

LYNTON & BARNSTAPLE RAILWAY, Devon, England
610mm gauge
Ex-Victoria Mill Baguley/Drewry 0-6-0DM 2393 of 1953 *Pilton* has been modified to conform to the railway's loading gauge with a lower and repositioned cab and lowered engine hood. It has been finished in black and red livery with 'SOUTHERN' lettering and is available as the rescue locomotive for steam passenger trains.
John Browning 9/18

VALE OF RHEIDOL RAILWAY, Aberystwyth, Ceredigion, Wales
610mm gauge
Ex South Pacific Sugar Mills (Fiji) Lautoka Mill SPSM 6, Fowler 0-6-0T 10249 of 1905, is in secure storage here for display at a projected narrow gauge museum to be built adjacent to Aberystwyth Station.
John Browning 8/18

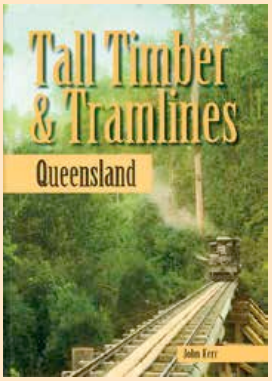
EDAVILLE FAMILY THEME PARK, South Carver, Massachusetts, USA
610mm gauge
Ex Fiji Sugar Corporation Lautoka Mill 21, Hudswell Clarke 0-6-0 1664 of 1935, is normally located here and has featured in steam for special events at Christmas time. It is currently undergoing overhaul at a workshop in Alna, Maine, but its tender remains at Edaville.
John Browning 8/18

LRRSA Online Discussion Group

Have you joined the LRRSA's email discussion group yet?
See:
https://groups.io/g/LRRSA
and click on
"Sign Up"!
and the
Light Railways of Australia Facebook Group ?
You will find the group here:
https://www.facebook.com/groups/LightRailwaysAustralia/

Books from LRRSA Sales ...

Tall Timber & Tramlines Queensland



By John Kerr

Published by the LRRSA.

Describes all Queensland timber tramways known to the author.

Soft cover, 104 pages, A4 size

90 photographs, 28 maps and diagrams,

References, bibliography, and index.

Price $29.95 plus postage
($22.46 to LRRSA members)
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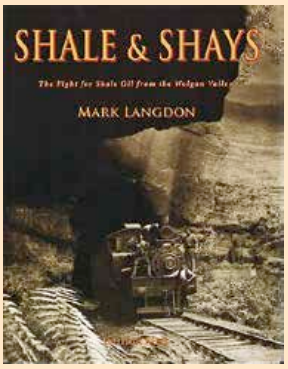
Shale & Shays

The Fight for Shale Oil from the Wolgan Valley

By Mark Langdon

Published by Eveleigh Press.
300 pages, 279 x 215 mm, hard cover, many photographs.



A new history of the famous standard-gauge Wolgan Valley Railway, NSW. With five chain curves and 1 in 25 grades in spectacular scenery, it used four three-truck Shay locomotives. Includes some original hand-coloured photographs, detailed maps, and rolling stock diagrams.

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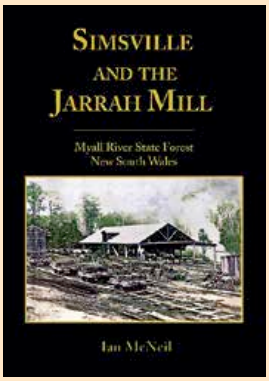
Simsville and the Jarrah Mill

Myall River State Forest, New South Wales



By Ian McNeil
Published by the LRRSA
Soft cover, 96 pages, A4 size
55 photographs, 12 maps and diagrams, references, and index.

The history of a 3ft 6in gauge tramway and sawmilling operations at the village of Simsville, near Stroud. The tramway used three Climax geared locomotives.

Price $29.00 plus postage
(**$21.75 to LRRSA members)**
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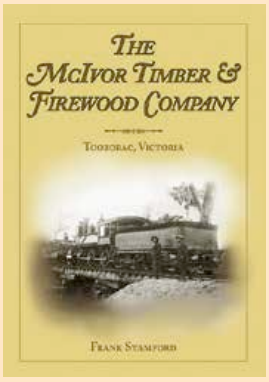
The McIvor Timber & Firewood Company

Tooborac, Victoria



By Frank Stamford
Published by the LRRSA
Soft cover, 104 pages, A4 size
104 photographs, 23 maps and diagrams, references, and index.

The history of a 5ft 3in gauge tramway from Tooborac to Mitchell's Creek, Puckapunyal, Moormbool West and Cherrington.

Price $30.00 plus postage
(**$22.50 to LRRSA members)**
Weight: 550 g

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