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LIGHT RAILWAYS

Australia's Magazine of Industrial & Narrow Gauge Railways



Light Railway Research Society of Australia Inc.



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Australia's Magazine of Industrial and Narrow Gauge Railways

No 186 December 2005

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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 super foot	0.00236 cubic metre
1 ton	1.01 tonnes
1 pound (lb)	0.454 kilogram
1 acre	0.4 hectare
1 horsepower (hp)	746 Watts
1 gallon	4.536 litres
1 cubic yard	0.765 cubic metres

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Comment

As it says in the blurb below, the LRRSA was formed in 1961. That's 44 years ago and, while there's mostly long life in my family history, I don't really expect to be around when the next 44 years comes up.

So why should I worry about this? In my role as LR editor, I worry because a lot of 'light railway' enthusiasts are my age, or older, and if there's going to be a *Light Railways* magazine (or e-magazine, or holographic information protocol, or whatever) in 2049, then someone out there has to want to read it.

It's encouraging to note that over half our current members were not on board nine years ago, but this is no guarantee for the long-term future. There's no reason to believe that the interest in 'light railways' cannot endure, given that subjects as diverse as Wooden Sailing Ships and the American Civil War still have their devotees and the magazines and activities to serve them. The challenge is to keep our magazine and activities as vital and interesting as our (albeit limited) resources will allow and, importantly, to make them as accessible as possible to members and newcomers alike.

I'm not trying to encourage 'tabloid history', just 'light railway' history that people can engage with and enjoy, without having to be one of the railway history cognoscenti. Our future depends on it.

Bruce Belbin

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

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

Light Railways is the official publication of the Society. All articles and illustrations in this publication remain the copyright of the author and publisher. Material submitted is subject to editing, and publication is at the discretion of the Editor.

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

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

Cover: As reported in *Industrial Railway News*, on page 22, Mulgrave sugar mill's John Fowler 0-4-2 steam locomotive NELSON (20273 of 1934) was taken out of storage for a photographic outing on 1 October, the purpose being to pose the loco on the picturesque timber bridge over the Mulgrave River, which is due to be replaced during the forthcoming slack season. NELSON was not in steam, so Com-Eng 0-6-0DM 5 (A1005 of 1955) provided the necessary propulsion.

Photo: Matt Fenn



Victorian Railways' engine 12A on the final climb into Erica with a special goods for Platina, in August 1950. Photo: Michael Schrader

Erica in 1945

by Michael Schrader

By the mid-1940's I had come to know a little of what timber tramways were – largely through Scout hikes in the Gembrook-Warburton areas.

In March 1945, the magazine *Walkabout*, a pioneer in Australian travel media, published an article by Henrietta Drake-Brockman titled 'Men of the Mountains', telling the story of bush felling and milling in the Erica area. I was inspired, and persuaded a Scout friend to make a visit.

So in the September school holidays we two 14-year olds decided to do so, hitch-hiking to cut costs. We received permission to wear our Scout uniforms to help establish our credentials even though this was not an 'official' excursion.

Some notes on our trip appeared in the 10th Malvern Scout Group Journal Issue No 106, issued November 1945.

The article was titled 'What They Don't Advertise' or '250 Miles for 1s 3d' by 'Scotch'.

At that time, the Victorian Railways offered Day Return tickets on Sundays in the Melbourne metro area for 6d. (sixpence or 5 cents!) to under-16's.

Here, then, is the article as written by a 15-year old, warts and all:

A colourful Railway Poster, depicting two children on an over-sized 6d, tells the world that "children under 16 can travel 36 miles return for 6d on Sundays". We bought one of those tickets, entrained for Dandenong and disembarked at that worthy city – our hearts "in the eternal snow".

Arriving at the city limits we proceeded to thumb all vehicles vigorously. Thus we arrived at Moe – 84 miles in 6 hours for 10d (4d for tram fare) per medium of a Ford model A, a timber truck, milk wagon, 1920's Packard, horse and jinker (1 horse power) delivery van and a sand truck.. Having passed a comfortable night in the bush at the back of the Scout hall we arose next morning and pointed our noses towards Erica. Per medium of sand truck, timber truck and hiking we eventually sat down at Gould (1 pub, ½ a store, ½ a post office) Here we waited – for a train or a lift. Happily the latter came first and we skidded into Erica at 10.30. We then proceeded to honour the Forests Commission with our presence. Having ascertained the state of various tracks, we decided to have lunch and play trains with the trams (!) until the arrival of the afternoon train from Moe. On this we went for a return trip to Platina. When offered the fare the guard winked and said "run along", so we ran.

That night we camped 'neath the whispering gums' until they started shouting to the accompaniment of torrents of rain, so we picked up our gear and went for a hike to the station at 11.40pm. Having chased the cows out of the waiting room we passed the rest of the night comfortably, well...

Next day we traced our steps to our former spot, had breakfast, and sought a dry place for our packs in the State Mill. The foreman whose name we found out later was Sunny Fitzclarence showed us a nice empty hut..... locked – but he promised it would be open that night. Whereupon we pushed our packs in through a window and set off in the pouring rain for Collins Siding – and the Climax.

We rounded a curve in the road and before us stood the Climax – the most antiquated, antediluvian piece of locomotive machinery I had ever seen. A typical American job, complete



September 1945: Engine 9A has arrived in Erica station with the regular goods from Moe.

Photo: Michael Schrader

with brass bell and spark arrester funnel. As the Forestry office had told the fireman we would be there, we were expected, and we climbed into the cab for the 6¼ mile run to Tyers Junction. We rocked and swayed over the curving track – and what a track! Those who are familiar with timber tramways and their ways will appreciate sharp curves and steep gradients. This track, however, certainly beats the band. When we left Collins Siding the boiler pressure was 25lbs per sq. inch (the safety valve rose at 200 lbs and working pressure is 150). We picked up on the downgrade however and at Hotel Creek the pressure was 140. At Tyers Junction it was back to 25. Tyers Junction is a growing town with a population of 8.

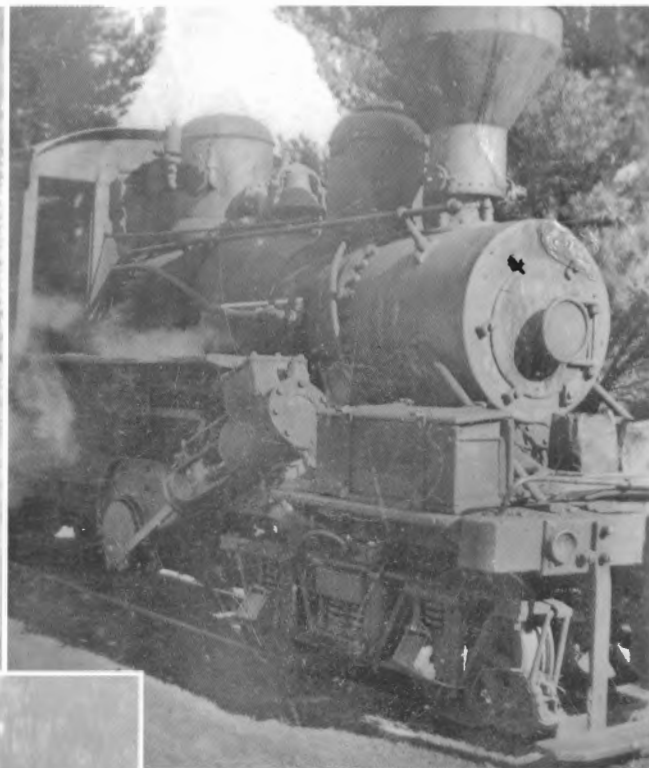
We had lunch with 'Bluey' O'Doherty, his wife and baby. He looked like Ginger Howell (that's a 10th Malvern guy) in hairstyle and hat. They shared their vegetables with us and we gave them our chewing gum.

After lunch we went for a 2½ mile run round to Ingram's and Morgan's Mills on a Fordson petrol tractor. Morgan's Mill is unique: the main saws are driven by water power and auxiliary saws are run by electricity obtained from the water. The bushman's comment "too flash for the bush". These two mills are within 300 yards of each other, both on the West Tyers River. They have a combined population of nearly 200 and the mill sites have a school and a post office.



Engine 12A shunting at Platina, in 1950. 3 wagons of ballast have been left on the main line for later gravitation into the goods siding from which loaded NQ wagons are being lifted.

Photo: Michael Schrader



The Forests Commission of Victoria 2ft 6in gauge Climax locomotive operating between Collins Siding and Tyers Junction, May 1946. Clockwise from above: □ At Tyers Junction. □ Approaching the transshipping siding at Collins Siding with a full load, and crossing the main Moe-Walhalla road. □ A stop for 'wooding up'. □ An empty train returning to Tyers Junction, seen from the rear bogie. Photos: Michael Schrader





Clockwise from above: Geoff Wilson poses by a log bogie at the Little Boy loading siding before boarding the State Sawmill tractor (the roof of which can just be seen on the far right) for Erica, May 1946. Photo: Michael Schrader
☐ *A few moments later, Michael Schrader is seen enjoying a sandwich beside the tractor. Photo: Geoff Wilson*
☐ *The trestle bridge over the South Cascade, seen from the tractor. Photo: Geoff Wilson*





Ezard's BB diesel-hydraulic locomotive lying out of use beside Ezard's Mill, September 1945.

Photo: Michael Schrader

Having returned to the junction, we were given a cup of hot cocoa by Bluey and were told the shortest way back to Erica. On arrival there, we found not only an open hut, but a blazing fire and plenty of nice dry wood inside the hut – and Sunny Fitzclarence sitting in an armchair by the bunk to welcome us!

Henrietta Drake-Brockman writing in the *Herald* says of bushmen 'they are quiet, these men of the mountains, but their quietness is the silence of real capacity'. She made one false move, she omitted entirely any reference to their hospitality and goodwill.

We lit our fire next morning aided with a bottle of diesel oil provided for the purpose. During breakfast my mate burnt his boots and the ensuing purchase of another pair made us miss a tractor to Ezard's mill – hence we walked.

On the way we passed a trestle bridge longer than any I have seen, far longer than that of Powelltown. Those who have hiked up Starling's Gap will remember Ezard's old mill site perched on a razor back. Mr Ezard's taste has apparently not changed for this mill is on a similar position on a spur.

I'm sorry to say we found the men here to be not as nice as those at Erica but we did secure an empty hut. Having lunched we proceeded to climb Mt Erica, which was under snow beyond some 300 yards from Ezard's. At the deepest point it was waist deep. We reached The Rocks 600 yards from the top but as time was marching on and snow-hiking is not easy going we decided to turn back. Unfortunately we did not get as good a view as we might owing to the weather, but what we did see was very panoramic.

Having returned, we proceeded to try and light and fire and dry our clothes. We were just about smoked out but with the aid of groundsheets kept the smoke at bay and accomplished our object.

Next morning we arose late, and were told that no tractors were running owing to heavy snow. So we set out along the road and were rewarded for our efforts by a lift into Erica.

We had lunch in our hut and proceeded to take photos of the mill, the township, Mt Erica, etc. After lunch we were entertained by a Mr Davis who had lived all his life in the bush and he vividly reminisced about Warburton, High Lead, Powelltown and Noojee. He now drives a tractor out past Ezards when there is no snow.

We were informed by all and sundry that we had 'no hope of getting to Moe' unless by service bus. Nothing daunted we set out and were rewarded by a lift right through. From here we were lifted back home spending the last two hours on the back of a CRB diesel truck (top speed 30 mph) in a biting wind.

Owing to the bad weather, not one mill we saw was actually working – nonetheless we enjoyed ourselves, and some day we'll go again.

In fact, we did return, several times. Firstly in May 1946, when the weather was kinder, and hitch-hiking again provided the transport for the two of us. In August 1950, my first car, a 1927 T Model Ford, took a party of six from Melbourne to Erica. The State Sawmill tram took us from Erica to Ezard's Mill for a week's skiing.

A selection of books from the LRRSA Sales Department ...

The Golden City & its Tramways

Ballarat's tramway era

by Alan Bradley.

Published by Ballarat Tramway Museum Inc.

Using the wealth of the 1850s goldrushes, the founders of Ballarat built a magnificent provincial city. This book is not a dry technical history but describes how the citizens of Ballarat used the trams in their daily lives. It brings to life the difficulties experienced in the second world war, when lights were dimmed and petrol severely rationed. The book also addresses the technology, economics, politics, working conditions, and competition from other forms of transport. Many wonderful photos dating back to the 1880s. 144 pages, A4 size, hard cover, 119 photographs (15 in colour), 4 maps, bibliography, index.

\$43.95 (LRRSA members \$39.56) Weight 900 gm

The Mapleton Tramway

The line of the diminutive Shay locomotives

By John Knowles, published by the author

The Mapleton Tramway was an 18 km long 2 ft gauge railway, which climbed the steep ranges, west of Nambour, about 110 km north of Brisbane. In many places the line was located on shelves in the mountainsides with magnificent views over the coastal lands to the sea. It used steep gradients and very sharp curves, and reached 380 m. altitude. It was operated by two small Shay locomotives. It carried sugar cane, logs and sawn timber, fruit, cream, small livestock, as well as passengers and mail.

Includes seven scale drawings of the rolling stock and locomotives.

92 pages, A4 size, plus card cover, 81 illustrations, references, and index.

\$28.50 (LRRSA members \$25.65) Weight 480 gm

The Innisfail Tramway

The History and Development of the

Geraldton Shire Tramway and the Mourilyan Harbour Tramway

by John Armstrong & G.H. Verhoeven. 128 pages, A4 size, 99 photos, 22 maps/diagrams.

\$37.90 Hard cover (LRRSA members \$28.43)

Weight 650 gm.

\$29.95 Soft cover (LRRSA members \$22.46)

Weight 470 gm.

Mountains of Ash

A History of the Sawmills and Tramways of Warburton - by Mike McCarthy

Describes a network of over 320 km of timber tramways which linked 66 major mills to the Warburton railway. 320 pages, A4 size, 280 photos, (incl. 52 duotones), 50 maps/diagrams, (incl. 14 four-colour maps).

\$59.95 Hard cover (LRRSA members \$44.96)

Weight 1500 gm.

Settlers and Sawmillers

A History of West Gippsland Tramways and the Industries they Served 1875-1934

by Mike McCarthy

168 pages, soft cover, A4 size, 96 photographs, 17 maps and diagrams, 6 graphs, one loco diagram, references and index.

\$31.90 (LRRSA members \$23.93) Weight 700 gm.

Laheys' Canungra Tramway

by Robert K. Morgan, revised by Frank Stamford

Describes Queensland's largest timber tramway.

32 pages plus soft cover, A4 size, 28 photographs, plus maps/diagrams and index.

\$9.95 (LRRSA members \$7.46) Weight 220 gm.

Bellbrakes, Bullocks & Bushmen

A Sawmilling and Tramway History of

Gembrook 1885-1985 - by Mike McCarthy

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

\$26.00 (LRRSA members \$19.50). Weight 500 gm.

John Moffat of Irvinebank

A Biography of a Regional Entrepreneur, by

Ruth Kerr

Published by J.D. & R.S. Kerr

296 pages, 243 mm x 172 mm, 3 maps, 47 photographs, references, bibliography and index.

Not a railway history, but a history of an Australian mining magnate who was very much involved with associated railways and tramways in North Queensland. He was seen as a "monument to honesty". Includes information on construction and operation of railways and tramways of Chillagoe, Mount Molloy, Mount Garnet, Irvinebank and Stannary Hills.

\$45.00 hard cover (LRRSA members \$40.50)

Weight 950 gm

\$30.00 soft cover (LRRSA members \$27.00)

Weight 820 gm

"Decauville" Portable Railway

Illustrated Catalogue No.105 January 1905

Reprint published by Karl Paskarb

Illustrates everything you need to build a 2 ft gauge industrial railway "as supplied to the British, Indian, Colonial and Foreign Governments". This is a reprint of the English language catalogue of Decauville products.

72 pages, 280 mm x 215 mm, plus coloured card cover, numerous photographs and illustrations. Very high quality reprint.

\$42.50 (LRRSA members \$38.25) Weight 320 gm

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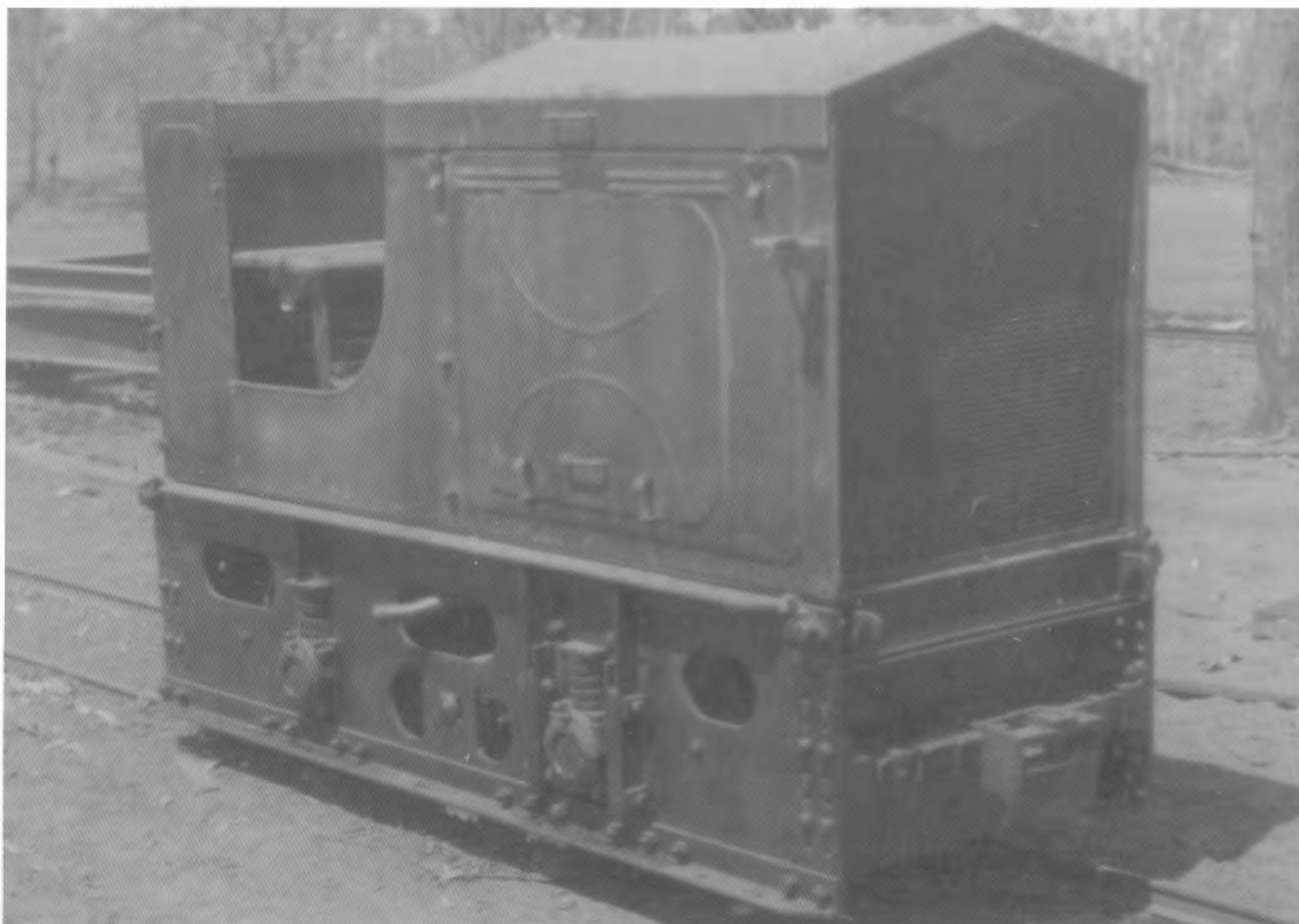
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Malcolm Moore 1026 seen working for the AIF Forestry Company, Noonamah, Northern Territory, in September 1944. Photo: John Goggs

World War 2 and the Malcolm Moore V8 Locomotive

by John Peterson

After Pearl Harbour and the rapid advance by the Japanese towards Australia, policy makers here were faced with having to gear the whole economy towards defending the nation. It was perceived that any help from outside powers would not come from Britain but from America. It was clear in 1942 that while there was optimism that America would inevitably defeat Japan, initially Australia would have to prepare to advance against Japan using its own resources. This was because it was seen that it would take America a while to gear up its economy to produce war related material as well as the likelihood that Japanese advances would cut the sea routes between America and Australia. In addition, military help from America would be even further behind. In the short term, Australia needed to depend primarily on its own manpower and resources. All 'non-essential' production was cut and supplies geared towards supplying our own military forces. Defensive work within Australia was put in place but maximum effort was put into producing military equipment to halt and turn back the Japanese advance. At this time the military situation was very fluid so that supplies that were needed to meet a specific need might not be needed as the military situation changed.¹

It is in this context that the 92 Malcolm Moore V8 locomotives were designed and constructed for the army. The numbers built makes this the largest standardised group of 2ft gauge locomotives built before or since in Australia.

A Malcolm Moore publicity leaflet describes their purpose as 'hauling stores from the beach-heads to storage dumps'² Australia at this stage did not have the capacity to mass produce motor vehicles but did have the capacity to 'batch produce' internal combustion locomotives. In view of the limited time and resources during these crucial months, this system of transportation of supplies represents a practical solution to the circumstances and needs of that time. Malcolm Moore would have been the largest producer of such locomotives in Australia at that stage with experience since the 1920's.

It seemed initially to me that these locomotives were designed almost from the ground up because they seemed so different from their TACL predecessors. However, many of the key features of the design such as sprung adjustable buffer/coupler, separate reverse gear and chassis built up from plate, coil sprung axleboxes and the design of the cab roof were found in locomotives supplied to the State Rivers and Water Supply Commission, Victoria.³ These suggest that they were more likely the standard Malcolm Moore locomotives of the time but with a motor specified by the buyer. The use of Ford V8 engines puzzled me initially but it seems that this was a unit favoured by the army for a whole range of special projects. This engine was described as 'a tough unstoppable power plant'. This engine was considered by troops to be the most reliable available. Its use in large numbers of vehicles, both Australian and American, meant spares were always to hand. Its ease of service and accessibility meant that damaged vehicles could easily provide parts to keep other vehicles 'whole and mobile'.⁴ In addition many servicemen would be familiar with driving and maintaining them. The large number of war surplus Ford V8 engines available after the war were not just to supply spares for Malcolm Moore locomotives!

MALCOLM MOORE LIMITED ENGINEERS

MELBOURNE AND SYDNEY

November 1943.

OPERATING INSTRUCTIONS 2'0" GAUGE, FORD "V8" LOCOMOTIVE

As the Ford "V8" power unit is as used in Ford Motor Trucks, the operation and engine controls are in accordance with standard Ford instructions.

1. TRANSMISSION

After starting the engine with the gearbox lever in NEUTRAL, and the reverse gearbox lever in either the forward (F) or reverse (R) position, the locomotive is moved by the following operations :-

- a. Depress the clutch pedal.
- b. Move the engine gearbox into first gear.
- c. Release the hand brake, and engage the clutch SLOWLY.
- d. Work up through the gears (first, second, third or forth) as in ordinary motor truck procedure.

2. TO REVERSE DIRECTION OF TRAVEL

With the locomotive stationary and if on a grade, with the brakes hard on, move the reverse gear box lever from forward (F) to reverse (R) - or vice versa as necessary - passing through the neutral centre position. If it is difficult to change this gear, turn the transmission shaft a fraction by slightly engaging the clutch whilst the engine gearbox is in first or reverse position.

NEVER ATTEMPT TO ENGAGE THE REVERSE GEAR BOX WHILST THE TRANSMISSION IS IN MOTION. First put the engine gear box in NEUTRAL OR DISENGAGE THE CLUTCH.

NOTE:- An extra low gear in either direction can be obtained by using the reverse gear in the engine gear box as follows:-

EXTRA LOW FORWARD - both gear boxes in reverse

EXTRA LOW REVERSE - engine gearbox in reverse, reverse box in forward.

3. STARTING A TRAIN.

If difficulty is experienced in starting a long and heavy train, first try reversing the locomotive, thereby closing up the coupling links between the trucks, then start forward again. In doing this, the locomotive and the first few trucks will get moving before the full load of the train is taken. Remember that this cannot be done on a "up grade" start without safely blocking the rear truck.

4. BRAKES.

The locomotive is fitted with brake shoes on all four wheels, which are operated by a hand lever with plunger and rack. When running down grades, always use the engine as a brake by throttling down and engaging the gear necessary to retain full braking control of the train. The hand brake is designed primarily for extra braking emergency and for holding the locomotive at rest.

5. SPRING BUFFER COUPLINGS.

The height of the couplings above rail level may be varied to suit conditions by shifting the spring and supports on the holes provided on the frame.

6. SAND BOXES.

These are fitted to give greater adhesion of the wheels to the rails when required. The two control rods are situated below the instrument panel. Each rod controls one sand box which feeds either the front or rear wheel on one side of the locomotive only - therefore both rods must be operated together.

Rod positions are as follows:-

- a. BOTH IN - Feeds sand to the required wheels when travelling FORWARD.
 - b. BOTH IN CENTRE - NO SAND.
 - c. BOTH OUT - Feeds sand to the required wheels when travelling REVERSE.
- (See Maintenance Instructions regarding drying of sand, as wet sand will clog the pipes.)

7. GENERAL INSTRUCTIONS - IMPORTANT.

- A. Adhere strictly to the Operation, Maintenance, Lubrication and Battery Instructions.
- B. (i) Check radiator water DAILY and top up with clean water as required.
ii) Check battery water level WEEKLY and top up with distilled water in accordance with label attached to battery.
iii) Check engine oil level DAILY.
iv) Check both gear box oil levels WEEKLY.
v) Oil the axle boxes WEEKLY if required.
vi) Check and test the brakes PERIODICALLY.
- C. Check all Keys, Bolts, etc., after the first 100 hours running, and the re-check periodically.
- D. Keep all tools, etc., in lock up tool box.
- E. Keep all instructions in their allocated container in tool box

John Browning's very interesting discussion of these locomotives in Queensland showed the limitations to haulage capacity of the conversions to diesel engines. This was obviously worthwhile for the benefits in fuel economy given the light duties which became their role.⁵ It is interesting that on the Ida Bay line where haulage was important that they kept their V8 motors despite their thirst. No doubt having four speeds in reverse would also be an advantage in wartime!

Circumstantial evidence seems to support the prototype being sent to Dry Creek near Adelaide SA where ICI ran a salt works. This site previously had a locomotive supplied from Malcolm Moore.⁶ A Malcolm Moore Leaflet shows the locomotive in service describing it as having been in 'continuous operation for five years, traveling more than 100,000 miles (some 25,000 miles using a charcoal gas producer) before any overhaul was required.' The use of a charcoal gas unit suggests its use during the war when petrol was rationed. If this is the case then this seems to be the only industrial site with this type of locomotive during the war; other industrial users obtaining them from post-war auctions. The site is also suggestive of a salty environment in which to test the unit in line with its designed role of transportation on beach-heads. The evidence of dates in the leaflet suggests that this first loco may have arrived at Dry Creek around 1939. This was before the direct threat posed by Japan became obvious and would show a degree of preplanning that would be unlikely in my view. It would be interesting to have this point clarified. Its role as a prototype is suggested by it allegedly being numbered 811, rather than the common numbered scheme starting with 1001 that was given to the other following locomotives. This unit was eventually sold to Moreton Sugar mill where it was observed still in service by the author in January 1998, although it had been re-engined with a Fordson diesel engine c.1967. It is now preserved in Nambour by the Nambour & District Historical Museum Association.

Don King started at Malcolm Moore in 1939 as an apprentice fitter and turner, and then worked his way through various departments. He was Shops Manger when he finished there in 1981. He remembers these locomotives being built in batches of five but with the wearing parts made in batches of 8-10 and the extra parts kept as spares. The locomotives were built from the ground up; the wheels were shrunk onto the axles and placed on rail tracks and the parts assembled around them. When finished they were held in the bottom of the shop and transported away in batches of two or four. He remembers them being sent to a range of destinations within Australia. During the war Malcolm Moore made all sorts of overhead cranes for munitions factories, railway workshops and for wharves, bulk loaders for companies like BHP, Broken Hill etc. as well as various roadmaking machines. Mr. King describes the incredible mateship among the workers at Malcolm Moore. Many former employees still meet in the same hotel for drinks long after Malcolm Moore ceased to operate as a manufacturing company.⁷

As is well known, very few of these locomotives were used in war service, some being sold still in their boxes in the 1970's. The documented service suggests their role was in a support/construction role rather than the role they were originally designed for. This situation could easily be interpreted as some sort of government bungling but in fact the reasons seem to be due to the changing nature of the war. In fact, shipping to Australia was not severely hindered and American naval success halted the pressure of Japanese advances. The American policy of 'island hopping' and comparatively ample supplies of road vehicles meant that a different approach to handling materials



Like most of its brethren, Malcolm Moore 1015 of 1944 never left Australia. After the war it was sold to the Victorian State Rivers & Water Supply Commission for use at Redcliffs pumping station, where it hauled firewood for many years (see LR 145), before passing into the hands of the Puffing Billy Preservation Society. Though its original V8 petrol engine has long ago been replaced by a 4-cylinder diesel, its utilitarian appearance and olive drab livery are still very evocative of the military origins of these machines.

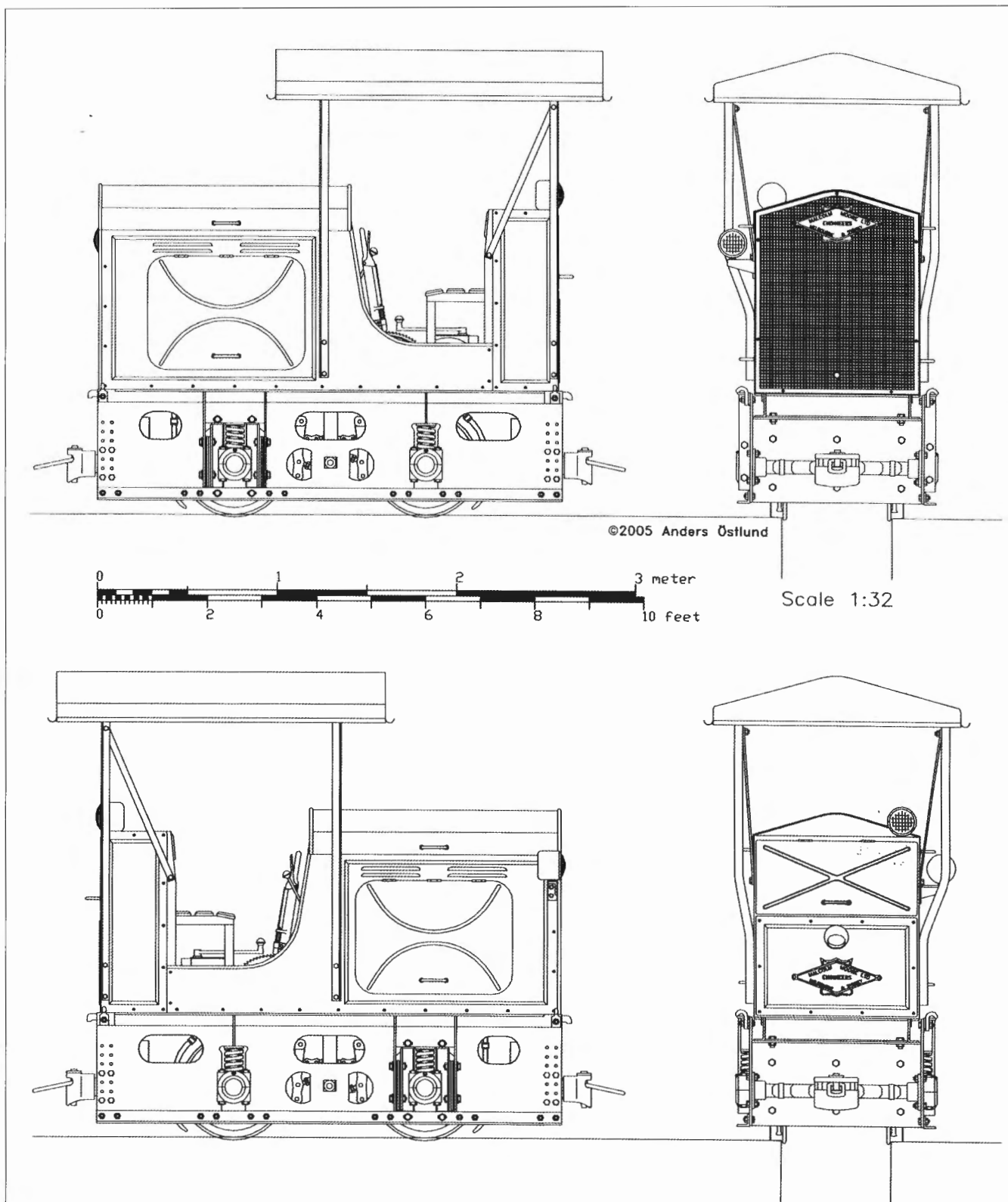
Photo: Paul Pavlinovich, www.steamengine.com.au

was used. Given the swampy nature of the theatres of many of the war campaigns, I am not clear if this approach was more effective or not. Certainly troops present at the time may be able to give a more definitive answer. The Japanese, whether by choice or necessity used 2ft gauge tramways extensively, even having their own version of a Ford V8 engined locomotive (a 5-ton 4wPM, built by Kato).⁸

Documented use of these Malcolm Moore locomotives is fleeting. There is photographic evidence of one taken by John Goggs with the caption: 'Military Railway in the Northern Territory: Operated by Forestry Coy AIF: Noonamah: Built by Malcolm Moore, Melbourne No 1026; 2ft gauge: Sept 1944'. Mention is also made of another advertised for sale at Lae in December 1947, PNG (No 1005). Lae was the site of a allied munitions depot. Their possible use was also reported in various stores and munitions depots around Port Moresby.⁹

After the war had ended the army converted four of these locomotive to metre gauge for use on the Sabah State Railways in Malaysia. This was considered impractical to do during the campaign in Sabah despite a shortage of workable locomotives and the vital strategic value of the railways. The immediate solution was found in converted jeeps and a small frequent service. The army ran this line for a time after the war until the civilian government took over and during this 'slack' took the time to convert these locomotives. Their initial role was to provide some service on a lightly laid branch line until it was rebuilt. After that their role became support for maintenance of the line. One is now preserved in the state railway museum. Further details are provided in my previous article referred to in the reference.

After the war, ownership of many of the locomotives left



in Australia passed to the Department of Supply and many were supplied to industry via surplus auctions. However, many seem to have remained at various army sites around Australia. It is not clear if this was through not being sold at auction or if the army had some strategic wish to hold onto them. The army may have had some 2ft gauge lines at various supply depots around the country.

A special 'thanks' is given to Don King and the former workers at Malcolm Moore. So many of these locomotives still exist in various forms or had long lives that they are a tribute to their workmanship and camaraderie despite being made under difficult circumstances.

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9. As above



Malcolm Moores in Sabah: Four of the locomotives (the builder's numbers of which are, unfortunately, unknown) went to British North Borneo and, after the war, were regauged to 1000mm, becoming Nos 30 to 33 of the Sabah State Railways. ☐ **Above:** When Peter Hodge photographed number 32 at Tanjung Aru on 10 October 1969, it appeared to be still in service. ☐ **Below:** When Peter visited Tanjung Aru again, on 26 March 1971, he found three of the Malcolm Moore locomotives, including 32 and 31, set aside. ☐ **Right:** Number 30 on display outside the Tanjung Aru Station, Kota Kinabalu, Sabah, 25 February 1997. Photo: Rob Pearman





During the 2000 season, Com-Eng 0-6-0DH BRAMSTON (AH2460 of 1962) passes its load of cane on to JOSEPHINE (A1821 of 1957) and RUSSELL (A2027 of 1958) at Garradunga, having just brought it down from Todd's line. Photo: Rod Milne

The Eubenangee (or Todd's) line

by Rod Milne

Introduction

Situated in the vicinity of Garradunga some 13 kilometres north of Innisfail is the Eubenangee district, named after the large wetland swamp of the same name to the north beyond the boundaries of Johnstone Shire. Pronounced 'Eubananjee', the locality name has curious origins. The original aboriginal word 'Yupinanjji' means 'pubic hair' and the reasons for this are obvious if you look at the stunted vegetation of the Eubenangee Swamp from an elevated position. A well-known crocodile habitat, this large swamp has been protected for many years as a National Park.

To the south of this, the locality of Eubenangee is centred on the junction of Eubenangee and Goldmine Roads, where a State School once existed. It has been a long time since the Eubenangee State School educated the district's kids, but the building is still there. The other focus of the area, the railway siding on the QR main line (opened in 1924), is further down Goldmine Road but it no longer exists in any form whatsoever, the cane loop siding having been removed in 1966 and the shelter shed in 1974.

Perhaps Eubenangee's greatest claim to fame as a QR siding was its role in a derailment that occurred in 1921. Reported widely in the press at the time, it involved the Daradgee mixed train, Daradgee at that time being the end of the QR line from Cairns until the North Coast Line was completed over the North Johnstone River bridge in 1924.

Cane has been grown on the red soil slopes of this area for many years, with the Goondi sugar mill first crushing in April 1885. Extending like tentacles from an octopus, 2ft gauge cane lines were laid on both sides of the Johnstone River, reaching towards the Garradunga district on the north side. A tramway bridge across the North Johnstone River was built in 1910 and an extension off the main branch line to Garradunga, called Todd's line, ventured into the Eubenangee area.

In due course this gained a number of extensions, some of which have succumbed to pruning. However, perhaps its most recent extension, to a new cane yard located on the site of the old QR goods siding at Eubenangee, was only opened after 1966.

While Todd's line was originally built to supply sugar cane to the Goondi sugar mill, it has served two other mills since then. In 1986, the Goondi Mill closed, and this area north of the North Johnstone River was reassigned to the Babinda sugar mill. As a result, cane that once moved south from Eubenangee to Goondi now moved north to Babinda. With Babinda and Mourilyan under the ownership of Bundaberg Sugar since the 1990 season, cane is allocated according to the district's crushing needs, and cane occasionally moves south again, this time to Mourilyan Mill.

This article deals with the history of this short cane line, known as Todd's (or the Eubenangee) line to this day, and still serving cane farms of the same family.

Description

Diverging from the main cane line north of the QR tramway crossing in the township of Garradunga, this line commenced for many years from a triangular junction. Both legs crossed the Dinner Creek Road on the level, the southernmost leg in later years being banned for loco use due to its poor condition. Since 1996, this leg has in fact been lifted, with cane after

1986 travelling north to Babinda rather than south to Goondi. Ironically, the need for the angle connection has again been demonstrated with the joint ownership of sugar mills in the area, and cane sometimes flows south to Mourilyan.

Near the apex of the angle was the residence of the original Todd family farm, which generated the need for the line in the first place. Unlike the busier lines of the system, the Eubenangee line is a light track, the spindly 42 lb rails looking noticeably insecure as the line climbs steadily to the north west away from Dinner Creek Road.

At the 0.6 km point is a dead end siding on the northern side that serves Todd's cane farm. It is located in a fairly deep cutting in the red soil, the design no doubt intended to reduce the likelihood of bin runaways down the steep grade back to Garradunga. As the line climbs, with a deep drainage ditch to the side, the scenery is marvellous, even prior to harvesting. There is a panorama of red soil and green cane, with the vista towards Mount Bartle Frere stunning as the line reaches the highest point of the route.

Here, there used to be a longer Todd's line, which ran off to the north towards Eubenangee Road, but there is now no real trace of this. There was a steep gradient from this basic dead end siding back to the sharply falling main line back to Garradunga, and it is presumed that the possibility of runaways hastened its demise. At the site of this original Todd's line (0.9 km from the junction), the Eubenangee line curves to the west and then descends much of the way beyond.

The view is lost to sight for a while as the tracks drop into a shallow cutting, a problem for weeds in recent years due to storm water surging down it in the wet season. The cutting is also notable for a range of woody plants that create a broken canopy effect over cane trains as they rattle down to the second level crossing on the line over McCowatt Road.



Working the 2000 season weed train down the line to Eubenangee, number 9 waits at Broccado's, with Mt Bartle Frere as its backdrop.

Photo: Rod Milne

Here, at 1.2 km, the second cane siding on the line diverges, and it runs north along McCowatt Road to end by a farm shed associated with the Broccado family farm. That spur has a loop line on it so cane trains can run around here before heading back to Garradunga, the line once continuing to cross Eubenangee Road on the level and entering a cane paddock north of this road. Like so many closed cane level crossings in the area, the latter is remembered only by the presence of the check rails in the bitumen of the road. Broccado's also serves the cane farm of the Messina family.

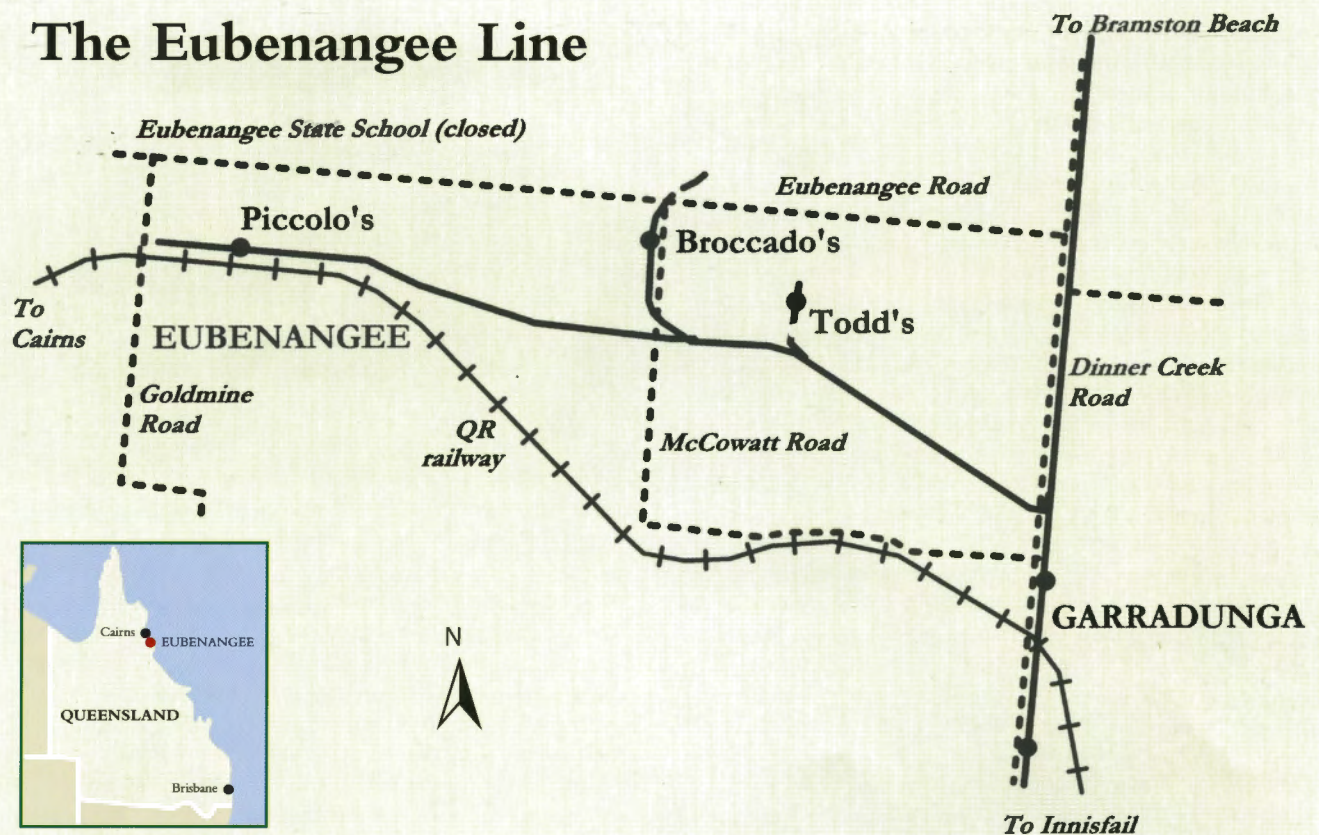
As the siding to Broccado's diverges and commences to rise, the main Eubenangee line drops down through a banana plantation to rise through a switchback curve as it approaches



A multi-unit pair, DARADGEE (Clyde 56-90 of 1956) and GOONDI (Clyde 55-56 of 1955) work a loaded cane train across the QR crossing at Garradunga, just south of the turn out to Todd's line.

Photo: Rod Milne

The Eubenangee Line



the QR main North Coast Railway, which swings in on the left. The 2ft gauge track rises to reach the end of the terminus yard 2.3 km from the junction.

Often submerged beneath the wet season red mud is a lengthy loop siding on the northern side, the whole loading yard magnificently dominated by Mount Bartle Frere and a line of stately flowering African Tulip trees. Not native to the country, the latter are regarded as weeds, even though their orange flowers look magnificent in winter and spring.

Eubenangee cane yard serves Piccolo's farm and also the cane farm of the O'Connors. Beyond the final set of points of the loop siding run around, the main line continues on to end in the mud some 2.6 kilometres from the junction. Just beyond this point is Goldmine Road, which runs back to the closed Eubenangee State School on Eubenangee Road, and south to Jogo Road.

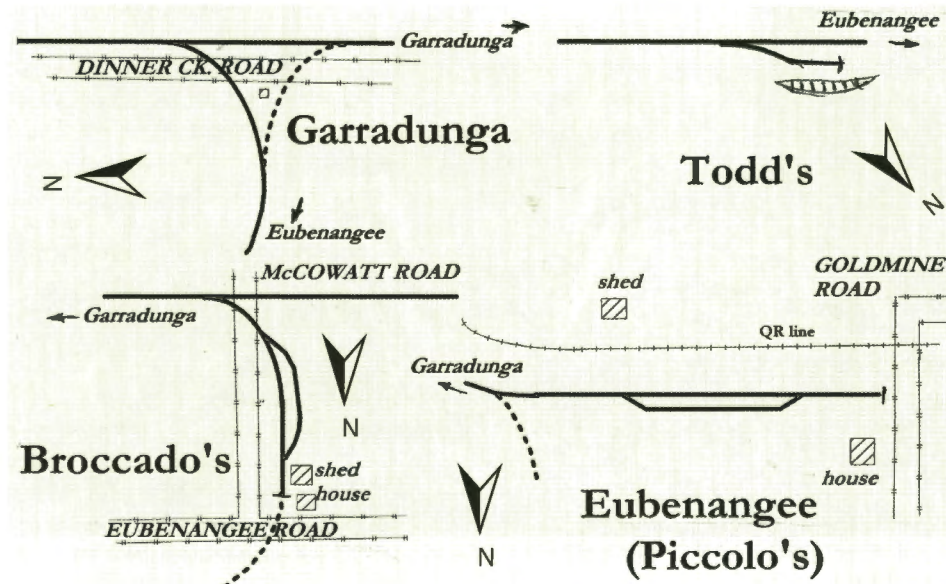
Operations

Every season, normally between June and November, cane trains rattle down the Eubenangee line on an erratic basis. Trips only run when cane is being loaded at the handful of loading points on the line, and some weeks there may be no cane being cut in the area. The harvesters operate on a rotational basis and cut farm paddocks in a planned progression each year.

When cane trains are running on the line, there can be up to four or five a day, and these can occur on Saturdays and Sundays too. In days gone by, before continuous crushing, weekend trains were rare, but now, if the harvesters are working, the bin trains are running too. Cane trains terminate where the cane is being loaded. If this is at Broccado's, then they run around and only work to there, but if Piccolo's or O'Connor's are loading, then they can go on to Eubenangee.

As Todd's is a dead end only facing back to Garradunga, two options exist for working it. Locos can push bins out from the junction (the more likely mode) and bring back the fulls, or alternatively terminate at the run around at Eubenangee or Broccado's and bring the bins back for detaching at Todd's.

In Goondi days, steam worked the line until the 1950s. Thereafter, it has been diesel power all the way in the form of a range of 0-6-0DH units. With the closure of the Goondi Mill in 1986, Babinda Mill took over the operation of the line. A locomotive was generally based at the old Goondi Mill to gather up all the cane from the local lines for marshalling at Garradunga or Daradgee for the





In Goondi Mill's last year of operation, CSR's Clyde 0-6-0DH 5 (55-56 of 1955) starts its load of cane from the Eubenangee loop to head back towards Garradunga, 29 September 1986. Mount Bartle Frere (right) is wreathed in clouds as is generally the case. Photo: John Browning

main cane train from Babinda to collect. Com-Eng *BRAMSTON* (AH2460 of 1962) was widely used on this duty for a number of years, with the Com-Eng multi pair of *JOSEPHINE* (A1821 of 1957) and *RUSSELL* (A2027 of 1958) favoured on the main line train to Babinda. During the 2004 season, Mourilyan's Clyde number 11 (55-64 of 1955) was transferred to Babinda Mill control and was seen frequently on the lines in the Daradgee and Garradunga areas.

Maintenance trains also use the Eubenangee line from time to time, but not that often. The regular operation each year prior to the start of the season is the weed train, usually an appropriate unit with the weed spray unit attached. In 1996, *BARTLE-FRERE* (AH3979 of 1964) did the honours on the weed train on the Garradunga area lines, and returned on the same duty in the 2000 season as number 9. Sometimes, a small navy train ventures up the Eubenangee line to attend to track work repairs, the line falling into very poor order each wet season as the result of mud and weeds clogging the track. With the use of concrete sleepers in recent years, the stability of the track at the end of the wet season is usually better than in seasons of old when timber was exclusively used.

Conclusion

Twenty years ago, you could have said the future of cane growing and Todd's line in the Eubenangee district were favourable, but times have changed. It is a well-known fact of history that the Australian cane industry has suffered markedly in recent years with fierce competition from Brazil and escalating costs of production. Some of the poorer performing cane areas in the state are in the higher rainfall hillier areas.

In the Eubenangee district, the effect of all of this is notable, with new banana plantations springing up in place of cane as farmers seek to diversify. There is also some intrusion by rural residential land uses with a large estate called "Eubenangee

Heights" opening in recent years north of Eubenangee Road and another at "Vasa Views" to the south along Jogo Road. West of McCowatt Road, the Eubenangee line passes large areas of bananas now, whereas in days gone by, there was much more cane.

Thus loads hauled on the line have declined, and the arrangements regarding the mills have also changed. The former Goondi line was transferred to the Babinda mill after the former closed down in 1986, and now with joint ownership by the Bundaberg Sugar Company, cane can sometimes be hauled to Mourilyan from this area. Ironically, only in recent years was the triangular junction to the Eubenangee line at Garradunga made a simple one, facing towards Babinda. The effect of this is that cane cannot be hauled direct from the Eubenangee line towards Mourilyan without a reversal.

However, the Eubenangee line still limps along for now, and it remains one of the more scenic lines of the state in my opinion. Just stand at the top of the bank from Garradunga up to Todd's line on a splendid clear winter morning, with Mount Bartle Frere denuded of clouds in the background, and you cannot but be impressed by this truly stunning view. When the cane is cut down at the end of the season, the view expands even more. Even Eubenangee yard has a scenic quality to it, with the mountain in the background and a line of large African Tulip trees flowering profusely in orange! So for now, the sweet smell of cane trains is still a reality at Eubenangee, but for how long?

References and Acknowledgements

Marg Macdonald • John Browning • Scott Jesser • Bundaberg Sugar Company

Editors' note: Since this article was written, Bundaberg Sugar has taken over South Johnstone Mill and cane from Eubenangee may sometimes be directed there.



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NEW SOUTH WALES

THE MANILDRA GROUP, Bomaderry

1435mm gauge

A very interesting rail tractor is used for shunting at this location. It is an adaptor vehicle, which is powered by a forklift and is alleged to be able to haul 300 tonnes. The manufacturer is ZAGRO Bahn- und Baumaschinen GmbH of Bad Rappenau-Grombach in Germany.
Neville Conder 9/05; Richard Bowen 10/05

QUEENSLAND

BUNDABERG SUGAR LTD, Moreton Mill, Nambour

(see LR 185 p.19)

610mm gauge

In mid-August, rails still remained in place at every level crossing except those on the David Low way between Bli Bli and Mudjimba. At this stage, the Camp Flat branch was the only branch that still retained its full length of track from junction to terminus

Carl Millington 8/05

BUNDABERG SUGAR LTD, Bingera Mill

(see LR 185 p.19)

610mm gauge

The locomotives working out of the closed Fairymead Mill in the 2005 season continued to be those that had been allocated to there in 2004, with Bingera and Fairymead bogie locomotives working shuttle traffic from Fairymead across the QR drawbridge at Meadowvale to Bingera Mill.

Bundaberg Foundry B-B DH BOOYAN (001 of 1991) suffered engine overheating damage on 7 October and was towed from Fairymead to Bingera by EM Baldwin B-B DH MOORLAND (5565.1 10.74 of 1974). The two locomotives had



Top: Standard gauge fork lift 'locomotive' at Manildra, Bomaderry, NSW, August 2005. The adaptor vehicle was built by the German company Zagro. Photo: Neville Conder **Centre:** Bingera Mill's Bundaberg Foundry B-B DH BOOYAN (001 of 1991) under repair in the mill workshop on 8 October 2005. This locomotive was based at the former Fairymead Mill site during the 2005 season. Photo: Lincoln Driver **Above:** Ex-Plane Creek Mill John Fowler 4wDM 21914 of 1937 waiting for a good home at Clairview, south of Sarina, on 18 September 2005. Photo: John Browning



Top: The aftermath of the derailment on Macknade Mill's Herbert River bridge, 7 September 2005. Each bridge pier is numbered from the mill end. Photo: Chris Hart **Centre:** Ex-Plane Creek Clyde 0-6-ODH 67-569 of 1967, now named KALAMIA, pictured at Airdmillan on the Kalamia Mill network on 4 November 2005. Photo: Scott Jesser **Above:** Mackay Sugar's 42 BROADSOUND (ClydeQ 70-710 of 1970) and 31 SEAFORTH (Clyde 61-233 of 1961) at the bottom of Sivyer's Hill heading towards Farleigh Mill on trials for possible future multiple-unit use, 6 October 2005. Photo: Brett Geraghty

to be separated by three bins in order not to overload Splitters Creek Bridge. An air line also had to be attached from *MOORLAND* to *BOOYAN*, so that the latter's air operated park brake could be kept off. It is understood that the engine will have to be rebuilt.

Bingera-based Com-Eng 0-6-ODH *WATTLE* (FD4789 of 1965) broke a jack shaft on 13 October and may not be repaired before the slack season. EM Baldwin 0-6-ODH *RUBYANNA* (3406.1 7.70 of 1970) was brought down from Wallaville to replace it and Com-Eng 0-6-ODH *THISTLE* (A1207 of 1955) was despatched as spare loco at Wallaville. This leaves Com-Eng 0-6-ODH *SHARON* (A1935 of 1959) as the sole spare for Bingera.

The three ex-Moreton Mill 0-6-ODH locomotives, EM Baldwin 0-6-ODH *BLI-BLI* (6/1257.1 7.65 of 1965) and *PETRIE* (6/2300.1 6.68 of 1968), and Com-Eng 0-6-ODH *DUNETHIN* (H1022 of 1958 rebuilt QGR 1974) are stored in the workshops building at Bingera.

Carl Millington 8/05; Lincoln Driver 10/05; Bill Dunn 10/05

BUNDABERG SUGAR LTD, Millaquin Mill

(see LR 185 p.19)

610mm gauge

EM Baldwin B-B DH *CALAVOS* (4983.1 7.73) is based at the former Qunaba Mill site, where the old loco shed still stands, and it marshals cane from the Qunaba area which is then collected for haulage to Millaquin Mill by EM Baldwin B-B DH *FAIRYDALE* (10048.1 6.82 of 1982).

On 17 August, Com-Eng 0-6-ODH *BURNETT* (AH2967 of 1963) was noted hauling a ballast train in the Windermere area. It was working in conjunction with Plasser KMX-12T switch tamper 390 of 1994, possibly on track repairs following a derailment.

Carl Millington 8/05

BUNDABERG SUGAR LTD, Innisfail

(see LR 185 p.19)

610mm gauge

No less than five pairs of multiple-unit locomotives, four Com-Eng and one Clyde, were in use across the three mills in late September.

Clyde 0-6-ODH 13 (59-203 of 1959) was working out of Mourilyan Mill in late September, while Clyde 0-6-ODH 12 (55-60 of 1960) was on blocks in the Babinda workshop, as was Clyde 0-6-ODH 20 (63-289 of 1963). Newly-rebuilt Clyde 0-6-ODH 18 (56-83 of 1956) entered service at Babinda in mid-September but only lasted in service for 13 days before suffering a final drive failure.

The new direct connection between the South Johnstone network and the former Goondi Mill system at Currajah means that traffic can be worked between the three mills much more conveniently. The area behind Currajah is now generally worked from South Johnstone Mill.



Top left: Pioneer Mill's ex-Aramac Tramway Walkers 0-6-ODH (583 of 1968) with QR coupler above the miniature Willison, QR buffers and air brake hoses, running around a rake in the fulls yard at the mill, 26 October 2005. Photo: Peter Murray **Top right:** Bingera Mill's Com-Eng 0-6-ODH (FD4799 of 1966) struggles up the Goondoon Range with a load of 51 6-tonne bins on 17 August 2005. Photo: Lincoln Driver **Above left:** The anti-roll back devices installed at the new Alf's Road truck dump on Isis Mill's New Valley line, August 2005. Photo: Carl Millington **Above right:** Mulgrave Mill's preserved Fowler 0-4-2 NELSON (20273 of 1934) is oiled up before being hauled on a brief excursion to the Mulgrave River bridge on 1 October 2005. Photo: Matt Fenn **Right:** BHP Billiton's brand new Electro-Motive Canada Co-Co DE SD70A 4301 on arrival at Port Hedland, 21 October 2005. Photo: Richard Montgomery



EM Baldwin B-B DH 25 (6470.1 1.76) is on the Babinda roster but is based at Goondi Mill site, which enables it to be used flexibly to ensure that cane is directed to any of the three mills as required.

On the Babinda network, the 23-kilometre long tramline circuit of Babinda Swamp has been cut at Miriwinni where a property dispute between two neighbours has led to the discovery that the line is not situated on its easement. This has disrupted tramway operations to some extent with all traffic to the area east of Miriwinni having to be worked 'the long way round'.

Although there appears to be less road cane being delivered to South Johnstone now, with many of the containers used for cane haulage on semi-trailers out of use, the road transfer station still requires the services of a locomotive to shunt it, normally Com-Eng 0-6-0DH 19 (AH4688 of 1965), which has still not received its 'official' number of 39.

Bin maintenance during the season is not done by mill staff, but is contracted out to the Boogan Implement Co.

The Mourilyan Mill crossing of the QR at Ramlegh North is no longer required and the associated signalling on the government railway was to be removed from 31 October to 3 November. The diamond crossing itself will be removed later. Shane Yore 9/05, 10/05; Editor 9/05; Carl Millington 10/05

Clairview

(see LRN 113 p.10)

610mm gauge

Ex-Plane Creek Mill John Fowler 4wDM 21914 of 1937 remains uncared for on Colonial Drive, off the Bruce Highway at Clairview, south of Sarina, where it has stood since at least 1982.

Editor 9/05

CSR LTD, Herbert River Mills

(see LR 185 p.18)

610mm gauge

24 new 10-tonne bins were due to be delivered this season, with around 70 a year thereafter. They are apparently built by Camuglia and Son and Boogan and assembled at Reinaudo Engineering at Macknade. By early October a stockpile of chassis, bogie frames, bin sides and ends and wheelsets was noted at Reinaudo's, and several of the new bins had already been delivered, the first being numbered 9374. In the meantime, the joining together of two 4-tonne bins to form 8-tonne four-wheel bins will continue at Victoria Mill.

At Victoria Mill, in early September the engineless EM Baldwin 4wDH *HAMBLEDON* (8002.1 8.78 of 1978) was moved from storage to the loco shed to enable transmission parts to be removed. There is a suggestion that it is to be converted to a brake wagon.

On 7 September, a full train heading to Macknade Mill hauled by Clyde 0-6-0DH 11 (65-383 of 1965) was derailed on the Herbert River bridge near the mill. One bin derailed and took the other 26 with it, the driver being able to uncouple the locomotive on the move using the

pneumatic controls. About 100 tons of cane and the bins had to be salvaged.

At the end of September, Macknade Mill's Clyde 0-6-0DH *LUCINDA* (65-436 of 1965) was sent back to Victoria Mill to replace Clyde 0-6-0DH *DALRYMPLE* (ClydeQ 70-709 of 1970) which was under repair.

Early in October, the engine of Macknade's EM Baldwin B-B DH 19 (7070.3 4.77 of 1977) suffered a failure and a replacement GM Series 71 V12 engine arrived from Plane Creek Mill. When Clyde 0-6-0DH *INGHAM* (64-382 of 1964) failed with a converter oil leak that had steadily become worse, it was decided to send it to Victoria Mill for repairs and it was hauled there attached to the end of a rake of cane. By 17 October, 19 was back in service and it hauled *INGHAM* back to Macknade so that repairs could progress.

Victoria Mill's preserved Hudswell Clarke 0-6-0 *HOMEBUSH* (1067 of 1914) had work done to its motion in preparation for its annual appearance at the Maraka Festival on October 22.

The Plasser diesel line car that was transferred to Victoria Mill from Plane Creek Mill last year was noted at Mina's Transport at Hawkins Creek in mid-September for transport back to Plane Creek, where it was noted a month later. It required the wheels reprofiling and was never put into service at Victoria Mill.

Chris Hart 9/05, 10/05; Steven Allan 9/05, 10/05; *Herbert River Express* 8/9/05 via Steven Allan; Editor 10/05

CSR PLANE CREEK PTY LTD, Sarina

(see LR 185 p.20)

610mm gauge

Com-Eng 0-6-0DH 4 (FA1037 of 1960) is constantly in use shuttling bins between the mill and the extensive yards at Shannon's Flat, just north of Sarina township. Clyde 0-6-0DH D1 (56-101 of 1956) was noted parked beside the navy shed on 15 October, looking as though it sees little use. The Plasser diesel LINECAR that was transferred to Victoria Mill in 2004 was noted back at Plane Creek in mid-October.

Carl Millington 10/05; Editor 10/05

HAUGHTON SUGAR CO PTY LTD,

Invicta Mill, Giru

610mm gauge

CSR LTD, Kalamia Mill

610mm & 1067mm gauge

PIONEER SUGAR MILLS PTY LTD,

Pioneer Mill, Brandon

1067mm gauge

(see LR 185 p.20)

Teething difficulties have continued to be encountered with the RSU (Remote Shunting Unit) fitted locomotives at Invicta Mill. In addition, an emergency situation was triggered when a driver collapsed while involved in remote shunting at Dalbeg, activating the tilt sensor on the remote control unit and a rescue operation.

Ex-Plane Creek Mill Clyde 0-6-0DH 67-569 of 1967 was noted at Kalamia Mill in mid-September, being repainted following attention

in the workshops. It was noted in service at the end of October, named *KALAMIA*. RSU equipment had been fitted to Kalamia Mill's Walkers B-B DH *JARVISFIELD* (601 of 1969 rebuilt Tulk Goninan 1994) but it was not commissioned, instead being removed and sent for use at Pioneer Mill in Walkers B-B DH *JARDINE* (592 of 1968). Replacement equipment for *JARVISFIELD* was expected to arrive by the end of October.

At Pioneer Mill, RSU equipment was fitted to Walkers B-B DH locomotives *JERONA* (647 of 1970) and *JARDINE*, but it could not be commissioned until vigilance equipment was fitted to the locomotives.

At 7.35am on 15 September, Invicta Mill's Com-Eng 0-6-0DH *BARRATTA* (AH4098 of 1965), running light engine, was derailed when hit by a car transporter on the main crossing of the Bruce Highway, Kerry's Crossing. The locomotive was noted subsequently on blocks outside the workshops.

At 3.10pm on 25 October, Invicta Mill's Westfalia B-B DH *STRATHALBYN* (13863.1 8.91 of 1991) was involved in a collision with a haulout vehicle at a level crossing in McLain Road, and was reported to be on its side.

Jason Lee 9/05, 10/05; Peter Murray 9/05; Editor 9/05; Carl Millington 10/05

ISIS CENTRAL SUGAR MILL CO LTD

(see LR 184 p.19)

610mm gauge

Walkers B-B DH No.5 (617 of 1969 rebuilt Isis 1998) was fitted with a new Caterpillar 3412 V12 engine during the slack, joining D6 as the only locos so far fitted with new engines. The remaining locos still have the straight 6 Caterpillar D353 engines fitted.

The major track work done during the 2005 slack season seems to have been the construction of up to 80 road truck dumps (isolated sidings served by road transport) in what was Bundaberg Sugar territory. For example on Three Chain Road in Bundaberg there are three truck dumps beside the Millaquin Mill tramway, one dump about every kilometre.

Carl Millington 8/05

MACKAY SUGAR CO-OPERATIVE ASSOCIATION LTD

(see LR 185 p.21)

610mm gauge

Trials are being conducted to assess the viability of permanently coupling together pairs of Clyde Model DHI-71 and Model HG-3R 0-6-0DH locomotives. On 6 October, 42 *BROADSOUND* (ClydeQ 70-710 of 1970) and 31 *SEAFORTH* (Clyde 61-233 of 1961) hauled 86 6-tonne bins in the Farleigh Mill area with EM Baldwin B-B DH 34 *HAMPDEN* (6706.1 5.76 of 1976) bringing up the rear to add weight and provide additional power or braking if required. Further trials will

Industrial Railway NEWS

be carried out with the Model HG-3R leading and the Model DHI-71 ballasted up to 20 tonnes. Farleigh Mill's "semi permanently" coupled Clyde HG-3R pair of 2 *PLEYSTOWE* (64-321 of 1964) and 9 *PALMYRA* (63-273 of 1963) are operating this season hood to cab whereas in 2004 they were cab to cab.

During the forthcoming slack season, Walkers B-B DH 44 *WALKERSTON* (672 of 1971 rebuilt Pleystowe 1994) will receive a new MTU Series 2000 engine and a new cooling system. The Cummins KTA19 engine from *WALKERSTON* will find its way into EM Baldwin B-B DH 6 *MIA MIA* (9815.1 10.81 of 1981) which will be weighted up to 32 tonnes. It is planned to paint at least three locomotives in the new yellow corporate livery.

A proposed program to provide more brake wagons for cane haulage could result in as many as six new 30-tonne bogie brake wagons, four second-hand or refurbished brake wagons and five cut down locomotive conversions, making a total of 20 brake wagons available for use. Carl Millington 10/05; Brett Geraghty 10/05

MOSSMAN CENTRAL MILL CO LTD

(see LR 184 p.20)

610mm gauge

The large road transport depot at the foot of "the Bump" road to Julatten and Mt Molloy was very quiet on a visit in mid June, reflecting the decline in deliveries of Atherton tableland cane that has had a major impact on mill throughput. The depot is situated on the Cassowary Creek only about 4 kilometres from the mill by tramline.

Editor 9/05

THE MULGRAVE CENTRAL MILL CO LTD, Gordonvale

(see LR 184 p.20)

610mm gauge

Com-Eng 0-6-ODM 3 (A1003 of 1955) is now the truck shop locomotive while Com-Eng 0-6-ODM 5 (A1005 of 1955) was noted in September parked in the navy yard along with the 'Pie Cart' 4wDM (built Mulgrave 1962) and EM Baldwin 4wDH 10 *MULGRAVE* (6/881.1 6.64 of 1964).

Com-Eng 0-6-ODM 4 (A1004 of 1955) is out of use behind the loco shed along with dismantled Clyde 0-6-ODH 15 (58-190 of 1958). Also disused appear to be three brake wagons: 2, the 1972 NQEA unit; 11, built on the chassis of Baguley 2514 by Hambledon Mill in 1990; and the bogie brake wagon built by Mulgrave in 1995.

It appears that only 40 new 10-tonne bins from Camuglia & Sons at Boogan were delivered on 9 June, with another 20 delivered later, making a total of 60, not 80. This enabled about 150 4-tonne bins to be written off. They have been stored on sidings near Meringa and have gradually been collected by the scrap man as the season progressed.

The timber bridge over the Mulgrave River is to be replaced in the forthcoming slack season and the opportunity was taken on 1 October to take John Fowler 0-4-2 *NELSON* (20273 of 1934) for a run so it could be photographed on the bridge. The locomotive has not been in steam for 7 years following the demise of the "Mulgrave Rambler" tourist service, so for its outing it was hauled by Com-Eng 0-6-ODM 5. Following the trip, the locomotive was turned on the balloon loop at the navy yard before being returned to its shed at "Siberia".

Editor 9/05; Roy Pease 10/05; Corey Seaton 10/05; Rob Stanier 10/05;

http://www.ballyhooley.com.au/bally_hooley/news/an_outing_for_nelson.html

PIONEER SUGAR MILLS PTY LTD,

Inkerman Mill

(see LR 185 p.22)

610mm gauge

Two bogie locomotives were due to be fitted up for RSU (Remote Shunting Unit) operation during the latter part of the season, one of them being EM Baldwin B-B DH *BOJACK* (7280.1 9.77 of 1977). While the remote control equipment was being fitted, Clyde 0-6-ODH 67-569 of 1967, recently arrived in the Burdekin from Plane Creek Mill, was to be sent over from Kalamia Mill to substitute for a 3-4 week period. It is anticipated that three driver-only RSU locomotives will be in operation for the 2006 season.

Two locomotives have been newly repainted with a maroon stripe: Com-Eng 0-6-ODH *KOOLKUNA* (AM4993 of 1965) and EM Baldwin B-B DH *IYAH* (6558.1 6.76 of 1976).

Recently dismantled Com-Eng 0-6-ODH *ALMA* (FE56110 of 1975) remains at the top of the navy yard.

Jason Lee 9/05; Editor 9/05

TULLY SUGAR LTD

(see LR 186 p.22)

610mm gauge

Line extensions undertaken for this season in the Murray Upper area south-west of the mill include an additional two kilometres on the Outstation branch, while sidings and loops have also been extended at the end of the Murray line. Another branch built in the area during the last few years is Scikluna's, about 1.5km long and to the east of the Outstation line. A projected extension from Jackson's branch in the south-east section of the Murray Upper area will head towards Kennedy once cane supplies justify this. In the Riversdale area, a siding and loop have also extended at the terminus of Barnes' branch for this season, and a new branch is under construction off the Riversdale line on Davidson's Road.

EM Baldwin *TULLY No.7* (10684.1 4.83 of 1983) was finally back in service by the end of September, fitted with a second-hand Cummins QSK19 engine as the new one is yet to arrive in Australia. It is reported that its performance is extremely pleasing.

Editor 9/05; Roy Pease 9/05, 10/05

WESTERN AUSTRALIA

AUSTRALIAN BLUE ASBESTOS,

Wittenoom

(see LR 174 p.22)

610mm gauge

Of the five 4-wheel battery locomotives reported here in 2003, one Mancha with battery box named *WITTENOOM EXPRESS* (one of 3043 and 3044 of 1949 or 4079 of 1957) has been preserved at the Pilbara Railway Historical Society Museum, Dampier. The remaining two Manchas, with Gemco 12304-05/10/65 of 1965 and an unidentified English Electric unit, are believed to have been buried on site at Wittenoom by a contractor charged with cleaning up operations.

Richard Montgomery 10/05

BHP BILLITON IRON ORE PTY LTD

(see LR 184 p.21)

1435mm gauge

Two new track machines have been delivered to Barclay Mowlem from the USA for their track maintenance contract on the BHP Billiton iron ore lines. They are a Model KBR-875 ballast regulator built by Kershaw Inc of Montgomery, Alabama, Serial No.015-875-05 and Jackson Model 6700 tamping machine, built by Harsco Track Technologies, Serial No.153248.

The first of the new batch of Model SD70ACe Co-Co DE locomotives built by Electro-Motive Canada arrived by ship at Port Hedland on 21 October. The locomotives delivered were numbers 4301 to 4303, 4305 and 4311. A further eight units are due in mid-November and the last one in the new year. It is suggested that further orders will follow.

Richard Montgomery 9/05; 10/05

LEIGHTON / KUMAGAI JOINT VENTURE, Perth Metro Rail Tunnel

900mm gauge?

As part of the Southern Suburbs Railway, work began in October 2005 on constructing twin 774m rail tunnels under the central business district of Perth using a tunnel boring machine (TBM). A narrow gauge rail system is being used to remove spoil. The tunnels are being driven through soft ground from Esplanade Station through a station at William Street to a point just south of Roe Street. Having completed one run in early 2006, the TBM will be returned to Esplanade Station to make its second run, which should be completed later in the year.

A German Schöma 4wDH locomotive had arrived for use on the project by October, reportedly from a project in Taiwan, but more details are being sought. Jeff Austin 10/05;

<http://www.newmetroraill.wa.gov.au>

PILBARA RAIL COMPANY PTY LTD

(see LR 184 p.21)

1435mm gauge

Duplication works are going on between Tunkawanna and Rosella Siding, and the Pilbara Railway Historical Society's AE Goodwin Co-Co DE 3017 (G-6043-04 of 1970 rebuilt Com-Eng) is in use hauling ballast for this project.

Richard Montgomery 8/05



Video Reviews

SMR 10-CLASS AT WORK Part 1: Double-header to Pelton

58 minutes. G&W Black, Cricklewood Depot, 32 Church Street, MINMI NSW 2287. \$40.00 plus \$5.00 P&P (within Australia). Available in both VHS and DVD formats.

It would be a fairly safe bet to assume that all readers would have at least some knowledge of the interesting South Maitland Railway system, which branched off from Maitland in the New South Wales Hunter region.

Operations started in 1895 and the line exists to this day, although temporarily suspended due to a mine fire and subsequent sale of the last remaining mine, that served the coal loader at Pelton.

The line remains privately owned by the SMR company, although government diesels took over train haulage from the company owned 10-class steamers in the early 80s. It is this class of steam locomotive that forms the basis of this production.

The video begins with some interesting footage

of the East Greta locomotive depot with 10-class being prepared and moved down to East Greta Junction to commence their day of coal haulage duties. There is much to be seen here with the loco shed, coal hoppers, brakevans and so much more to attract peoples' interest. Even after a third viewing I was finding new items of interest around the depot and yard.

A great combination of on and off train footage features numerous locations and different trains. Interesting historical facts are provided for many of the locations passed during the course of the video.

While there are many interesting scenes, I found the following of particular interest:

- Neath Junction is covered well with a very brief look inside the signal box as the staff is readied for the approaching train. The train's approach is seen from the cab where the Neath Colliery branch can be seen swinging to the right just before the signal box. We are taken off the train for the staff exchange before hopping back on board as we pass the famous Neath pub.

- Caledonia Bank has always been a popular spot for South Maitland fans and it is the attack on this grade during the return journey that makes for some of the best sights (and sounds) on the whole video.

- Another highlight is a train entering the cutting approaching the former Bellbird Colliery and passing the former line to Kalingo, the tracks of which are briefly seen - and the cameraman's feet.

- The rarely seen railway operations at Pelton loader are given a lot of coverage with another train crossed on arrival and views of a coal train

being turned on the triangle before being pushed under the coal chute for loading.

Following the turning of the train it was interesting to see the locomotives then taken around light to ensure their smokeboxes faced East Greta to ensure enough water would cover the firebox crown sheets for the climb up Caledonia Bank.

All footage was taken on SUPER 8 Cine Film so it is not quite to the quality of that being offered by today's high tech equipment. However, this is really of little concern when it comes to such historically important footage as presented here. The cameraman obviously spent a lot of time recording these operations and I think all South Maitland Railway fans will be grateful that he did as they sit down with a cuppa and enjoy a great part of our railway history.

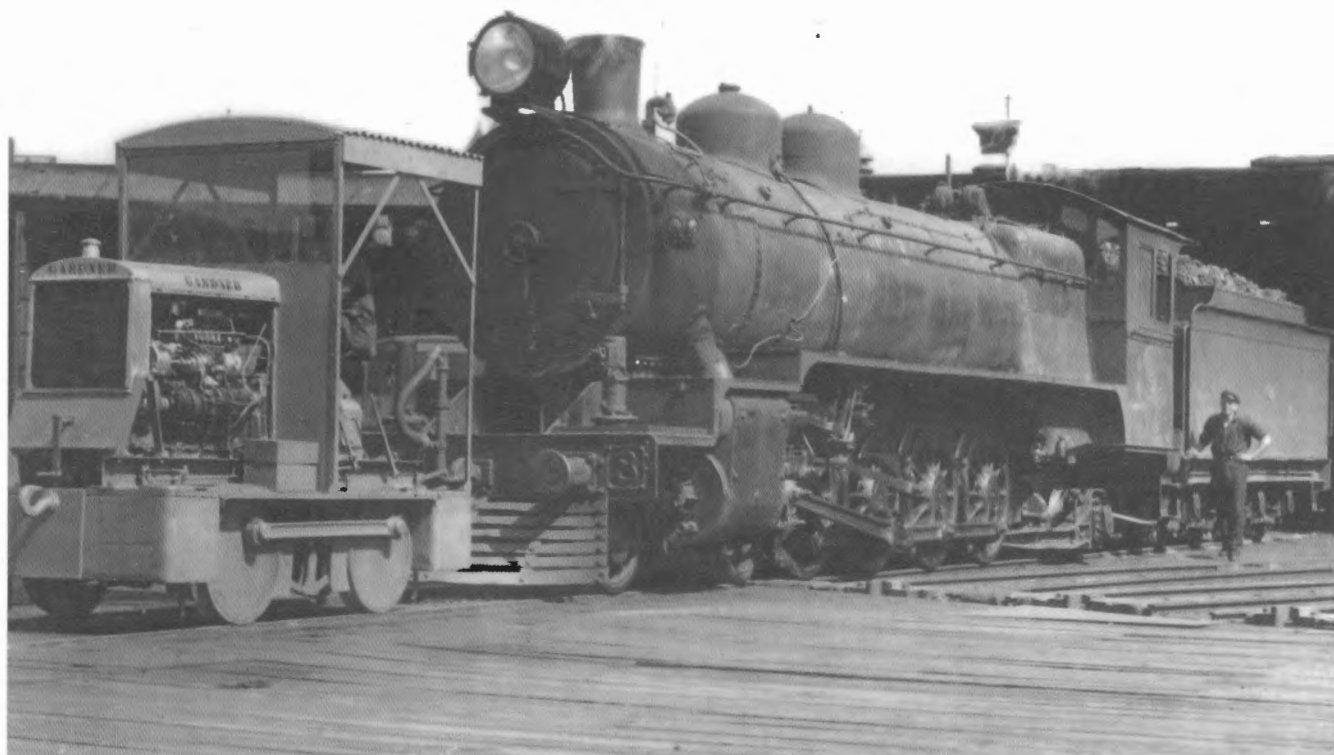
I believe this is the first in a three part series on the 10-class, money from which will go to the Richmond Vale Railway Museum to help its important preservation work.

Overall it was very enjoyable to watch, something I have now done about six times, and is thoroughly recommended for those who are interested in the SMR or Australian steam in general.

Brad Peardon

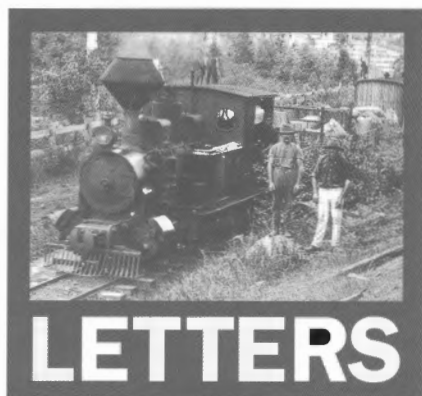
CORRECTIONS

Our apologies to Grahame Swanson, who actually took the photographs featured in the article *The Lake Macquarie Light Railway*, which appeared in LR 185, and to John Shoebridge, who took the photograph of the remains of the raff tailings wheel on page 13 of LR 183.



The Gardner-powered Days tractor at Hobart roundhouse, circa 1950, undergoing pulling trials on TGR locomotive Q8 for the Gardner agent. (see letter on page following and Research item on page 26 of LR 184)..

Photo: Andrew Forbes collection



Dear Sir,

Snap from the past

Searching out some old photos recently, I came across the enclosed (below).

I took it around Christmas 1946, behind a small sawmill near Mittagong railway station.

I believe it is the remains of one of the vans from the Joadja Creek light railway.

John Shoebridge
Dora Creek, NSW

Dear Sir,

Days 0-4-0DM locomotive at Hobart, (LR 184)

I was recently at the TASRAIL Conference in Queenstown and, whilst having a few beers with some chaps from Hobart, the discussion got around to the fact that a couple of them had once been employees of the Tasmanian Government Railways. They were employed at the Hobart roundhouse as fitters.

I asked if they remembered the little Days tractor and, quick as a wink, one of them responded in the affirmative. He said it had been rebuilt (re-engined) at the workshops and it had been used for pulling trials on the TGR locomotive Q8 for the Gardner agent, who he said was "Websters". He added that, after successful trials at Hobart, the little loco went to Cornwall Colliery, which has a 3ft 6in gauge tramway.

I questioned him about the use of the loco on a HEC railway and he said "definitely not".

He was quite sure of his facts and, surprisingly for me, he clearly remembered details from 50 years ago. I wondered what had happened to the little loco, but then found a reference to it in *Light Railways* No. 34 (p.35). This shows the derelict locomotive, minus its engine, at Cornwall Colliery photographed by Frank Stamford in February 1971 when it had a 'new' cab that appears to be the ex-wheelhouse of a boat. The article indicates that it ran on an isolated section of track at a loading hopper at the top of the main incline. I wonder if any readers have more information on this interesting locomotive?

Andrew Forbes
Kerrisdale, VIC

[Editors' Note: In LR 41 (p.20), Jim Stokes states that the locomotive was formerly the Hobart Municipal Tramways one and only sprinkler car, which he says went to Cornwall about 1955.]

Dear Sir,

SANDBLY at Darwin (LR 185)

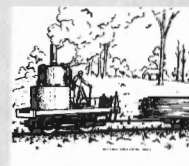
I wish to make a correction to the report at page 29 of the latest issue of your magazine concerning the placement of former Commonwealth Railways locomotive NA1, on display in Darwin.

When myself and my wife were in Darwin last July, friends who reside in Darwin took us for lunch to the Stokes Hill Wharf. On the Wharf, a shopping complex has been built with restaurants and tourist facilities. A million dollar Function Centre has also been built on the Wharf. Locomotive *SANDBLY*, NA1, is on display under cover at the entrance to the Function Centre.

Stokes Hill Wharf is adjacent to the Darwin CBD. The container port at East Arm and terminus of the Alice Springs railway is some 15 km east of the city. The photograph at page 31 appears to have been taken on the Stokes Hill Wharf and not as shown in the caption accompanying the photo.

John Ramsey
(via e-mail)

[Editors' Note: Ian Bevege, who took the photo of *SANDBLY* published in LR 185, has also pointed this out to us. Our unfamiliarity with the geography of Darwin led to the unfortunate misunderstanding. Apologies to Territorians and to anyone who may have gone looking for *SANDBLY* at the East Arm railway terminus.]



LRRSA NEWS

MEETINGS

ADELAIDE: "Christmas Film Show"

The 2005 Christmas Meeting will be a Film Evening at the Oaks Theatre. Please bring a plate of supper.

Location: Contact Arnold Lockyer (08) 8296 9488 for details.

Date: Thursday 1 December at 7.30pm.

BRISBANE: "Out-of-gauge Loads"

Judging by popular vote of the annual photographic competition with the award of the Mike Loveday Memorial Trophy to the winner. The entertainment will be provided by Peter Kennedy, who will be giving a presentation on the 'Carrying of out-of-gauge loads on Narrow Gauge Railways'. **Location:** BCC Library, Garden City Shopping Centre, Mount Gravatt. After hours entrance (rear of library) opposite Mega Theatre complex, next to Toys'R'Us. **Date:** Friday 9 December at 7.30 pm. Entry from 7 pm.

HOBART:

There will be no meeting in December.

MELBOURNE: "Bellerive - Sorell Railway"

Isolated from the rest of the TGR by the Derwent River, the Bellerive - Sorell railway closed in 1926. Frank Stamford visited the route last year with the Bellerive Historical Society. He found there was still lots to see, including the tunnel and causeway. Most of the "sacred sites" are on private property, and not normally accessible. (This item was originally scheduled for December last year, but was cancelled due to illness of the presenter).

Location: Ashburton Uniting Church Hall, Ashburn Grove, Ashburton.

Date: Thursday 8 December at 8.00 pm

SYDNEY: The NSW Division's next meeting will take place in February 2006. See the February issue of *Light Railways* for details, or contact Jeff Moonie, on (02) 4753 6302.

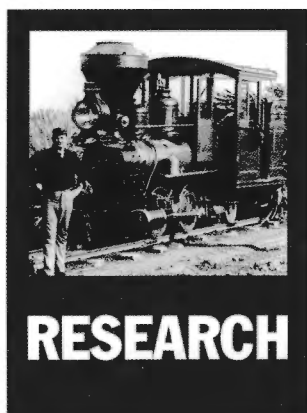
MEMBERS' ADS

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John Shoebridge photographed this old van body at a sawmill near Mittagong railway station in 1946.



Bullens 'Safari Express' Steam Outline Locomotive, Yatala QLD

LRRSA member Bob Gough has provided a series of photographs of various theme park railways that operated in Queensland. In most instances, little is known of these operations, so we will be running this material in the Research column to seek further information from readers.

The first photograph is of a steam outline locomotive that operated the 'Safari Express' train at Bullens Lion Park, Yatala near Beenleigh, south of Brisbane. This is one of several theme park trains built by John Dunlop for railways at various Bullens Lion Parks around Australia. We would be interested to hear from readers who are able to supply further information of the operation at Yatala, including details of the locomotive and passenger carriage, or the railways at other Bullens sites. Perhaps there is someone out there who would be interested in researching an article on this topic?

Narrow gauge tracks in Western Sydney

A reader has asked about narrow gauge railway tracks at two locations in Western Sydney and is seeking further advice on their origin and use.

The first are (or were) on the weir at Parramatta next to the ferry wharf. The line evidently was connected with the operation or maintenance of the weir, some years ago. The tracks previously extended to the south towards the old Family Court Building.

The second set of tracks is located behind the Penrith Panthers Club near the aqua golf site. They appear to be of 2ft gauge. Any advice on this query would be much appreciated.

Ashley Anderson

Victorian Railways website

To coincide with the 150th Anniversary of Railways in Victoria on 12 September 2004, Museum Victoria launched a website that explores the people, technology and stories of the state's railway history. The site draws on the rich image collections of Museum Victoria and the Public Records Office and offers a user-friendly search interface and structured themes and storylines to explore the many aspects of railway history in Victoria since 1854. The 1400 images provided on the Stage 1 website include a fair number of industrial and narrow gauge images under the themes *Making Tracks*, *Riding the Rails*, *Stations* and *Power Parade*.

You can check these at: www.museum.vic.gov.au/railways Stage 2 of the project, currently under development, will double the number of images on the site. It is scheduled to be launched around April 2006. Visitors to the present collection will note that the information provided for many of the industrial and narrow gauge images is sketchy. The LRRSA has linked up with Museum Victoria to identify a broader representative sample of industrial and narrow gauge images for the Stage 2 offering and to provide advice on historical and technical aspects of the subjects. This is an excellent example of how a research society such as the LRRSA can bring its accumulated knowledge into a partnership with a large public organisation to mutual benefit.

Editor

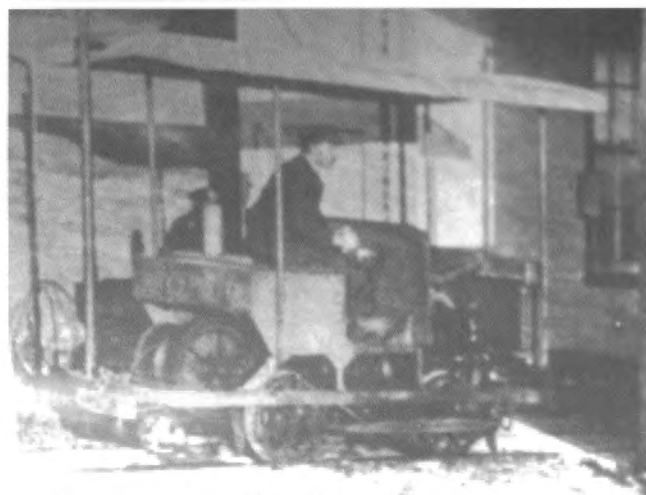
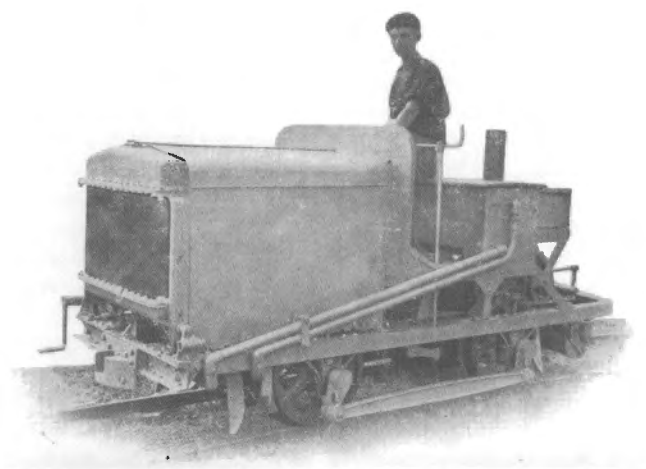
North Head Quarantine Station railway, NSW

Sydney's North Head Quarantine Station is proposed to be conserved and adaptively re-used as a hotel and conference facility, with opportunities for casual visitors to dine at or take part in guided tours of this historic site. A lease is soon expected to be made by the Department of Environment and Conservation (NSW) to Mawland Hotel Management to prepare and operate the site in accordance with stringent heritage conservation guidelines. As many readers of LR will be aware, a unique light rail system operated at the Quarantine Station to transport immigrants' luggage and supplies from the wharf area, via a 'funicular' to the main station. In order to properly understand and

interpret this railway, more details of the system, as well as diagrams and photographs of its operation are being sought.

An unusual 0-4-OPM locomotive was built by Caldwell Vale in 1913 for the line, which was of 2ft 3in gauge. It had a winch to haul trucks up the incline. DEC records indicate that the loco was sold to a person in Wollongong in 1956 as an amusement train. In a 1986 edition of our *Light Railway News*, Ken McCarthy of Wollongong

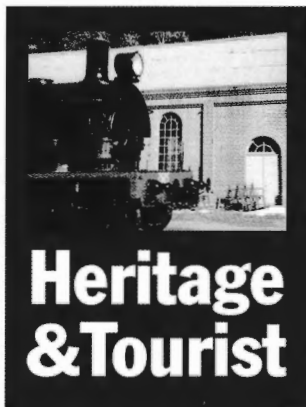
recalled an amusement railway operating in Stuart Park, North Wollongong in 1959-60. DEC has a photograph of the locomotive at the still existent brick loco shed showing the winch and cable used to haul the luggage trucks up the incline from the wharf. Readers with information or photos of the Quarantine Station railway, or its locomotive's fate, are requested to contact Rod Caldwell (02) 49633815, 10 Berner Street, Merewether NSW 2291.



The unusual 0-4-OPM locomotive which operated at Sydney's North Head Quarantine Station. **Top:** As it appeared in a Purcell Engineering catalogue from the early 1920s. **Above:** Outside the loco shed (date unknown). Photos: Colin Wear collection, Department of Environment & Conservation



The 'Safari Express' train at Bullens Lion Park, Yatala. Photo: Bob Gough



Heritage & Tourist

Werris Creek (see below).

David Morgan, President of FEDECRAIL (the umbrella body of European heritage railways), said it was the best conference he had ever attended – and presumably he attends many. David may be prone to hyperbole, but the event worked remarkably well on many fronts. The presenters came from all aspects of railways: from industry leaders to unionists; folklorists to historians; curators at our leading museums (the NRM Port Adelaide, Powerhouse in Sydney, Thirlmere, the Rail Workshops at Ipswich, Midland Railway Workshops in WA, the Museum of Victoria, Queen Victoria Museum in Launceston and the NRM at York in the UK) to the key drivers of small rail museums (Tenterfield, Adelaide River NT and Peterborough SA); from major tourist train operators (QR Heritage, 3801 Limited, West Coast Wilderness Railway at Queenstown and the Puffing Billy Railway) to those that maintain the skills for steam boiler and carriage restoration; and from tourism evangelists to managers of rails to trials. This diversity was a key ingredient to the success of the conference as they told their stories well and with passion. Industrial and light railways had a strong voice, both from the heritage operators listed above and from the LRRSA members who presented papers.

The key issues that emerged were on two levels. In terms of the national railway scene, Bryan Nye (Australasian Railway Association)

Rail Heritage in Australia: the National Conference at Tamworth
Over 100 participants from every Australian state and territory, plus international speakers, assembled in Tamworth from 27 to 30 September for the first National Rail Heritage Conference organised by the University of New England. It was an official event for the 150th Anniversary of Railways in New South Wales and it linked with the formal opening of Stage 1 of the Australian Railway Monument at

and Wayne Jones (Australian Rail Track Corporation) focused on the opportunities for a resurgence of rail in the 21st century; albeit one that involves further rationalisation for regional rail, particularly of grain lines. Overall, we can expect increased emphasis on the true economic costs and benefits of different transport modes, rather than narrow 'commercial returns', which will help to bring home the advantages of rail. Nevertheless, a key theme to come out of the Conference was that these opportunities for rail will not be realised unless the ruthless North American management models that have dominated the industry in recent years are discarded for a more cooperative and inclusive institutional culture that supports its workers and restores a learning culture that prepares them for the real-life situations they face at work. In short, the civilising features of railway culture in which the safety of the public is the first duty needs to be re-discovered for railways to take up the opportunities of the new land transport environment.

These themes flowed onto the railway heritage movement, which faces a more challenging future. There was general agreement that heritage train operators will face difficult times and only those located within easy access to large tourist markets and which can establish a strong community support base will survive. Increasingly, the future of railway heritage rests with its ability to convey its meaning to the public through telling its story well. Professor Colin Divall of the University of York and the National Railway Museum of the United Kingdom was inspirational in this area, both in his keynote paper and through his contributions to the various forums. Colin spoke of Australian railways as 'difficult heritage' in the sense that museums need to tell the story not simply as a nostalgic view of the past, but in a way that challenges the myths and prejudices of visitors, leading to effective learning. The good news is that this challenge is now being taken up. A large contingent from the Midland Railway Workshops Interpretative Centre in Perth enthusiastically told us of their exciting approaches to telling the workers' stories and the Rail Journeys Museum of the ARM at Werris Creek provided a practical example of what can be achieved in telling the social history of railway men and women.

Bob McKillop

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

Email address for H&T reports is: rmckillop@bigpond.com

Digital photographs for possible inclusion in *Light Railways* should be sent direct to Bruce Belbin at: boxcargraphics@optusnet.com.au

NEWS

Queensland

BALLYHOOLEY STEAM RAILWAY, Port Douglas 610mm gauge **Port Douglas Steam Railway Company**

A visit to Port Douglas on 21 September found the three locomotives and six carriages stored in the open at the depot. Baguley 0-6-ODM *MOWBRAY* (3378 of 1954) is painted in a red livery, lined in yellow, as is Bundaberg Foundry 0-6-2T+T *BUNDY* (2 of 1952). Bundaberg Foundry 0-6-2T *SPEEDY* (6 of 1952) is in an attractive green

livery with black and white lining. It is understood that trains run every Sunday. A pit is under construction at the depot and when completed, a maintenance shed will be built over it, much improving the facilities available.

John Browning 10/05;
<http://www.ballyhooley.com.au>

BEDROCK RAILWAY, Walkerston

610mm gauge

Ken Petts

A covered station has been built for this railway (LR 184, p.28), which operates for the public every Saturday and Sunday at 1530 on a steeply graded 2.2km circuit of Dals Lookout between Walkerston and Eton. The train is hauled by a home built 4wDE locomotive operating as the power driving unit of a multiple unit set, with two of the four cars also having driving axles. There is also a spare 4wDE locomotive available in reserve in order to recover a train in the event of a mechanical failure.

John Browning, 10/05

DURUNDUR RAILWAY, Woodford

610mm gauge

Aust. Narrow Gauge Railway Museum Soc. Inc.

When preparing ex-Pleystowe Mill 0-6-2T No.5 (Bundaberg Fdy 5/1952) for the running day on 17 July, a leaking stay was observed on the front of the firebox. The locomotive was shut down and the Gemco diesel was substituted for the running day. The boiler inspector subsequently accessed the loco and recommended further tests be undertaken. Accordingly, steam operations on the Durundur Railway were suspended until the Bundaberg Fowler returns to service. Diesel locomotives were being used on running days in September.

DR Bulletin, No.280, September 2005

TONY GERMANOTTA, Mulei

610mm gauge

Gmeinder 4wDM 4574 of 1949, purchased for possible tourist railway use in 1984 (see LRN 79), was recently noted in a cane paddock on the Germanotta farm north of

Mackay, in quite good condition considering its years in the open. It is a 4.5 tonne locomotive built in Germany, and is unique to Australia. A second very unusual locomotive, 8-tonne Windhoff 452 of 1940, built for German World War II military use, was last heard of under repair on the Germanotta farm and may also still be in existence. Brett Geraghty 8/05; John Browning 10/05

New South Wales

AUSTRALIAN RAILWAY MONUMENT, Werris Creek **ARM Management Inc.**

Stage 1 of the Australian Railway Monument, including the Rail Journeys Museum, was officially opened by John Watkins, the Minister for Transport and Acting Premier on 1 October 2005. It commemorates the contribution of railway workers to the development of the Australian nation. The landscaped monument area features six large figures of railway workers

by acclaimed sculptor Dominique Sutton, an amphitheatre and Walls of Remembrance within the amphitheatre. These contain the names of over 2400 New South Wales railway men and women who lost their lives in accidents while at work since railway construction commenced in 1850. Names from other states will be added as they become available, commencing with South Australia, which has already submitted a list.

Available details of the accident, the employee, their position and other information are contained in a database managed by ARM Management. A significant proportion of the names on the database were employees or contractors working on industrial or narrow gauge railways, including a surprising number of workers who were handling horse-drawn railway vehicles.

The Rail Journeys Museum is currently located in the former railway refreshment rooms (RRR) of the heritage-listed railway station – the third largest in NSW. The displays cover the work of various categories of railway workers, the role of railways in shaping the nation, the lessons learned from accidents and future railways. It is a brilliant interpretation of the worker's stories by one of Australia's leading museum curators. As additional space and resources are available, new exhibits will be developed around six Railway Journey themes: *Shaping the Nation, The Safe Way, The People's Railway, A Town is Born, Maintaining the Lines and Railways in the 21st Century*. Requests for information on deaths of private railway employees have previously been made in *Light Railways*, but there is ongoing scope for additional information. If any reader can assist, they should contact Les Brown (elbee@westnet.com.au) or John Chapman (john16phc@bigpond.com).

Editor, 10/05

HUNTER RIVER TRAINING COMPANY, East Greta

1435mm gauge

This group maintains the locomotive workshops and service facilities of the former South Maitland Railways. Ex-SMR 2-8-2T No.10, the first of the famous 10-class locomotives (BP 5520/1911) has been restored to operating condition by the HRTC under a two-year

\$300,000 project that involved countless hours of volunteer labour (see photo LR 185, p.2). The locomotive was officially recommissioned by the Minister for the Hunter, Michael Coster, and the company chairman, Milton Morris, on Sunday 18 September at Maitland railway station. It then headed 4-6-2 3801 on a special train to Newcastle and return. Sister 2-8-2T No.18 (BP 5909/1915), which is also being restored (LR 183, p.29), will join No.10 at East Greta in late 2005. We hope to provide details of the operating schedule for these locomotives early in the New Year.

Maitland Mercury and Daily Telegraph, 19 September 2005, via Ray Cross; Milton Morris 10/05

ILLAWARRA TRAIN PARK, Albion Park 610mm gauge Illawarra Light Railway Museum Society

The society received the Shellharbour City Council Award of Encouragement in the tourism attraction category at the Illawarra Tourism presentations for 2005 on 19 October. The award was dedicated to the members of the ILRMS both past and present whose years of work for and dedication to the running of the society have brought it to the present standard. All the steam boilers were prepared for their annual inspection in July-August and are now 'back on the road' ready for the traditional lead up to Christmas. Restoration work has continued on the 3-cylinder Ruston 4wDM from Condong sugar mill, with all mechanical parts dismantled and the wheel sets removed and replaced and the engine removed ready for the rebuild.

Work is nearing completion on the Vernier man car after its conversion to 610mm gauge. The unit has been painted and after another successful trail around the ILRMS track, preparations are now being made for a commissioning on 11 December 2005.

Brad Johns, 10/05. 11/05

RICHMOND VALE RAILWAY, Kurri Kurri 1435mm gauge Richmond Vale Preservation Cooperative Society Ltd

Through the initiative of two younger volunteers, RVR driver Shane Blatchford and his fireman/trainee driver Richard Keijda, the 80th birthday of ex-

SMR 2-8-2T No. 30 (BP 6294/1925) was celebrated on 16 October. The specially prepared heritage locomotive hauled passenger trains from Richmond Main to Pelaw Main carrying a special commemorative sign prepared by Richard. Visitors were down due to rain and wind, but it was a proud moment for the footplate crew as the locomotive took centre stage for publicity photographs. *Newcastle Herald*, 17 October, via Rod Caldwell

STATE MINE HERITAGE PARK & RAILWAY, Lithgow

1435mm gauge

Greg Pitt has continued the rebuilding of underground colliery skips using recovered components (LR 182, p.28), including the recent construction of a pit prop trolley. The workshop has undertaken its first full restoration project: the rebuilding of a Lithgow Valley Colliery man-transporter. The blacksmithing facilities straightened components, repaired the welds and fabricated new horn blocks and springs, while volunteers in the carpentry shop rebuilt the timber seats. The new interpretative panel featuring the State Mine's blacksmiths has been installed and the society has received funding from Museums & Galleries NSW for two more panels. These will cover the communists at the State Mine in the 1920s and fatalities at the mine during its operational life.

Ray Christison, 10/05

VALLEY HEIGHTS LOCOMOTIVE DEPOT HERITAGE MUSEUM

1435mm gauge

Steam Tram and Railway Preservation Society

Friday, 16 September was a special day for the Society when ex-Sydney steam tram Motor No. 103A (Baldwin 11676 of 1891) was officially returned to service following a 12-year rebuild after sustaining extensive damage in the Parramatta Park fire of 1993. It was the last steam tram motor in service on the government tramways when withdrawn in 1937, but then had an extended period in industrial service. It served on the Sydney Ferries Redbank Wharf tramway from 1937 to 1943, then became a shunter at Waddingtons Engineering Works at Granville from 1943 to 1953 (sister motor 31A is depicted at Waddingtons on the front cover

of LR 184). The grand old survivor then saw service on the Society's Parramatta Park tramway until that operation was dramatically ended in the inferno of 7 June 1993.

The Valley Heights Depot was open every day for three weeks in September and October 2005 as an official event in the NSW Railways 150th Anniversary celebrations. 103A was steamed nine times during this period and performed very well, with minimal teething problems. She hauled passengers in restored steam tram trailer 93B (built by Hudson Bros in 1889). The museum is normally open on the first and third Sunday of each month and selected public holidays.

David Lewis, 10/05

Victoria

ALEXANDRA TIMBER TRAMWAY & MUSEUM

610mm gauge

The Alexandra Produce and Craft Market (which operated opposite the Shire Offices in Perkins Street some years ago) reopened at the ATT&M site on Sunday 18 September 2005. This was made possible by the Museum's new insurance cover, which specifically includes a monthly community market. A wide range of stalls were present and the museum operated a train every 20 minutes hauled by Malcolm Moore 1049 of 1943.

Timberline No.86, Oct 2005

Tasmania

WEST COAST WILDERNESS RAILWAY, Queenstown

1067mm gauge

Federal Hotels Limited

During August the WCWR introduced regular steam-hauled trains over the whole of the line from Queenstown to Strahan. Through steam trains operated from Queenstown on Monday, Thursday and Saturday, with the return service operating the following day. On Sunday 18 September, the return steam train from Strahan was followed by a special 'Dubbil Barrel' for volunteers attending a picnic there. Two flat wagons were attached at Teepookana, one loaded with cut tee tree (for reveg-

Heritage & Tourist

etation) and the other with tools and the barbecue.

Ex-Mt Lyell Mining & Railway Company Abt 0-4-2T No.5 (NBL 24418 of 1938), formerly on display at the Menzies Creek Museum in Victoria, was returned to Queenstown in early August following its complete restoration at Saunders & Ward Engineering in Kingston (LR 183, p.30). It was given a test run soon after arrival, but was found to be very 'tight' with hotbox and other problems. Another trial run occurred on 25 September, but hot box problems were still evident. The locomotive entered service on 3 November 2005, on a special train through to Strahan. The new schedule will require two locomotives in steam on a daily basis, together with a back-up loco. Melissa Webb, 09/05; Rob Bushby, 09, 10 & 11/05; Don Marshall 10/05.

Western Australia

CARNARVON HERITAGE PRECINCT 1067mm gauge

Carnarvon Heritage Group Inc

Adding to the report in LR 185 (p.29), a visitor in September 2005 found the Carnarvon Heritage Precinct to be a large, well-presented and laid out complex with a range of interesting features, including numerous rusting railway relics. The major focus has been the restoration of the famous jetty to its former strength and this huge task was nearing its final stages. To September, 234 pylons had been replaced, with only seven remaining for attention. The Carnarvon Heritage Group has 36 paid workers and volunteers on this and other tasks, including driving the jetty train and managing the kiosk and museums. The museum at the Babbage Island railway station now has the 0-4-0T *KIMBERLEY* (AB 1754/1922) on static display in a new shed, which is open to the public as part of the museum tour. The planned 'replica' of *KIMBERLEY* would be diesel-powered. The Ocean Tramway on the jetty operates 0900-1700 seven days a week during the tourist season (April to November).

Barry Blair, 09/05

COLIN PUZEY, Gelorup

1067mm gauge
Further to LR 172 (p. 30?), the replica Baldwin steam tram motor being built by Colin Puzey at his home at Gelorup has made significant advances. The great day to test the tram came on 21 June 2005, when Colin, Wally Turner and Keith Watson filled the water tank and boiler and lit up. There was an initial hiccup when the fill valve on the boiler top started spraying steam. The fire was put out and the team waited until it was safe to re-gasket the valve. The fire was again lit and within an hour steam was at working pressure. After testing the feed pump and injector, Colin sat in the driver's seat and, with a grin on his face like a Cheshire cat, put the loco in forward, opened the cylinder drains and gently eased the throttle open. The team were all elated as the wheels started to turn. The motor was then put into reverse and responded accordingly. The steam brake was operated and found to need of a little adjustment. At this point, lowering the tram onto the rails was suggested! Colin agreed, so with the blocks removed, the tram now sat on the single length of track. Again Colin's face showed the thrill he felt as he put the tram into gear and it moved off

without hesitation. Several short trips were made before all stopped for a cuppa.

The tram is now almost complete with clerestory windows, curved side panels and headlights. Shortly it will be transferred to the historic railway workshop at Yarloop, some 75km away, where it will have the opportunity to stretch its legs on some proper track. We look forward to further reports of this next stage.

Keith Watson, 09/05

DERBY JETTY TRAMWAY

1067mm gauge

The former Department of Public Works jetty tramway at Derby was covered in *Light Railways* No.57 (Spring 1976). In short, the 3ft 6in gauge tramway opened in 1886 as a horse-worked line and continued as such until the 1950s, when a new jetty was constructed and small diesel locomotives were introduced. Locos to operate there include NW5 *DERBY* (Built North Fremantle workshops), NW9 a Simplex (MR 9097 of 1955), NW16 (Com-Eng GB1046 of 1960) and a Gemco 4wDM NW17 (George Moss 1964). They had all been transferred elsewhere by December 1974.

A visitor to Derby in August 2005 found track embedded in the concrete surface of the wharf, the

freight platform in the former town depot site (now known as the woolshed), several 4-wheel flat-top wagons, two bogie cranes and some old bogies at the depot site. Some years ago a 'progress association' was funded to examine the feasibility of restoring the tramway as a tourist attraction, but someone is alleged to have 'absconded' with the funds. A new group, the Derby Rail Action Group (DRAG), has recently been formed with the aim of reviving the proposal.

Barry Blair, 08/05

Overseas

SANDSTONE HERITAGE TRUST, South Africa 610mm gauge

Switzerland is one Mecca for light railway enthusiasts, no doubt the Puffing Billy Railway another, but perhaps the Sandstone Heritage Trust in the Eastern Free State of South Africa is the grand daddy of them all! The Trust presents a unique synergy between a globally recognised heritage preservation centre and a modern environmentally aware and commercial farming enterprise.

When the owners of Sandstone Estates purchased the farm, part of the 3ft 6in gauge national rail network crossed the land. Sandstone saw this as an opportunity to distribute farm produce via this traditional and cost effective method. Since then, 14km of 610mm gauge track has been laid, both as a tourist feature and a viable transport link from farm silos at Hoekfontein to the mainline offloading and loading depot at Vailima. The Trust has been able to rescue a number of abandoned and decaying locomotives and wagons and a dedicated team is painstakingly restoring them to their former glory. Not only does this secure a valuable part of southern Africa's industrial heritage, but it creates valuable jobs as well as passing on priceless skills from one generation to the next.

The Sandstone Steam Railroad Company remains faithful to the great age of steam in as much detail as possible, with buildings, fittings and accessories in keeping with the era. Its collection comprises 28 610mm gauge locomotives, including eight former SAR Garratts, and a number of industrial locomotives. Andrew Barclay 0-4-2T (No. 1459 of 1916) originally worked for the Maidstone Estate of the Tongaat Sugar Co, in Natal. The Sandstone

Coming Events

DECEMBER 2005

3 Puffing Billy Railway, Belgrave, VIC. *Santa Special* Train departs Belgrave at 1105 for Emerald where Santa hand out presents for children and his helpers serve seasonal refreshments for adults, then proceeds to Lakeside for a picnic lunch. Also on 10 and 17 December, with a *Sunset Special* on 10th.

10-11 Wee Georgie Wood, Tullah, TAS. 610mm gauge steam train operations, evening operations for Carols at 1800 on 10th, 0930-1600 on 11 December. Phone (03) 6473 2228 or 6473 1229 (AH). Note: steam operations resumed on 29 October 2005 following accreditation after boiler repairs.

11 Illawarra Light Railway Museum, NSW. Steam and diesel train rides at Albion Park from 1030-1700, with barbecue facilities for Christmas celebrations. Phone (02) 4232 2488.

11 Alexandra Timber Tramway & Museum, VIC. Narrow gauge steam and diesel-hauled trains, 1000-1545. Information: Bryan 0407 509 380 or Peter 0425 821 234.

18 Cobdogla Irrigation Museum, SA. Narrow gauge diesel-hauled train rides and heritage engines. Phone (08) 8588 2323

JANUARY 2006

8 Alexandra Timber Tramway & Museum, VIC. Narrow gauge steam trains 1000-1545 and museum displays. Diesel-hauled trains operate on 22nd and steam on 26th (Australia Day). Information: Bryan 0407 509 380 or Peter 0425 821 234.

28-29 Wee Georgie Wood, Tullah, TAS. 610mm gauge steam train operations, 0930-1600. Phone (03) 6473 2228 or 6473 1229 (AH).

FEBRUARY 2006

4-5 Wee Georgie Wood, Tullah, TAS. 610mm gauge steam train operations, 0930-1600. Also operating on 11-12 and 19 February. Phone (03) 6473 2228 or 6473 1229 (AH).

12 Alexandra Timber Tramway & Museum, VIC. Narrow gauge steam trains 1000-1545 and museum displays. Diesel-hauled trains operate on 26th. Information: Bryan 0407 509 380 or Peter 0425 821 234.

13 Puffing Billy Railway, Belgrave, VIC. Valentine's Day Special Dinner Train. Departs Belgrave at 1900 for a romantic evening in the Dandenong Ranges with a 3-course meal at Nobelius Packing Shed. Bookings: (03) 9754 6800.

NOTE: Please send information on coming events to Bob McKillop - rfmckillop@bigpond.com - or The Editor, *Light Railways*, PO Box 674, St Ives NSW 2075.



Clockwise, from above: The unusual Gmeinder 4wDM (4574 of 1949) locomotive in a cane field on Tony Germanotta's farm at Mulei north of Mackay. Photo John Browning

□ The Phoenix rises as ex-Sydney tramways and Waddingtons Engineering steam tram motor No.103A (Baldwin 11676 of 1891) basks in the sunshine following its most recent restoration and return to service at the Valley Heights Locomotive Depot Museum on 16 September 2005. Photo: David Lewis

□ The ex-Nebo and Eloura collieries Vernier man car at Illawarra Train Park, Albion Park, following its conversion to 610mm gauge. Photo: Brad Johns

□ The home-built 4wDE locomotive at the covered railway station at Bedrock Railway at Walkerston. The loco operates as the power driving unit of a multiple unit carriage set, with two of the four cars also having driving axles. Photo John Browning

□ Visitors to the Werris Creek Railway Journeys Museum take in the 'Railway Fetter' exhibit on its opening day, 1 October 2005. The maintenance tasks carried out by fettlers were basic to all railways, large and small, and the exhibit describes their work and tells their personal stories. The museum is housed in the former railway refreshment rooms and the curtain in the background represents the RRR in its heyday. Photo: Bob McKillop



Heritage & Tourist

Steam Railroad purchased the little locomotive and, crucially, a spare boiler. It was one of the first locomotives restored at Sandstone and returned to service in 2001. As the locomotive had its fair share of problems as originally restored, including excessive weight on the driving wheels and valve gear problems, a further rebuilding was undertaken. This included the fitting of a four-wheel tender and vacuum brakes. The little Barclay returned to service once more in 2005. The image of it leading a Garratt locomotive across the plains on the Sandstone Steam Railroad provides a fitting image for our Christmas issue.

Editor, from
www.sandstone-estates.com

UNITED KINGDOM, War Department Light Railways Hunslet 4-6-0T

First World War veteran Hunslet 4-6-0T 1215 of 1916 has recently been repatriated to England by a group that plans public display and full operational restoration of the locomotive in the land of its origin. Following its war service in France (see LR 175, p.8), the locomotive was used in the Queensland sugar industry. It was at Bingera Mill from 1924 to 1956, and then at Invicta Mill, Giru, until it was placed in the Bush Children's Home at Rowe's Bay, Townsville, in 1967.

Acquired for private preservation in south-east Queensland in 1994, some restoration work had been carried out before its purchase and government-approved export. This locomotive is the only one of its type in Britain, and joins four other locomotives still in Australia in secure preservation – at the Australian War Memorial in Canberra, The Workshops Museum in North Ipswich, Queensland, at the Proserpine Museum in north Queensland and at the Durundur Railway at Woodford in south-east Queensland. With the locomotive only having recently arrived in Britain, the new owners have requested that no further details be published while they finalise their plans for public announcements about restoration and a long-term home.

Editor 10/05



A recently rebuilt pit prop trolley at the State Mine Museum, Lithgow. The reconstructed a tension bogie sheave from an endless rope underground haulage system is on the trolley behind.

Photo: Ray Christison



Rail-mounted Eimco 12B bidders have had lot of coverage in recent issues of Light Railways. Ray Graf photographed this preserved unit at the Moonta Museum & Tourist Railway in January 2005. The former Moonta Mines Model School which now serves as the National Trust Museum is in the background.



The Coffee Pot tourist train is again operating regularly on the Carnarvon Jetty during the tourist season from April to November. Barry Blair photographed in it there in September 2005.



Newly restored West Coast Wilderness Railway 0-4-2T No.5 (North British 24418/1938) at Carswell Park Workshops and running shed on Sunday 25th September, with sister loco No.3 (Dübs 3730/1898) and 0-6-0DH D2 (Vulcan Foundry D194/Drewry 2406 of 1953). Photo: Rob Bushby □ Colin Puzey's replica Baldwin steam tram motor on its short section of track at his home at Gelorup in Western Australia following its first steam trials on 21 June 2005. Photo: Colin Puzey □ The grandeur of narrow gauge steam on the Veld. On the Sandstone Steam Railroad in South Africa, Andrew Barclay N-class 0-4-2T (B/N 1459 of 1916) makes a magnificent sight as it heads a Garratt locomotive on this commercial estate railway. Photo courtesy Joanna Molyneux-Killik



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