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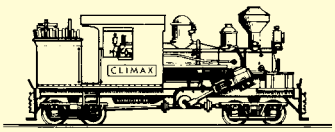

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1 inch (in)	25.40 millimetres
1 foot (ft)	0.30 metre
1 yard (yd)	0.91 metre
1 chain	20.11 metres
1 mile	1.60 kilometres
1 ton	1.01 tonnes
1 pound (lb)	0.454 kilogram
1 acre	0.4 hectare
1 horsepower (hp)	746 Watts
1 gallon	4.536 litres
1 cubic yard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

Contents

Comment

Mark Twain once observed that "everyone talks about the weather, but nobody does anything about it"! Which sounds a lot like railway journalism, and railway preservation, both of which are never short of armchair critics, eager to advance their opinions on 'whatchaortado' about this or that, but are often perilously short of people prepared to actually do it.

Australia has one of the highest rates of volunteer participation in the world, but with so many worthy causes out there, those volunteers tend to be spread a bit thinly. Australians are also among the hardest workers in the western world, with long hours of overtime (paid and unpaid) a fact of life for many, so it's all the more remarkable that many of us find the time to help out.

However, advancing the cause of 'light railways' need not necessarily be time consuming. Every little bit helps — a news report, a letter to the editor putting forward additional information or a contrary point of view, or perhaps even a complete article on a favourite subject. Also, preservation societies and rail advocacy groups need all the help they can get – even just your membership fees and your addition to the membership numbers can be of genuine assistance.

So if you've ever thought of doing something for the cause, there's no time like the present. As the folks at Nike say, why not '*Just Do It*'. *Bruce Belbin*

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

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

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

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

Front Cover: *The use of the Dreamworld Railway 0-6-2T locomotive (Perry Eng. 5643/51/1 of 1951) for a night train operation on 7 September provided the opportunity for some unusual night photography. Peter Gough captured this spectacular scene as the locomotive departed the depot for its run.* ***Back Cover:*** *The spectacular 2ft gauge Burma Mines Railway retained steam locomotives for tour groups until recently but its future is now uncertain.* ***Upper:*** *Bagnall 2-6-2 42 (2338 of 1928) at the 42-mile, Namtu, with an empty iron ore train to Wallah Gorge 30 November 2008.* ***Lower:*** *Kerr Stuart 'Huxley' Class 0-4-2T 13 (2383 of 1914) at Wallah Gorge on 28 November 2008, preparing for the climb to the mines at Bawdin. Photos: Bernd Seiler, FarRail Tours*

Victoria Mill's V1 (Hansen 78 of 1972) was for many years stationed at a navvy depot in Halifax in the crushing season and at Macknade Mill during the slack. Here it is in fairly original condition at a work site at Mahoney's Loop, Halifax, on 25 August 1977, coupled to a flat wagon containing a tool box, gas bottle and other paraphernalia. *Photo: John Browning*

Hansen linecars and their offshoots

by John Peterson

Introduction

Linecars, sometimes called section cars, are small self-propelled rail vehicles used by fettlers or gangers as transport with their tools for maintenance of track. They were also used as a means of personnel transportation, including as ambulances in the early days and for miscellaneous maintenance purposes including weed control, hauling suitable wagons. Nowadays, they have been replaced by 4WD vehicles and/or hi-rail vehicles [motor vehicles with retractable rail wheels] and more specialised track maintenance equipment. Most early linecars seem to have been very low-powered affairs with small motorcycle-sized engines connected to one axle. These were lightweight units with the ability to be taken off the track when needed, as well as to be turned around.

CSR had used linecars at their sugar mills in Queensland and Fiji from the early part of the 20th century, with some larger units constructed in England by Baguley and Wickham. In the period from 1965 to 1968, they obtained four linecars from Clyde Engineering. These were built at Eagle Farm in Brisbane and were powered by Ford Anglia and Cortina engines.

EM Baldwin Prototype

Possibly CSR were not completely satisfied with the Clyde product, or perhaps Clyde lacked interest in the product line, because in 1969 CSR commissioned a 'fettlers trolley' from EM Baldwin which formed the basis of comparatively large numbers of a similar design made by Hansen Motor and Engineering Works, Ingham, and Clyde; mostly for CSR use. Craig Wilson gives the following details in his book:[1] *Serial No: 3092.1 10.69; Job No. 3092; Volkswagen engine, fettlers trolley; built for The Colonial Sugar Refining Co. Ltd., Goondi Mill. Built by EM Baldwin and Sons Pty. Ltd.*

The prototype car was supplied to Goondi Mill near Innisfail. It had many unique features compared to previous line cars. The body frame was made up of a series of ladder-type connected lightweight square tube steel pieces welded together. This was in contrast to traditional practices, which had a separate 'wagon' type chassis made out of channel steel. The outer body was covered in aluminium sheeting riveted to the square tube framework. A Volkswagen motor and clutch assembly was used, mated to a Prometheus gearbox, which was specifically designed for the VW. By linecar standards this was a powerful motor. This assembly was mounted midway and across the body with chain drive to both axles. In this it differed from previous linecars that were powered on one axle only and may suggest an intention of broadening their usage from just personnel transportation. There were two speeds in either direction; three speeds in the final Hansen-built cars. There were two levers, one for forward/reverse and the other to select one of two available gears.

The use of a VW motor seemed appealing, being lightweight and not needing a radiator, but after owning VWs over a 25-year period I believe they may not have been the ideal choice for a hot climate, due to limited oil capacity, given that minor problems could cause overheating with catastrophic results. They also are 'different' from other engines and require a degree of understanding to maintain them well. Nevertheless, all surviving linecars, except for one, finished with VW engines,

Above: *Munirattan poses with Lautoka Mill's Clyde-built linecar in the shed at Sabeto, on Saturday 27 June 2010.* ***Left:*** *The Toyota K70 motor and gearbox fitted to Lautoka's Clyde unit.* ***Below left:*** *The ex-Goondi Mill EM Baldwin linecar is loaded on a truck in Melbourne on Sunday 5 October 2008, about to head north to its new owner in Queensland. Several modifications to the original design are evident when compared to the builder's photo on page 5, opposite.* ***Below:*** *close-up view of the automotive drum brake fitted to the EM Baldwin unit. Photos: John Peterson*

which suggests that the engines were successful in service. (VW motors were also used in a series of section cars for the NSWGR in the early 1960s. This may have provided the idea for their use, although the drive setup was longitudinal and different from those used on the Hansens).[2]

In the Baldwin car, the driving position was in the middle of the longitudinal seating. VW components were used extensively, such as handbrake levers and even the fuel tank. Another interesting feature was the use of automotive drum brakes fixed directly over each axle at one end and hydraulically connected to a foot brake pedal and cable-connected hand brake. It is uncertain if these were initially from a VW. I found the brakes on a VW Beetle rather weak so it's not surprising that in the Hansen they were sourced from a Ford Falcon.[3] The builder's photo also shows the use of rubber springs. Compared to previous line cars the design allowed eight people to sit sideways on a seat positioned just above the wheels, allowing a low centre of gravity. The seats were hinged allowing for limited storage underneath as well as access to components like the fuel tank, battery, etc. There was no provision for turning the vehicle or removing it from the tracks, which would have been difficult anyway, as it weighed between ¾ and 1 ton. It was designed to run equally well in either direction from the central driving position. The lack of a radiator on the VW motor may have been an advantage in this context.

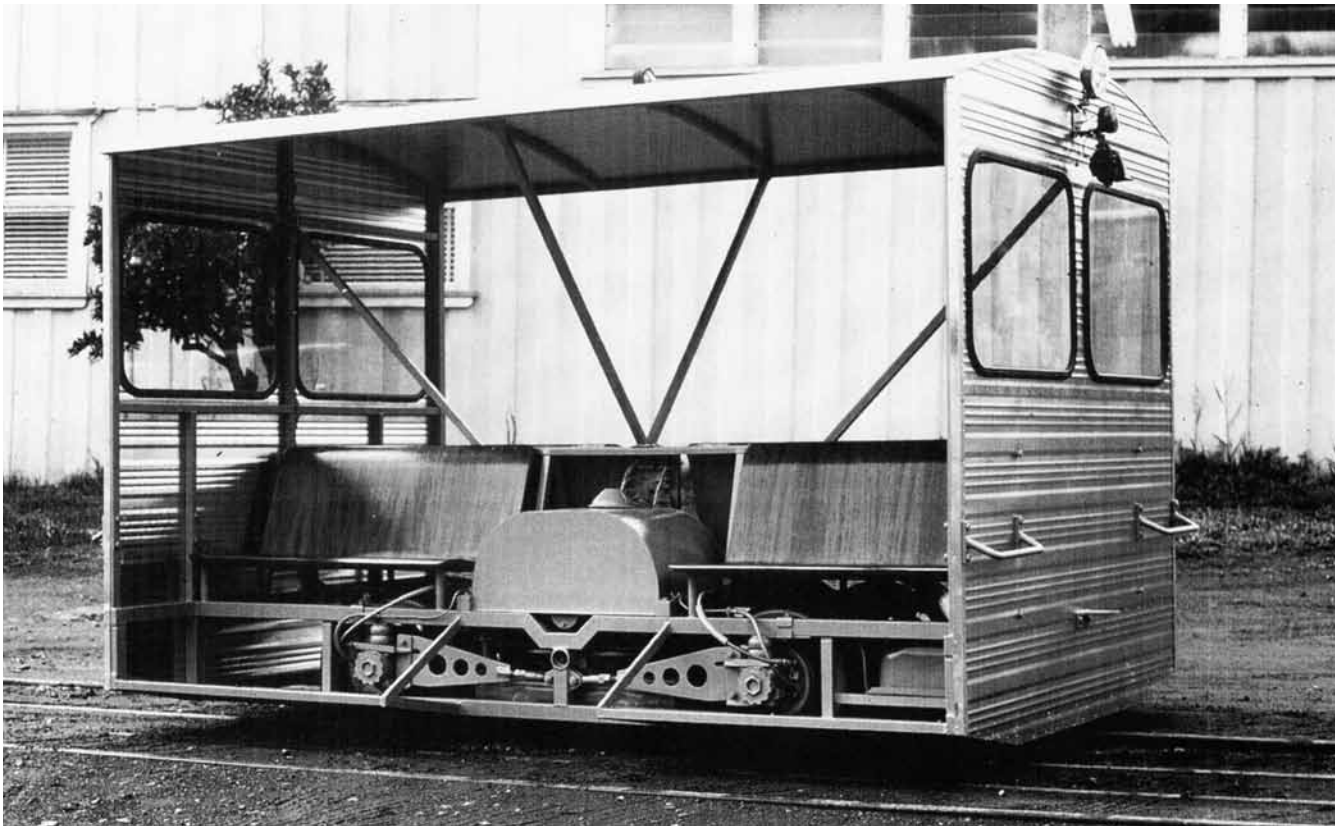
At some stage at Goondi this linecar was extensively modified by CSR. The side frame was considerably beefed up by the inclusion of solid sections and the addition of an extra length of square tube at the bottom of the frame, effectively raising the whole unit. This may have been to provide sufficient height and support for the solid plate ends with standard centre buffer and hooks, to allow coupling with standard wagons. For some reason the pivoting of the axles was changed from the centre to the ends and the rubber springs were replaced by pairs of coil springs. The seats were replaced by S-shaped plywood one-piece units. A rather ugly exhaust stack had been made out of galvanised iron rainwater downpipes in the centre of the car, exhausting through the roof. To allow increased ventilation, boxed-in vents were placed above the windows. Despite this, the windows were also removed at some stage. There were fittings that suggest that roll-up side curtains had been fitted.

It is not known how many years it was in use at Goondi, but from the mid-1970s it was rarely seen by visiting enthusiasts. Following the closure of Goondi Mill in 1986, it was stored in the open for many years at Babinda before being relocated to Victoria for private preservation in 2001. It is now privately preserved in Queensland.

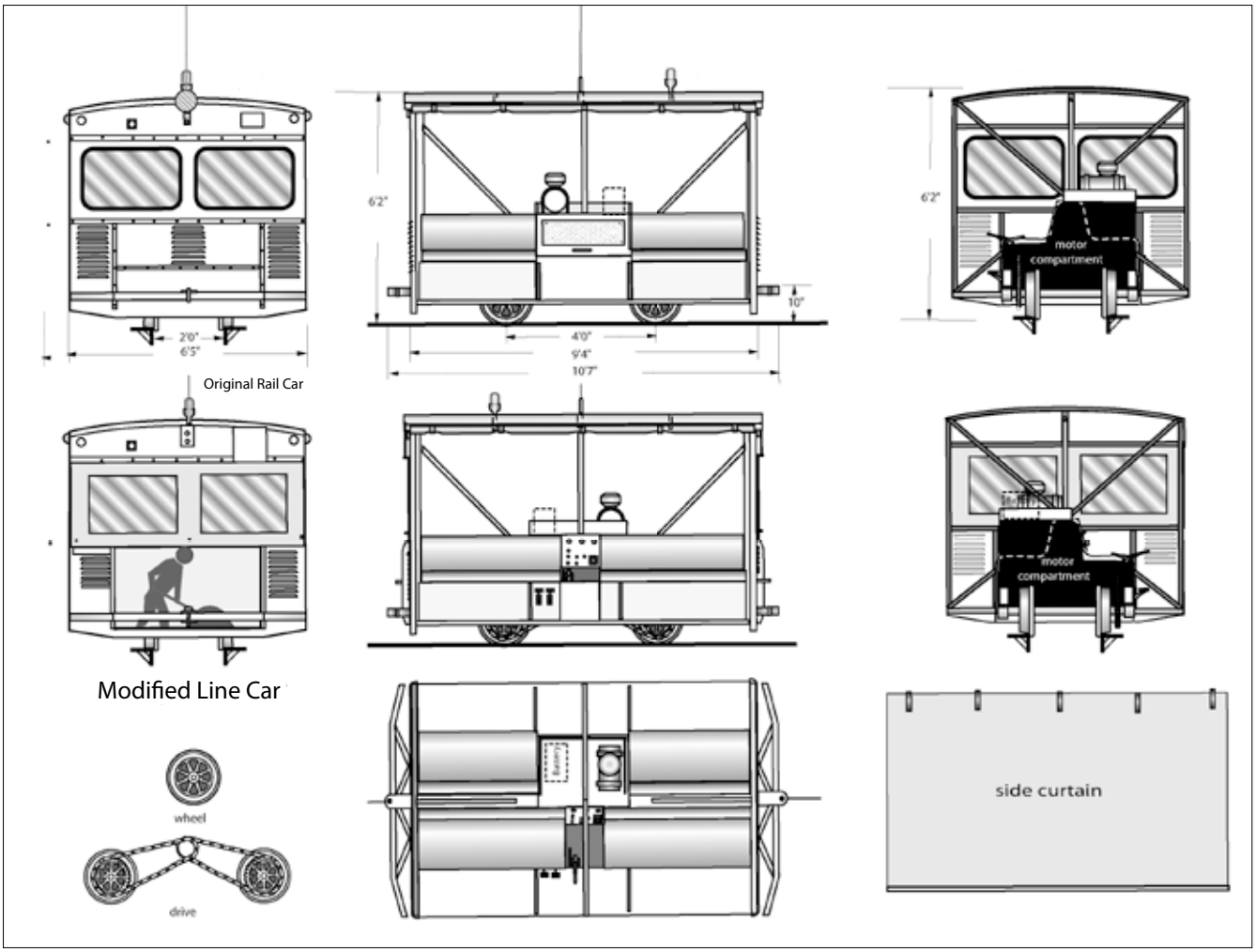
The Hansen Cars

The next series of linecars were built, initially for the CSR, by the Hansen works at Ingham in Queensland. Bill Hansen founded the company in 1929. It is believed to still exist but now owned by a former employee.[5] The overall design closely followed the EM Baldwin car but with the side chassis containing an extra length of square tubing. The S-shaped seats were duplicated in sheet metal. The copy of plans that I have are credited to George Gallon, a Hansen employee. It is not known if they were derived from CSR plans or drawn up by Hansens from measuring the EM Baldwin original. Certainly the basic dimensions of the EM Baldwin unit and the Hansen plans are the same. No. 1920 varies in having a 3-speed gearbox. The plans show provision for safety glass windows installed initially but CSR later installed roll-up blinds at either end to cover the removed end windows. In normal use the blinds were rolled up and only lowered if raining. Photos also show the use of louvres in the end aluminium sheets.

The success of the design was reflected in the fact that Hansens found a market for them among sugar mills beyond CSR.



Builder's photo of the 'fettler's' trolley' built for CSR by EM Baldwin in 1969 (B/N 3092.1 10.69). This unit, which spent its working life at Goondi Mill, became the prototype for the cars later built by Hansen and Clyde. Photo: EM Baldwin, from Craig Wilson collection



Hansen linecar supplied to Victoria Mill. *Drawing by Jim Fainges*

The Hansen linecars were as follows:

12	1972/3	CSR Victoria Mill	V3	preserved, 2007
34	1972/3	CSR Victoria Mill	V4	preserved, 2007
56	1972/3	CSR Victoria Mill	V2	preserved, 2007
78	1972/3	CSR Victoria Mill	V1	preserved, 2007
910*	1972/3	CSR Macknade Mill	M1	preserved, 2007
1112	1972/3	CSR Macknade Mill	M2	preserved, c.1988
1314	1975	Plane Creek Mill		preserved, 2000
1516	1976	CSR Hambledon Mill		OOU by 1997
1718	1977	Racecourse Mill		OOU by 1983; scrapped
1920	1978	CSR Victoria Mill		in use
2122		chassis built for stock		preserved, 2006

** Builder's plate numbered 90 in error*

The CSR units, at Victoria and Macknade in particular, moved fairly often between them and so were renumbered where appropriate. It is interesting that so many units have been preserved. A detailed illustrated roster can be found at Ken McHugh's excellent web site.[6]

The units were designed as personnel carriers to suit eight people. This did not leave much room for gear so four people was the normal load at CSR. Bumpers and hooks were fitted so that light trolleys could be towed, a tool trolley and a compressor wagon being the norm. Weed spraying was another duty undertaken, hauling a tanker weighing roughly two tons. While main line operation was adequate, the units often lacked traction on sidings, due to grass making the rail slippery for the relatively lightweight unit. Resort had to be made to sanding the rails by hand 'Darjeeling style' using a bucket carried for this purpose. The skill of replacing thrown chains also came in handy in these circumstances.[7]

The Clyde Unit

Another surprising linecar to the same design was built by Clyde Engineering with the following details: [8]

QC2664 [job No] 1975 Fiji Sugar Corporation [Lautoka]. Still in use

The Clyde unit is currently based out of Lautoka Mill. It is now powered by a Toyota K70 motor and gearbox and has a prominent side-mounted radiator. Also noticeable is the lack of windows, with blinds at the ends and sides similar to its Queensland cousins.

It is unclear why Clyde built this unit, as Hansens built subsequent linecars for CSR, but it has been suggested that the plans used were provided by CSR.[9]

References

Special thanks to Chris Hart and Muniratan for support during this project.

1. *Built by Baldwin*, by Craig Wilson, Light Railway Research Society of Australia, 2002; p. 146.
2. http://www.nswgrtrikes.4t.com/triketrolley/chapnine/
3. Ken McHugh personal correspondence
4. http://www.kenssectioncarshed.org/id140.htm
5. *Light Railway News* No. 18
6. http://www.kenssectioncarshed.org/id138.htm
7. Chris Hart personal correspondence
8. *Stack Talk*, 04/1979, p. 26
9. *Light Railway News* No. 18

Footnote

Operating linecars and section cars is a growing interest. At present, most organised runs are for 3ft 6in gauge but hopefully 2ft gauge runs may be operated in the future. More information about this can be found at the ASSCO website: http://www.assco.org.au/

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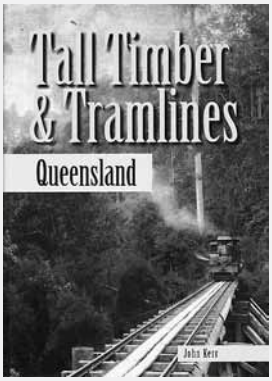

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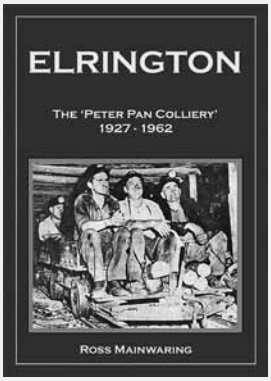

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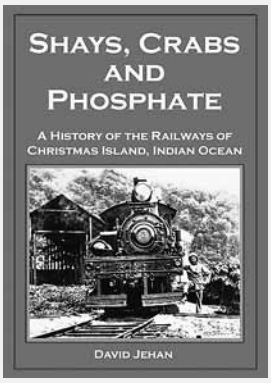

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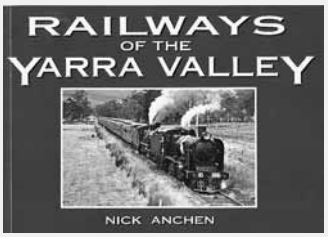

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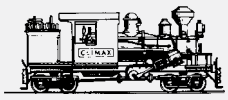

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The St Crispins steel tram remained in use for more than half a century. For many years it had an annual day of glory, generally in spring or early summer, when the mayor and aldermen made their official inspection of the water supply system. On 30 November 1908 the Governor and Hobart City aldermen are seen at Watchorns Hill seated on the two tram wagons. The points of the goods siding can be seen under the wagons. *Photo: Archives Office of Tasmania, from* Tasmanian Mail*, 4 December 1909*

Tramways on Mount Wellington

by Jim Stokes

Introduction

Mt Wellington dominates Hobart. It rises steeply from the western shore of the Derwent River to three distinct summits, the highest of which is 1270 metres above sea level. It is the eastern outpost of a mountain chain that leads to the wilderness areas of south-western Tasmania and it has a substantial range of climate and vegetation types, rising from dry eucalypt forest at sea level through tall wet forest with rain forest gullies, sub-alpine eucalypt forest and finally alpine moorland. In winter it often carries heavy snow and in summer it can occasionally bring catastrophic fires into the suburbs of Hobart.

Mt Wellington was not a landscape that encouraged railway builders. The 1067mm gauge Hobart electric tram system reached its foothills at Cascades in 1893 and Lenah Valley in 1922 and over the years there were various proposals for an interurban electric line to the Huon valley, one of which involved continuing the Cascades line over the southern side of the mountain through the village of Fern Tree. However Huon railway schemes always foundered on the difficulty of crossing the ranges between the Derwent and the Huon and the fact that the Huon was already served extensively by coastal ships.

In 1905 the Tasmanian Parliament approved the construction of an aerial ropeway to the summit of Mt Wellington, to be worked by a 120 horsepower steam engine. The ropeway was to start from the Springs, which is a prominent lookout below the second peak of the mountain at an altitude of some 700 metres. The following year the promoters obtained permission to start the line from the Cascades tram terminus instead of the Springs, using adhesion traction as far as possible and thence a rack railway or ropeway. The scheme did not proceed, partly because of the death of the principal promoter. Cable car proposals for Mt Wellington have appeared from time to time ever since, only to be defeated on cost and environmental grounds.[1]

The development of Hobart's water supply

One of the main reasons for establishing a settlement at Hobart in 1804 was the existence of a reliable water supply from the Hobart Rivulet, which had its source high up on the eastern face of Mt Wellington. However as the city grew this supply became inadequate, especially as there was competition for the water from Peter Degraves, who established the Cascade Brewery and water-powered mills some four kilometres up the Rivulet from Hobart. The Cascade Brewery still takes its water from the Rivulet, but by the 1850s it was clear that the city needed a substantial new water supply.

The next stream to the south of the Hobart Rivulet is the Sandy Bay (Wellington) Rivulet, which flows from the lower slopes of Mt Wellington through Hobart's inner southern suburbs. The Sandy Bay Rivulet was too small to be a useful water source, but its narrow valley above the present suburb of Dynnyrne was a suitable site for two storage reservoirs completed in 1861 and 1888. The Rivulet was diverted

around the edge of the reservoirs in a stone channel to avoid pollution from farms upstream.

In order to provide water for the reservoirs the Hobart City Council (HCC) intercepted the headwaters of Browns River, which flows from the south-eastern slopes of Mt Wellington down to Kingston on the Derwent estuary. Two intakes were constructed at an altitude of around 480 metres, just above the small farming and mountain resort village of Fern Tree. The furthest intake was at Fork Creek, some 11km from Hobart. From here a line of wooden troughing ran to the second intake on Browns River (known as Fern Tree Bower), situated just below the Silver Falls. The trough line then descended to Fern Tree village, where it crossed the main road to the Huon valley and dropped more steeply down the valley of Longhill (Dunns) Creek to Halls Saddle, which is a small gap between Chimney Pot Hill and the main range of Mt Wellington. From Halls Saddle the trough line ran down the ridge on the south side of the Sandy Bay Rivulet and then dropped to the reservoirs in a channel cut in a stone escarpment known as Gentle Annie Falls.

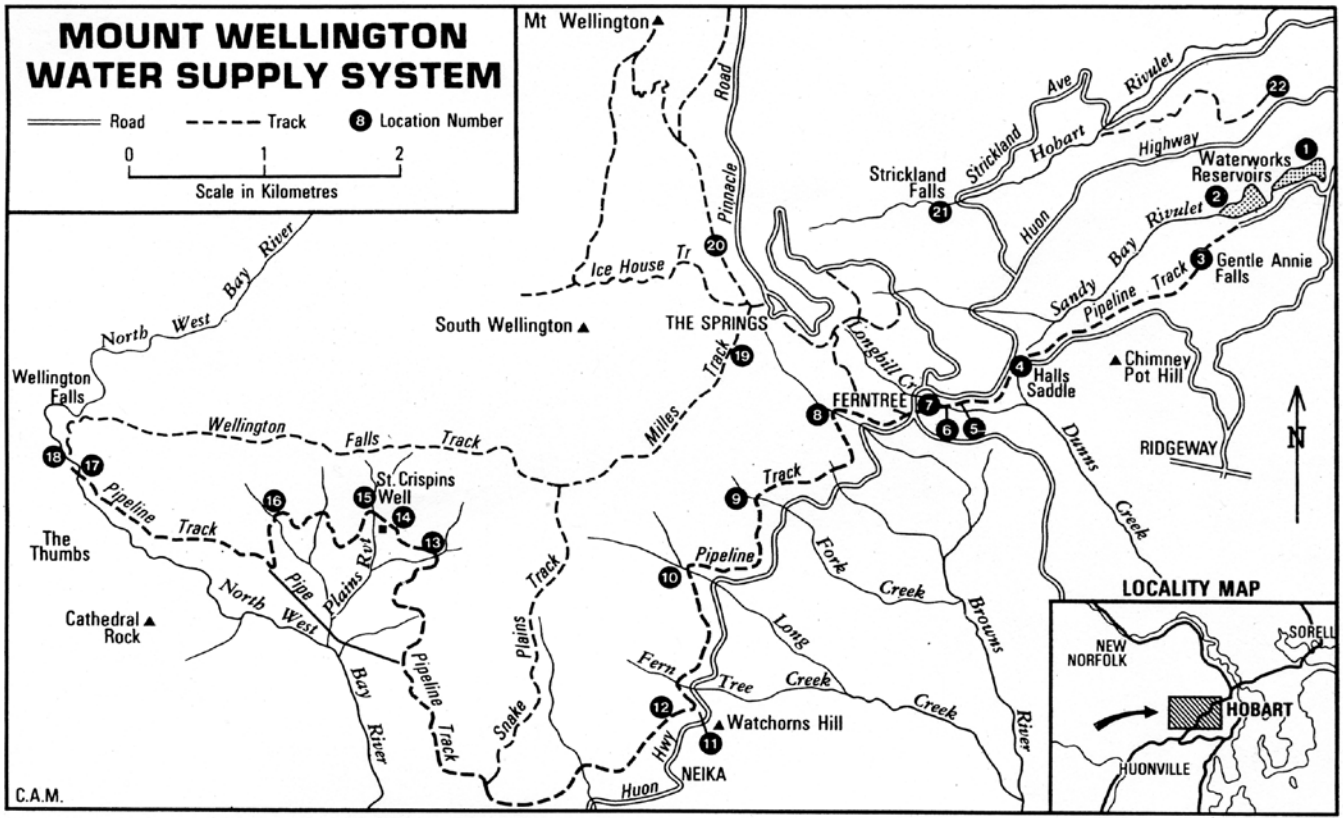
The wooden troughing was not very satisfactory and in 1881 it was replaced by stone troughing between Fern Tree Bower and the reservoirs. This included a deviation which replaced the original high wooden aqueduct over Longhill Creek with a lower stone structure. Meanwhile the catchment had been extended a further 1.5km in 1868 from Fork Creek to Long Creek, utilising iron pipes. The wooden troughing between Fork Creek and Fern Tree Bower was also replaced by pipes in 1868.[2]

Capturing the North West Bay River

The Long Creek extension took the pipeline almost to the divide between the Browns River and North West Bay River catchments. The actual divide is located some 13km from Hobart and 490 metres above sea level at a small mountain settlement known variously as Watchorns Hill, Neika and High Peak. The name Neika was formally adopted in 1913 when a post office was established, but the HCC generally used the name Watchorns Hill for their works depot and access road to the pipeline and it is used in this article. The North West Bay River has its source in alpine moorland close to the summit of Mt Wellington and then flows in a southerly direction through very remote country to the Wellington Falls. It then drops into a deep valley between the southern side of Mt Wellington and Mt Montagu and continues through Longley to the D'Entrecasteaux Channel at Margate.

In 1875 the pipeline was extended a further 5km to an intake known as St Crispins Well on the Plains Rivulet, which flows down from the second peak of Mt Wellington to join the North West Bay River. This section was laid with earthenware pipes, which were also used to replace the iron pipes between Fork and Long Creeks. However the earthenware pipes did not prove satisfactory and they were replaced with cast iron pipes during the early 1880s. In addition to the St Crispins intake there were two intakes on Long Creek and two intakes on branches of the Plains Rivulet on the Hobart side of St Crispins.

The final stage of capturing the North West Bay River was a 3.6km extension of the pipeline from St Crispins to a weir on the main river just below the Wellington Falls, at an elevation



1. Lower Waterworks Reservoir (commenced 1861; restored 1893-1895). 2, Upper Waterworks Reservoir (1887-1888). 3. Gentle Annie Falls (1881). 4. Stone Valve Room, Halls Saddle (adjoining present Ridgeway Road). 5. Overhead Aqueduct Bridge (1881). 6. Overhead Aqueduct Bridge (1881). 7. Stone Piers of former Wooden Aqueduct over Long Hill Creek (circa 1860). 8. Bower and Silver Falls Intakes, and Water Tower Plaque (1861 and 1960). 9. Fork Creek Pipe Junction ('The Wishing Well') and Intakes (3). 10. Long Creek Intakes (2). 'The Old School House', Watchorns Hill, Neika. 12. Iron Shed at Tramway Terminal, Neika*. 13. Plains Rivulet Eastern Intake. 14. Plains Rivulet Intake (close to present Hut near St Crispins Well). 15. St Crispins Well Intake (circa 1870). 16. Plains Rivulat Western Intakes (4). 17. Original Weir on NW Bay River (circa 1905). 18. Higher Level Weir on NW Bay River (circa 1916). 19. Miles Track Intakes. 20. 'The Springs' Intakes. 21. Strickland Falls Intake (Cascade Brewery Co.) 22. Mountain Lake Site (Cascade Brewery Co.)

* *The Dept of Army 1:63360 Emergency Edition Map of Hobart (Melb 1942) showed the tramway line extending from the shed at Neika almost to the hut below St Crispins Well.*

Drawing by Chris Meech and notes by Roy Davies on the Hobart Water supply system. Reproduced by kind permission of the authors and the Hobart Walking Club, from Tasmanian Tramp*, No.25, 1984-85.*

The wooden tramway at St Crispins. *Photo: Jack Thwaites collection*

of some 610 metres. This extension was vigorously resisted by landholders downstream, but the HCC gained parliamentary approval to take water from the river in 1900 and the works, including a new iron pipeline from Fork Creek to St Crispins, were completed in 1901. Between 1916 and 1918 the HCC built a second weir on the North West Bay River just upstream from the first and laid a second line of steel and concrete pipes for 13km to the new Ridgeway reservoir. The new line generally ran close to but below the older line as far as Halls Saddle, although it dropped steeply into the valley of the Plains Rivulet and up the other side instead of contouring around it; this section was known as the Siphon.

The wooden tramway from Watchorns Hill to St Crispins Well

The laying of the iron pipeline from Fern Tree Bower to St Crispins Well was complicated by the need to avoid crushing the existing earthenware pipes while delivering the new pipes. In September 1881 the HCC agreed to the recommendation of the Director of Waterworks, CWS James, that a separate trench should be dug for the new pipe and the soil removed from it placed over the earthenware pipeline to protect it. Between Watchorns Hill and St Crispins this would form the roadbed for a two foot (610 mm) gauge wooden tram line to deliver the iron pipes. The tram would be laid with three inch by three inch hardwood rails on split sleepers three feet six inches long and laid three feet apart. James did not think that a tram was necessary between Fern Tree Bower and Long Creek because the track was wider and pipes could be dragged up from the Huon road through private property.[3] The Launceston Examiner of 11 March 1882 reported the HCC had had constructed by contract a two-foot gauge wooden tram line to carry the iron pipes. Crawford and Ryan state that the wooden tram also extended from Watchorns Hill to Fork Creek.[4] However I have not found any other evidence for the existence of a tram on this section and given James' recommendation in 1881 it seems doubtful. There would have been less need for a tram on the Hobart side of Watchorns Hill because the pipeline is only just above the Huon road and can be accessed at various points by side roads and through private property. On 24 October 1900 the HCC called tenders for the cartage and delivery of approximately 90 tons of cast iron pipes along the pipeline between Long Creek and Watchorns Hill; this suggests that there was not a tram over this section.[5]

After the new pipeline was laid the tram remained in use to carry materials and HCC staff and visitors. It also received some private use. In July 1889 the HCC permitted W Nolan to carry shingles over it at the rate of two shillings and sixpence per 1000 shingles. The tram was still in place on 11 October 1900 when a party of parliamentarians travelled over it to St Crispins.[6]

Construction of the steel tramway from Watchorns Hill to St Crispins Well

On 8 October 1900 the HCC endorsed proposals from RS Milles, the Director of Waterworks, to extend the pipeline from St Crispins Well to the North West Bay River and to replace the existing pipes between Fork Creek and St Crispins with new 12 inch pipes. The HCC also agreed to the construction of 3¼ miles of steel tramway between Watchorns Hill and St Crispins at a cost of £1625 to replace the existing wooden tram.[7]

On 10 December 1900 the HCC called tenders for the cartage of some 500 tons of cast iron pipes and 100 tons of

The mayor and aldermen returning from St Crispins Well by gravity on the newly-laid steel tram, on 14 October 1901.
Photo: Archives Office of Tasmania, from Tasmanian Mail *26 October 1901*

steel rails from the port of Hobart to Watchorns Hill. In mid-December 1900 Milles reported that the greater part of the steel rails for the tram had been shipped and were now being carted out to the work, although one of the three contractors supplying sleepers was not satisfactory. The rails were supplied by Central Tramway Appliances Pty Ltd of 40 Hunter St, Sydney, and the company's manager, AE Leplastrier, visited Hobart in December 1900.[8] The company advertised quite extensively in Tasmania around this time and they also won contracts to supply material for the Magnet and North Farrell tramways. On 8 February 1901 Milles reported that the steel rails and fastenings for the tram had been delivered and stacked on site and nearly all the sleepers had also been supplied. On 20 May 1901 Milles reported that the steel tram had been laid half way to St Crispins and that the formation for the remainder was well advanced. The tram had been completed by 15 July 1901.[9]

On 20 June 1901 the HCC waterworks committee called for an estimate of the cost of extending the tram for one quarter of a mile from Watchorns Hill towards Fern Tree. However there is no evidence that this section was ever built.[10]

Operation of the St Crispins steel tram

The line was laid with steel rails of 20 pounds per yard weight on wooden sleepers. It terminated at Watchorns Hill in a single road corrugated iron shed long enough to accommodate the three four-wheel trolleys that were probably the only rolling stock the line ever possessed. Two of the trolleys were more or less identical and the third was a little smaller and lower. When transporting dignitaries they were fitted temporarily with tramway-style reversible wooden seats with metal frames. The only set of points was located just outside the shed at Watchorns Hill and led to a short siding on the east side of the shed. In the 1950s there was a set of points attached to metal sleepers tipped over the bank near the siding. It had obviously been there for a long time and may never have been used on the tram. There was no evidence of sidings elsewhere on the line. There was a wood and corrugated iron accommodation hut and stables behind the Watchorns Hill shed at a lower level.

The steel tram remained in use for more than half a century. For many years it had an annual day of glory, generally in spring or early summer, when the mayor and aldermen made their official inspection of the water supply system, amply equipped with food and drink to be consumed at the HCC hut at St Crispins. The visit on 30 November 1909 included the Governor of Tasmania and the two tram wagons that transported the party were described as 'The Duke' and 'The Duchess', although these names may have been invented for the occasion.[11] The outward leg of the aldermen's visit on 6 February 1920 was powered by a horse '*well advanced in years and discretion*' and at a pace '*well suited to the dignity of the personnel*'. However the return downhill was more exciting: '*it was a case of being ready to jump before the trolley jumped. The horse had been taken out, and the old trolley rocked and bumped and squealed round the curves, most of the passengers standing up, ready to spring, and only the oldest member of the party sitting tight in his seat and crooning "Let her go!"*'.[12]

The St Crispins tramway in the Plains Rivulet area, probably around 1920. Photo: Archives Office of Tasmania, NS 1029/271

The mayor and aldermen ready for departure from Watchorns Hill on 29 November 1916. Pipes for the new Ridgeway reservoir pipeline are stacked at left. A corner of the tram shed can be seen on the extreme left. Photo: Archives Office of Tasmania, from Tasmanian Mail *7 December 1916*

For the rest of the year the tram carried HCC staff and equipment as required and brought firewood down to Watchorns Hill. It was presumably used also to deliver pipes for the second North West Bay River pipeline in 1916-18 and for the replacement of the 1901 pipeline with new 12-inch pipes in 1924. The tram suffered from time to time from fire or flood, while snow was quite common in winter. There were major fires at the end of 1897 and in early 1906, while in February 1914 a fire damaged the rails and sleepers and brought down numerous trees across the line, three of which fractured the pipeline. In February 1916 around 250mm of rain fell in 24 hours, washing out two bridges on the tram below St Crispins.[13]

The St Crispins tram was the first light railway that I ever knew. In 1951 my family built a house on Fork Creek some distance below the pipe intake and we often walked along the tram; on one occasion we met the HCC ranger carting firewood with a horse and trolley and I got a ride down to Watchorns Hill sitting on top of the load.

The first section of the line ran through forest above the High Peak mountain estate and garden of Charles Henry Grant, who was general manager of the Tasmanian Main Line Railway from 1872 to 1890. At about 1km from Watchorns Hill there was a quite substantial trestle bridge over Millhouse Creek, beyond which the line gradually benched round the mountain high above the valley of the North West Bay River, with Cathedral Rock, Mt Montagu and the western side of Mt Wellington rising beyond it.

At around 4km the line swung sharply to the right round a spur and into the gully of the eastern arm of the Plains Rivulet, which it crossed in two small fern gullies at around 4.5km. The 1941 Army 1: 63,360 scale map of the Hobart area shows the tram ending just beyond the Plains Rivulet crossings and around 500 metres on the Watchorns Hill side of St Crispins hut.

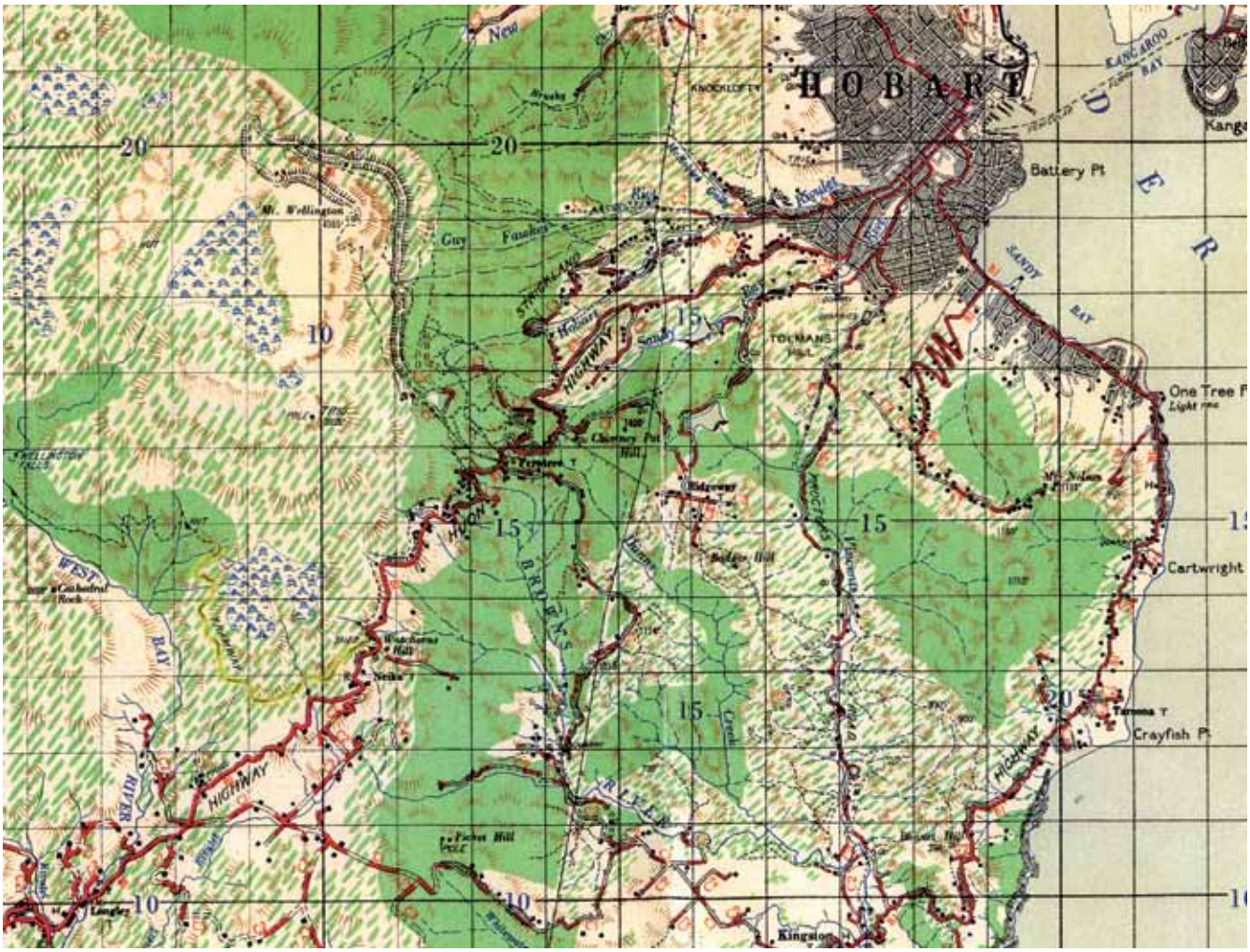
This was where the line ended in the 1950s; by then it was used only for firewood and as it emerged from the forest into rocky semi-alpine country shortly beyond this point the final section on to the hut would not have been needed. I recall that one line of rails ended a little before the other, so the HCC was probably gradually salvaging rails from the top end of the line for use elsewhere.

Looking from the St Crispins tramway across the North West Bay River valley to Cathedral Rock. This photograph was probably taken in the 1930s. Photo: Roy Davies Collection

In the mid 1950s the HCC seemed to lose interest in the tram and the shed at Watchorns Hill housing the three trolleys was either left unlocked or broken into. This allowed the youth of Fern Tree, myself included, to have a wonderful time pushing the trolleys up the line and coasting back to Watchorns Hill. On one occasion someone arrived so fast that their trolley collided with the other two and pushed the smallest of the three trolleys through the back of the shed and down the slope behind. I always regret not having witnessed this debacle, preferably from a safe distance!

During the second half of 1957 the HCC gradually lifted the rails from Watchorns Hill back to St Crispins, converting the line to a limited access road for HCC vehicles. I can still recall my outrage when I discovered what they were doing. However from the HCC's viewpoint the tram was no longer of any use, the rails were probably held in place as much by the moss as by the sleepers and if the line continued to be used by the youth of Fern Tree as an adventure playground someone was likely to get badly hurt. The shed at Watchorns Hill survived in an increasingly derelict state until the mid-1980s. A few sleepers are still visible in the trackbed and there are rails dumped in the bush beside it. Many of the rails were used by the HCC for other purposes, including the construction of a stone and concrete embankment to replace the Millhouse Creek trestle. The pipeline track remains one of the most attractive and popular walking and cycling trails in the Hobart area, with access from the Huon road at several points between Halls Saddle and Watchorns Hill and also from the Metro Fern Tree bus terminus at Long Creek.

The tram shed at Watchorns Hill in 1957, just prior to the track being lifted. The rear wall has been demolished by the collision mentioned in the text, and the stables can be seen beyond it. Photo: Jim Stokes



A section of a 1941 Army 1: 63,350 scale map that shows the Watchorns Hill to St Crispins tramway (highlighted in yellow), and its location relative to Fern Tree and Hobart. Each square on the grid represents a distance of 1000 yards (914m).

Construction tramways at the Ridgeway Reservoir dam site in January 1914. The photograph is taken looking south-east across the dam wall site. Photo: Archives Office of Tasmania, from Weekly Courier, *22 January 1914.*

The Ridgeway reservoir and sandstone tramway

In 1910 the HCC decided to build a third reservoir at the head of Vincents Rivulet, situated about one kilometre south of and 140 metres higher than the two existing reservoirs on the Sandy Bay Rivulet. Construction of the new dam, which took its name from the adjacent village of Ridgeway, formally began in March 1911, but it took much longer than expected. The contractor petitioned for bankruptcy in April 1914 and the HCC took over the management of the project. Construction was further complicated by a court case between the HCC and the contractor's liquidator, technical problems and wartime shortages of labour and materials. The reservoir was opened officially in November 1917. As mentioned above it was supplied by the new second pipeline from the North West Bay River, which left the route of the original pipeline at Halls Saddle and continued to Ridgeway reservoir around the northern side of Chimney Pot Hill. Eventually all the water captured between Fern Tree and the North West Bay River was diverted to the Ridgeway pipeline and the original line to the lower reservoirs fell into disuse below Halls Saddle. The lower reservoirs were supplied by pipe from Ridgeway.

In order to supply sand for the construction of the concrete dam wall the contractors opened up a deposit of crystalline sandstone on the north side of Chimney Pot Hill. The quarry was reported to be about three quarters of a mile (1.2km) from the dam. To deliver the sand they laid a tram line around the side of the hill, graded to allow wagons to run down by gravity. The empty wagons were presumably taken back to the quarry by horse power. At a point about 400 metres west of the western end of the reservoir the wagons were lowered to the works site on a double track rope-worked counter-balance incline. The *Mercury* of 5 February 1912 reported that the line would require 16 tons of light rails and described it as follows:

'*The track winding round the hills has already been laid out, and about one third of the distance equipped with rails. Included in this section of the line is a very steep grade. A double set of rails has been put down here, the object being to provide means whereby the empty trucks may be drawn over the hill by an endless rope, the power being provided by the weight of the full trucks coming down the incline*'.

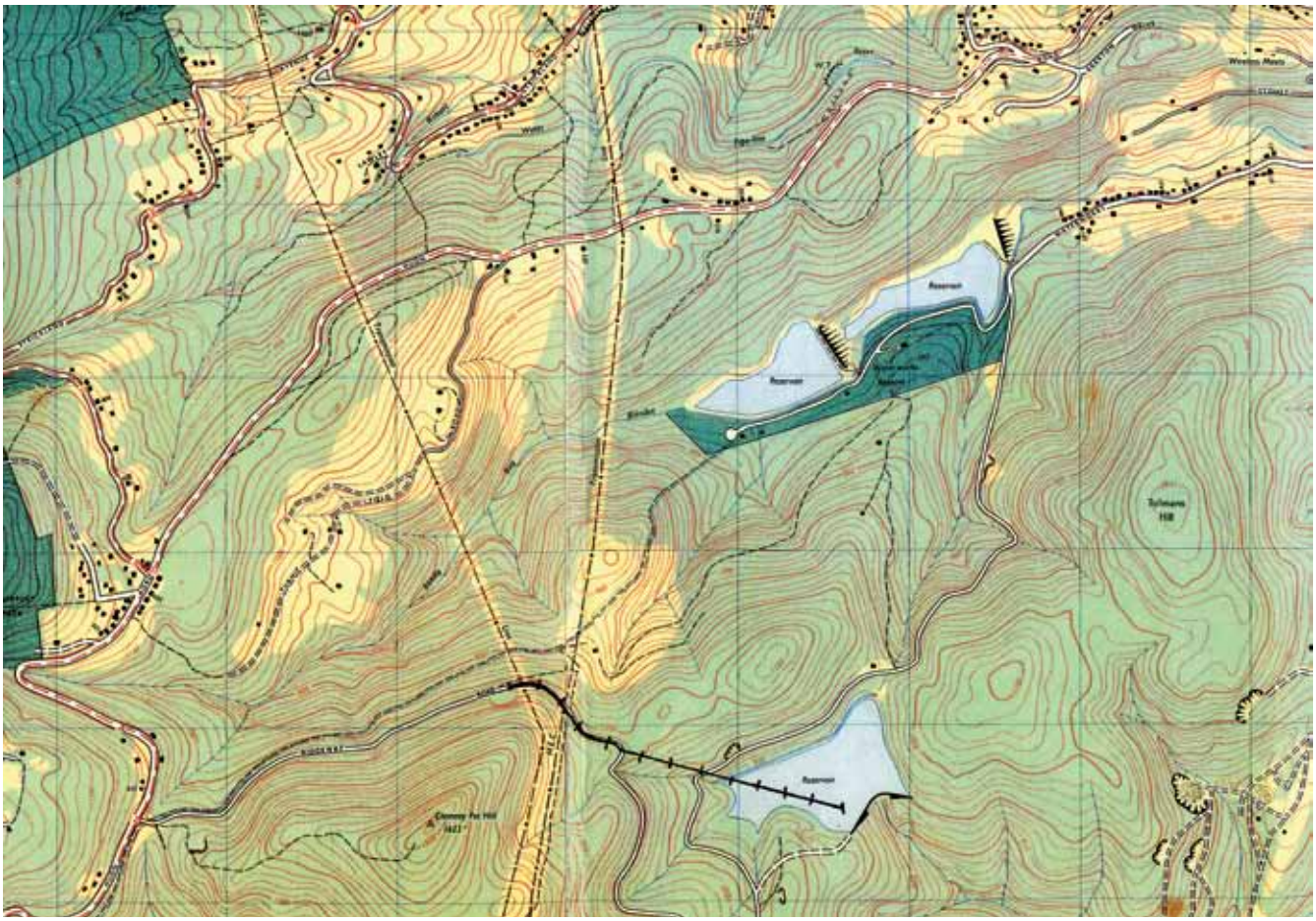
The *Mercury* also reported that the line was being constructed substantially and that in a number of places heavy bridges were being built to span small watercourses. A stone crusher and grinder were provided at the quarry, powered by a 37 horsepower oil engine. The sand was unloaded from the wagons into a large hopper near the base of the incline.

The *Mercury* reported further on 1 March 1912:

'*The tramway to the sandstone quarry, near Chimney Hill* [sic], *has been completed, and the machinery for reducing the stone to sand is already on the spot. When this has been set in position the concrete mixer will be started, and the big job of building the embankment and concreting the outlet tunnel commenced.*'

I have not found any more information about the tramway, and the construction of Chimney Pot Hill Road from Ridgeway village to the Huon road at Halls Saddle in the early 1920s has apparently erased all traces of it. The quarry was probably located at about the northernmost point on this road, just west of where it is now crossed by the western of two high tension power lines. The approximate route of the incline section can still be seen dropping from Chimney Pot Hill Road to the old quarry at the western end of the reservoir. I have marked the likely route of the tramway on the accompanying map (opposite), but this may not be entirely accurate.

Looking south along the foundation level of the Ridgeway reservoir dam in January 1914. The hopper on the right is believed to be for receiving sand coming down the inclined tram from the sandstone quarry. Photo: Archives Office of Tasmania, from Weekly Courier*, 22 January 1914.*



Extract from Tasmanian Department of Lands and Works Hobart Atlas*, 1962. The assumed location of the Ridgeway Reservoir sand tramway has been marked thus,* ⊣+⊣+⊣ *but may not be entirely accurate.*

Postcard image of the Springs Hotel and Mt Wellington from the 1930s.

The Springs firewood tramway

The Springs firewood tramway had a much shorter life than the St Crispins tramway. However it ran through equally spectacular scenery and it was probably the only Australian light railway to be denounced by an archbishop. It owed its existence to a shortage of domestic firewood that developed in the Hobart area during and after the First World War. Firewood was brought into Hobart by road, rail and small coastal ships, and as supplies near the city were exhausted costs increased. The problem was exacerbated by the labour shortages of the First World War and by the frequent strikes in the mainland coal and maritime industries. The Tasmanian Government Railways and some of the state's larger industries preferred to use at least a proportion of Newcastle coal, but if mainland coal supplies were interrupted industries had to use Tasmanian coal or firewood, which in turn drove up the price of domestic firewood. In May 1920 staff of the new Electrolytic Zinc refinery at Risdon were stopping firewood carts coming into Hobart and offering to beat whatever price domestic wood merchants were offering.[14]

One potential firewood source was the large number of standing and fallen dead trees on Mt Wellington, most of them victims of fires over the previous two decades. This option was debated intermittently by the HCC from 1912 onwards, with aldermen dividing into those who supported it on the grounds of cleaning up the forest and assisting the poor and those who thought it would cause more damage to the forest and roads than it was worth. In July 1919 the City Engineer put two schemes to the HCC. The first, which he favoured, was to put 12 men onto cutting several thousand tons of firewood along the St Crispins tram, bringing the wood down to Watchorns Hill on the tram and then taking it to Hobart by road. The second option was to cut wood close to Pillinger Drive, a narrow, winding road that climbed from Fern Tree to the Springs tourist lookout.[15] In 1907 a private company had built a two storey weatherboard hotel at the Springs. The hotel offered magnificent views, but it struggled for most of its life because of its remoteness and bleak climate. The HCC purchased it in 1919 to keep it going and it had a long twilight as a summer tea room and retreat for cultural groups, finally disappearing in the great bush fire of 7 February 1967.

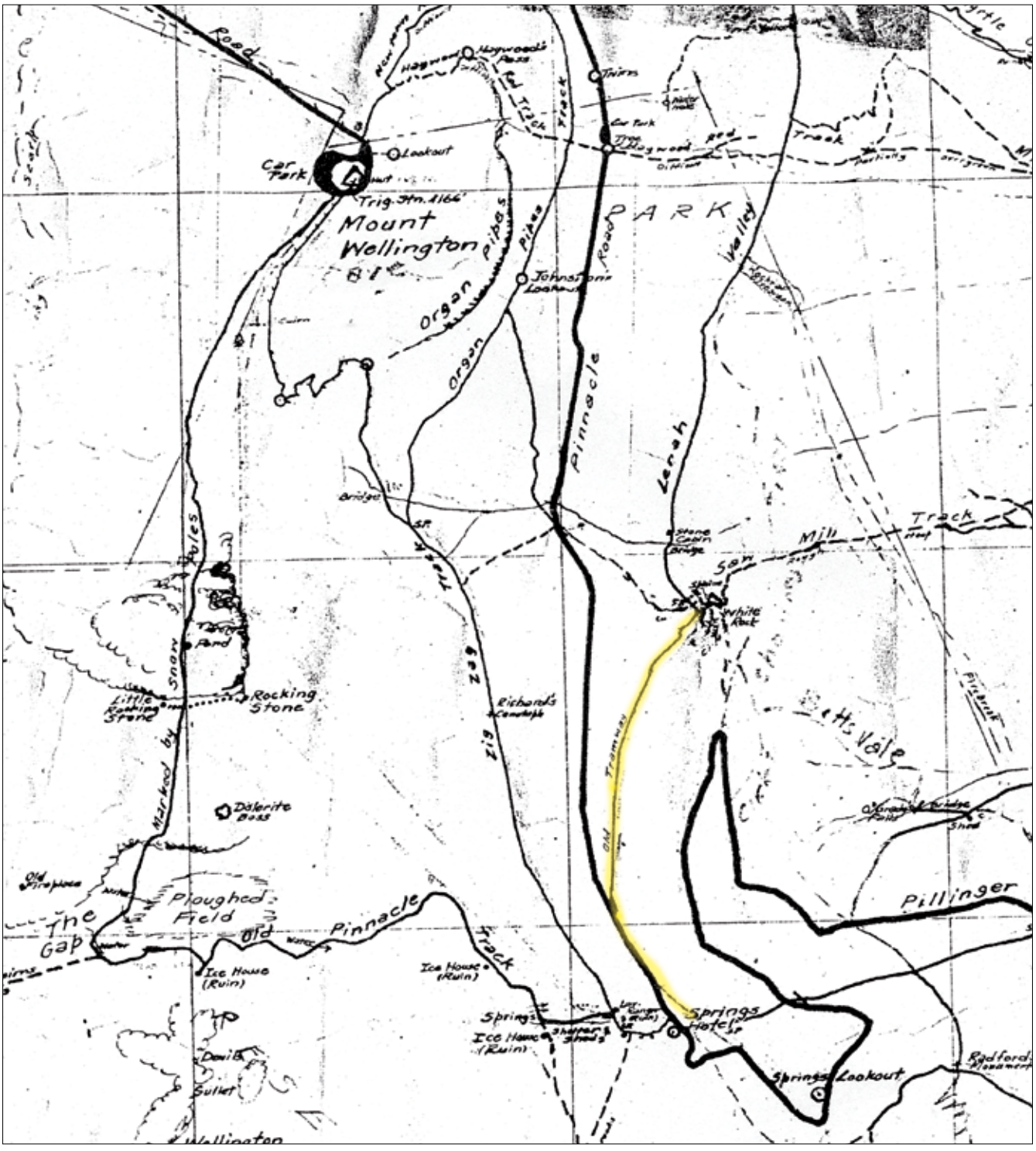
Between 1920 and 1923 the HCC issued several licences to cut firewood on Mt Wellington, but none of the cutters seems to have achieved very much apart from damaging the roads.[16] However in May 1925 the Public Works Department (PWD) gained HCC approval for unemployed men to cut firewood in the Springs area for sale to government institutions and the general public, with the PWD undertaking to make good any road damage.[17] This scheme involved laying a 610mm gauge tramway from Pillinger Drive near the Springs Hotel along a level track some 1.2 metres wide running across the east face of the mountain. The track had been made by the HCC in 1911-12 for a distance of about a kilometre from the Springs to a lookout known as White or Sphinx Rock. The immediate objective was to give hotel visitors a level walk, but the eventual intention was to widen the track to a carriage drive running right along the face of the mountain and down to Hobart's northern suburbs.[18] The track was well engineered and drained, running partly on a low stone embankment.

I have not been able to find out who actually laid the tram, but it was probably done by the firewood cutters themselves with materials supplied by the PWD. A letter in the *Mercury* of 15 July 1925 said that the men were being paid ten shillings per ton to cut the wood, load it onto the tram and truck it to the road. The PWD suspended cutting at the beginning of September 1925 because there was more than 1000 tons of unsold wood in Hobart and stacked on the mountain. It is possible that the Springs Hotel continued to use the tram for a

little longer because in September 1926 an HCC committee recommended that a firewood reserve be provided for the hotel on the White Rock track.[19] However the tram was apparently out of use by January 1927 when the Anglican Archbishop of Melbourne, Dr Harrington Lees, complained that it had desecrated '*a path of singular beauty*'.

Dr Lees said,'*it has been left in such a state that it is not now used, and is barely usable. The path is now a lumber rail track, deserted, unsightly and difficult to walk along. The railway occupies more than half the length of the path which is the only access to the Sphinx and the Organ Pipes* [the cliffs below the summit of Mt Wellington]. *I know it was the result of a scheme to relieve the unemployed and with that I am naturally in the warmest sympathy. But what I do earnestly plead for is a little more work for them by restoring the path to its former beauty now the task is over. I do not mean merely removing sleepers and rails … I mean a real path.*'[20]

The HCC gratified Dr Lees' wishes in the summer of 1927-28 when it undertook extensive track work on the mountain, including rebuilding the White Rock track and building a log cabin near the rock.[21] A short section of the former tram line at the Springs end is buried under the new road to the summit of Mt Wellington completed in 1937, but the remainder of the track is kept to a standard even Dr Lees would have approved of and there are still two sleepers visible in it. It was known as the Tramway Track for many years, but is now regarded as the southern end of the Lenah Valley Track.



Section of 1941 survey of Mt Wellington by RN and BJ Smith. The Springs firewood tramway (highlighted in yellow) is marked as 'Old Tramway', running north from the Springs Hotel almost to the White Rock.

Acknowledgements

I am grateful for the help given to me over many years by the late Roy Davies, Ron Smith, Jack Thwaites and Lindsay Whitham. They were all pioneer bushwalkers and explorers of Tasmania with an immense knowledge of Mt Wellington and it was a privilege to have known them. I am also grateful to Chris Meech and the Hobart Walking Club for permission to reproduce the map from Roy Davies' article on the Hobart water supply published in the 1985 issue of *Tasmanian Tramp.*

Above: *The track of the St Crispins tramway at Millhouse Creek in 2004.*
Left: *The summit of Mt Wellington seen from Sphinx Rock, near the end of the Springs firewood tram in 2009.*
Below: *Looking south along the track of the Springs firewood tramway in 2005. Photos: Jim Stokes*

End Notes

1. *Tasmanian Parliamentary Papers*, Papers 31 of 1905 and 41 of 1906; Hobart Mercury 14 December 1911, 5 April 1913, 21 September 1928 and 16 October 1928.
2. For detailed histories of the Hobart water supply see Roy Davies, 'The Mt Wellington Waterworks', in *Tasmanian Tramp* No.25, 1984-85 (journal of the Hobart Walking Club); PG Crawford and KA Ryan, *The Early Water Supply of Hobart 1804-1904*, Institution of Engineers, Hobart, 1988; Lindy Scripps, *The Pipeline Track – Mt Wellington*, Hobart City Council, 1989.
3. *Mercury* 20 and 27 September 1881.
4. See p.49 of book cited in note 2.
5. *Mercury* 24 October 1900.
6. *Mercury* 30 July 1889 and 12 October 1900.
7. *Mercury* 9 October 1900.
8. *Mercury* 11, 18 and 29 December 1900.
9. *Mercury* 9 February, 21 May and 16 July 1901.
10. Information given to me by the late Roy Davies from Archives Office of Tasmania series MCC 16/65.
11. *Mercury* 1 and 2 December 1909.
12. *Mercury* 7 February 1920.
13. *Mercury* 16 and 17 February 1914 and 22 February 1916.
14. *Mercury* 8 May 1920.
15. *Mercury* 29 July 1919.
16. *Mercury* 25 January and 2 August 1921; 24 July and 18 September 1923.
17. *Mercury* 12 May and 6 July 1925.
18. *Mercury* 5 September 1911 and 8 March 1912.
19. *Mercury* 2 September 1925 and 21 September 1926.
20. Lees' letter was read at an HCC meeting the following November: *Mercury* 29 November 1927.
21. *Mercury* 21 December 1927 and 16 April 1928.

The upgraded train with KMR Malcolm Moore 4wDM Mo.2 (1039 of 1943) and carriages Nos. 3 and 7 photographed at Summit station. Photo: Andrew Forbes

New rolling stock for the Kerrisdale Mountain Railway

by Andrew Forbes

Carriage upgrades

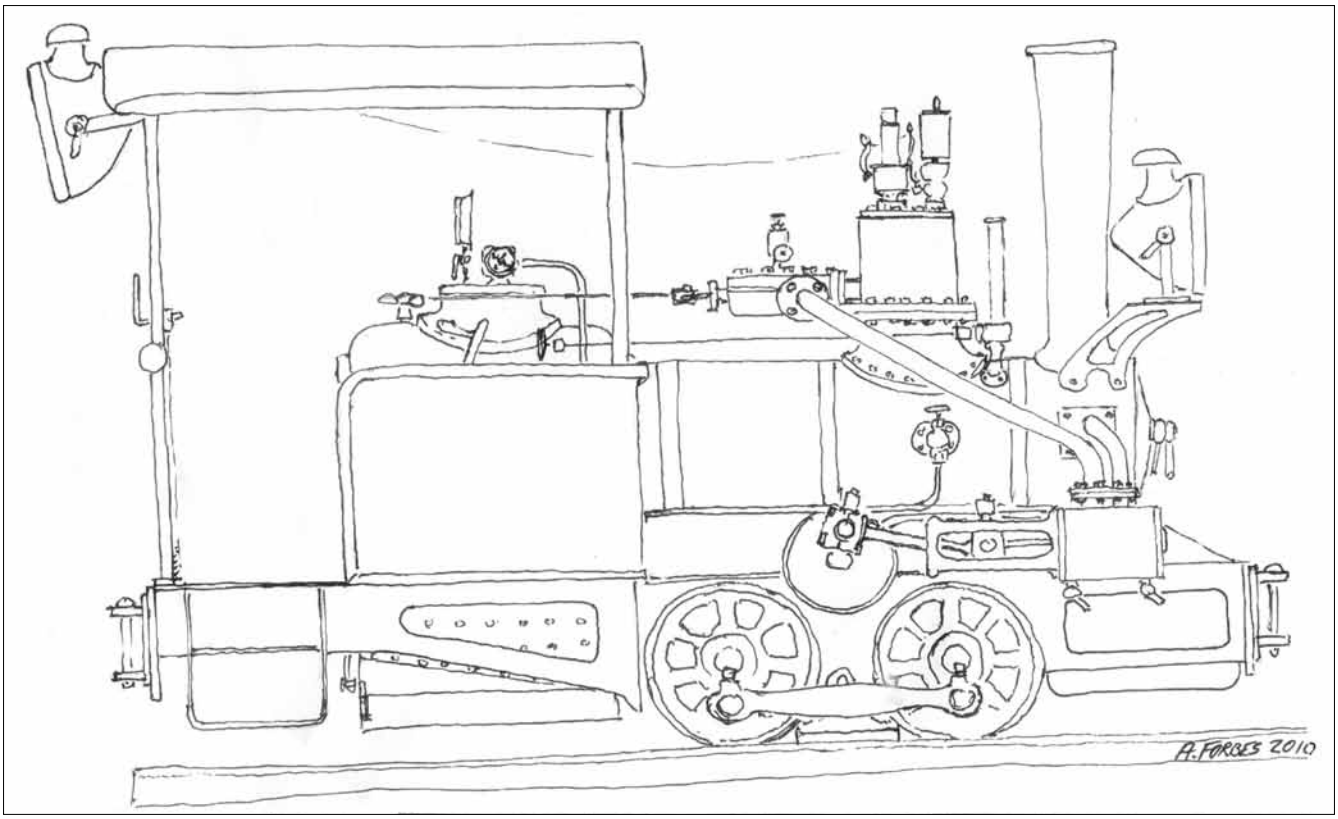
The downturn in visitors to the Kerrisdale Mountain Railway (KMR) following the February 2009 bushfires provided the opportunity to focus our resources on upgrading our rolling stock. The passenger carriages used with KMR locomotive No. 2, the ex-Australian Army 4wDM (Malcolm Moore 1039 of 1943, see LR 158, pp. 14-15) required upgrading, so a new four-wheel, semi-open braked carriage was built and carriage OTR 802 (KMR No. 3) was retrofitted into a semi-open tourist configuration.

The new carriage was designed along the lines of the old No. 3 toast-rack unit. The basic construction was a 100 x 50mm channel iron frame superimposed onto fabricated horn guides, with the latter faced in UHMW plastic. The sprung hubs are located on greased pads, an arrangement that gives quiet and free actuation.

A new approach was followed for the axle and wheelsets to make them independent, while the use of full compensated braking has resulted in more even operation. The wheelsets have double race-tampered Timken bearings, with springing and brake gear being similar to that used for OTR 802.

This carriage, numbered KMR 7, is fitted with a light canvas canopy that has a 'pillar-less soft top connotation', a feature that has made it popular with travellers in this day and age of the 'sun smart' set. In operation it is cool and has less vibration than other carriages.

Above: *The completed carriage, ready for service.* ***Left:*** *The hub, spring and brake assembly of carriage KMR No. 7. Photos: Andrew Forbes*



An outline drawing of the geared steam locomotive under construction at the Kerrisdale Mountain Railway.

A geared steam locomotive for the 21st century

The KMR has formally announced that an exciting project to build a new geared steam locomotive, which has been planned for some time, is now 'current'. It will be a 0-4-0 well-tank locomotive with geared drive and, given the heavy grades on the KMR, it will be fitted with counter pressure braking, sled braking, mechanical/steam activation and transmission via a band-type brake.

The all welded locomotive boiler, which has been assessed by the boiler inspector and approved for rebuilding and operation, will form at the heart of their new locomotive. We require two 1¼ to 1½ inch Ross pop loco-type safety valves and two side-feed stop check valve assemblies to assist with completing the boiler. If any reader can assist with these it would be much appreciated. Please contact the KMR directly.

Other work includes the manufacture of axles, wheelsets, horn guide hubs and coupling rods. The main engine overhaul was 80 per cent complete in mid-2010.

The KMR's other locomotive, No. 4 (Ruston and Hornsby 285301 of 1949), with carriage No. 6, on Saturday 17 April. Photo: Malcolm Dow

LETTERS

Letters should be mailed to: The Editor, Light Railways, PO Box 674, St Ives NSW 2075, or emailed to: boxcargraphics@optusnet.com.au

Dear Sir,

Walhalla Railway Centenary (LR 214)

I have two corrections regarding the article covering the centenary of this railway.

On page 3 in the second paragraph mention is made that construction trains were run by the Public Works Department. The PWD had nothing to do with railway construction in Victoria. The constructing authority for the Walhalla line was the Railway Construction Branch of the Board of Land and Works. This organisation, based in the Victorian Railways head office building in Spencer Street, Melbourne, was headed up by the Chief Engineer for Railway Construction and the Board reported directly to The Minister for Railways or Transport (depending on the title at any given time). It did not report to the Railway Commissioners, but had a close working arrangement with the VR for obvious reasons, including hiring of locomotives and rolling stock.

On page 2, the caption for the photo Lower Back Cover mentions that the diesel had to pull the carriages out of the platform to release 7A due to the headshunt being too short. The actual reason was that the curvature through and from the points from the headshunt (No.1 Road) to Nos 2 and 3 roads was too sharp for the NA's wheelbase.

Thank you for the coverage of this great event.

ER (Ted) Goodwin
Cockatoo, Vic

Dear Sir,

The Waranga Railway

I have followed the various discussion items in relation to the Waranga railway over recent issues (see page 35, October 2010 issue, under 'Alexandra Timber Tramway & Museum Inc.').

Attached are some photos taken at the Waranga Dam wall (known to the locals as 'the Waranga Basin'), taken on 26 March 1966. I had not long moved into the area before I took the photos, but the next time I returned, the rolling stock items were no longer in the same place. This was on the western end of the wall near the picnic ground.

Ken Littlefair
Campbelltown, NSW

Dear Sir

Edithburg Tramway (LR 214 and 215)

In reply to Richard Horne's query (LR 215): We lived at Minlaton, on Yorke Peninsula, from 1967 to 1974. We often visited the Edithburg and Yorketown areas.

I remember seeing steel posts used for farm fencing alongside a road in the Honiton area (south of the 'Seven Roads Junction' shown on the map with the tramway article). These attracted my attention because they were immediately recognisable as old plateway rails. They were 'L' shaped, and as a pure guess from 40 years later, were probably 5 or 6 inches by 4 inches. On the top inside of the shorter leg there was a small ridge, which presumably kept the wagon wheel from rubbing against the side of the leg and increasing friction.

I think that the photo in the article showing "Temporary track laid at the 'Pink Salt Lake', around 1900" actually shows this plateway track laid in temporary sections. If so, the upright leg of the track is on the inside.

There would have been no 'passing traffic' on the line, as there would have been no need to cart large quantities of salt to Edithburg in a short period. Exports from there depended entirely upon the ketch trade and small steamers. Thus a limited workforce would scrape, bag, load, drive and unload. With the distance from the lakes to Edithburg being about six miles, three or four wagons with two horses could probably make two return journeys a day.

Whether or not any of these old posts remain I have no idea, but I guess it is possible.

Ralph Holden
Cheltenham, SA

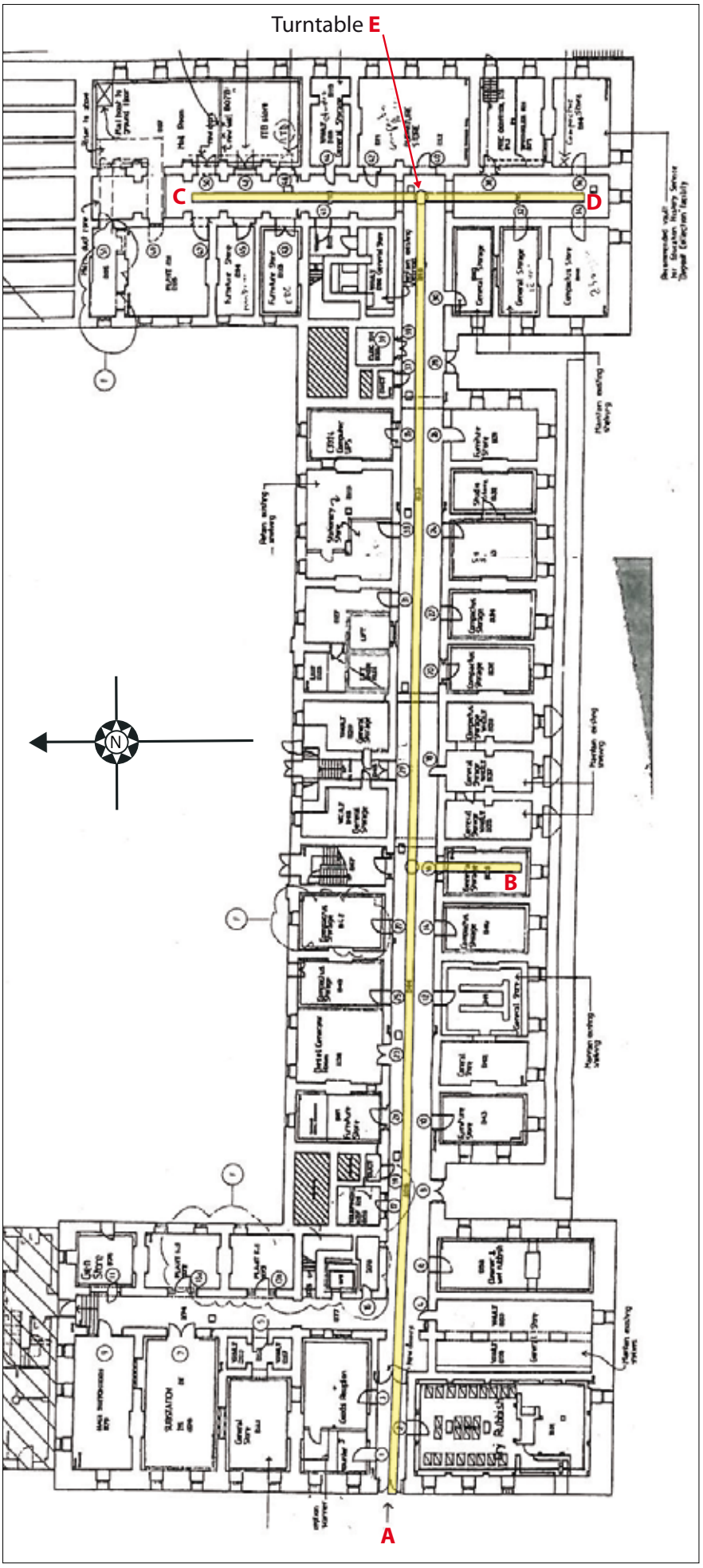
Dear Sir,

Treasury Place tramways, Vic (LRN 75)

I refer to the 1990 site report by Peter Evans and Colin Harvey on the Treasury Place tramway. As an employee of various Government departments occupying the building known as 2 Treasury Place over the periods 1972-1989 and 1998-2002, I regularly observed the declining operations of this supply tramway that operated in the basement. This remaining section was part of a greater network of earlier days that extended beyond the building footprint.

The Treasury Reserve is a triangle of land on the eastern fringes of the Central Business District of Melbourne located on the border of Treasury Gardens and Fitzroy Gardens to the east. Its position close to Parliament House made it suitable for the establishment of a government administrative centre.

Trackwork, and rolling stock items on display at Waranga Basin on 26 March 1966. Photos: Ken Littlefair



Number two Treasury Place is a three storey building, below which is located a labyrinth of secure storage rooms connected by a central spine. Construction of the building was commenced in 1859 and completed in 1877. It included a 610mm gauge steel railed tramway (see yellow lines on the accompanying plan) that was used mainly for the movement of furniture, stationary and general goods and equipment related to the government offices of the day. The tramway continues to intermittently perform this function, although the introduction of improved motorised hand-trolleys, together with OH&S requirements, has diminished its usage.

Rails remain in situ from the inwards access door (A on the plan) eastwards through the security doors to a hand-operated turntable. There is a branch line (B on plan) off the turntable, but its use is no longer possible due to the laying of asphalt over the turntable hinges, which prevents its free movement.

The main line continues eastwards for approximately 80m, where it meets an intersection (E on the plan), from where two branches travel short distances to the north (C on the plan) and south (D on the plan). During my earlier period of work at Treasury Place the north branch terminated at the Office Plumbers work room entrance, while the south branch passed through a security door into a file storage area. These facilities were removed in the mid-1990s and the tracks have remained largely unused since then. No other branches are known to have existed within the building and only turntable E is capable of operation.

It is understood that prior to the construction of No. 1 Treasury Place (west of No. 2), the tramway exited 2 Treasury Place (point A on plan) and extended some 50m west to link with the internal tramway within the Old Treasury Place building. This connecting tramway was removed to facilitate construction of 1 Treasury Place in the 1960s. Comments from long-standing employees suggest that there was once a connecting branch line to a similar internal tramway system in the basement of Parliament House. If this internal system ever existed, it had been covered over by the time of my last visit to the basement of that establishment. The alleged link under Macarthur Street would have been removed for the construction of Treasury Theatre.

The only rail vehicle I ever saw was 'the trolley', a steel-wheeled truck on which was constructed a heavy-timber flat top of a similar size to an office desk. The manufacturer was not discernable, although it was suggested that it was built by the former Public Works Department using obsolete steel-framed industrial tramway equipment. Its sturdy features suggested former quarry or construction tramway usage. The truck was pushed by hand and, depending on the load, it could be easily handled by one man as there were no grades to speak of.

By the early 2000s, the trolley only saw occasional use to move heavy equipment between the loading area and the centrally-placed lift well, which was just east of the

turntable for branch B. The trolley was usually stored at the southern extremity of branch D, often off rail. Its flanges were well worn, but the largely straight track did not present any significant problems.

While the 2 Treasury Place building has heritage-listing, fittings such as the tramway do not enjoy such protection. Nevertheless, given the limited use of the tramway and its rare exposure to the public, it is doubtful that the tracks will be covered or the trolley scrapped in the foreseeable future.

As a long-standing employee I could have photographed the tramway many times, but took it for granted. I finally took the opportunity to photograph it in 2002 and I have submitted several of these photographs along with this letter.

Jeff Stocco,
Hawthorn East,Vic

Dear Sir,

Ida Bay Railway Wagon Brakes

I recently visited Ida Bay and rode the train with its Malcolm Moore, Isuzu-engined, locomotive and was very impressed.

This line originally conveyed limestone from a quarry to a jetty on Ida Bay and has been well documented in *Light Railways* of Autumn 1971 and February and August of 2001.

One of the more interesting historical aspects of the railway was the braking system used on the limestone wagons.These were four-wheel flat wagons and carried a removable box to contain the limestone. Braking was effected by "wooden brake blocks which dropped onto the wheels after being activated by the bunching of couplings and released when the strain was taken up" (*Light Railways* February 2001)

There are a couple of very derelict wagons near the terminus at Lune River and the brakes look very simple in operation and pretty robust The sad part is that the wagons are in a very poor condition and are mixed up with what will probably become scrap timber and metal

This braking system is at least uncommon and may well be unique, so examples would seem worthy of preservation. I think it would be a great project for some Tasmanian enthusiasts to arrange with the operators to take on the restoration and refurbishment of a couple of wagons that are fitted with these brakes and for them to be available for viewing at the depot

I understand the railway is owned by the Tasmanian Government so perhaps some heritage grant money could be made available?

Any takers?

Terry Boardman
Balgowlah Heights, NSW

Views of the tramway inside the 2 Treasury Place building: ***Top:*** *'The trolley' stored off the rails at the end of Branch D.* ***Above:*** *A view of Turntable E, looking south. The photographer is standing on Branch C looking towards Branch D. The line to A runs off to the right. Photos: Jeff Stocco*

This view of an Ida Bay Railway limestone wagon chassis upturned and under repair at Lune River Quarry on Christmas Eve 1973 shows the unusual arrangement of the wooden brake blocks. Photo: L Bell

Industrial Railway NEWS

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Special thanks to contributors to the Cane Trains & LRRSA e-groups and to Jim Bisdee's West Australian Railscene e-Mag

NEW SOUTH WALES

GLENCOE AGRICULTURAL TRAMWAY, Southern Tablelands

610mm gauge

The ex-Lake Margaret Tulloch 4wDM locomotive Model DMM-40 (003 of 1959) had its first run on 2 October, after sitting idle since the closure of the tramway in 1964. Its replacement Fordson Major diesel engine sat idle for around 40 years in Victoria. After around 14 months of work it has done some trial trips hauling wagons. The locomotive holds the road very well and there is minimal slippage when hauling a load on a 1 in 25 rising grade.

Following the successful trials, the 12-volt electrical system was installed on the Tulloch including the fitting of a new instrument panel in the cabin, along with a myriad of wires. The panel is fitted with a fuse, temperature gauge, ammeter, and starter, horn and light switches, and an oil pressure light. The horn is on the firewall as per the original. As the Lake Margaret drivers reported it was just a car horn, one from an old VN Commodore has been fitted. Two new headlights have been placed in the front and rear cabin walls where the originals once sat.

Historic photographs of the Tulloch running on the Lake Margaret Tramway are featured on the ABC Hobart Radio web page following an interview with the owner.

The other locomotive on the railway, the ex Cheetham Saltworks 0-4-0PM Days locomotive has now had its cabin installed. Anyone who has sat on a 2ft gauge Days will know how very high the centre of gravity is and although the cabin does not bring the driver closer to earth it does give a greater sense of security!

http://blogs.abc.net.au/tasmania/2010/10/lake-margaret-tram.html via Editor 10/10

QUEENSLAND

BUNDABERG SUGAR LTD, Bundaberg district

(see LR 215 p.25)

610mm gauge

A family of five escaped serious injury when their car rolled after demolishing red flashing level crossing lights while evading a collision with a Bingera Mill cane train at the corner of Hoods Road and Moore Park Road, Meadowvale, on 24 October. The bogie Baldwin locomotive was hauling 49 loaded bins on the main line from Fairymead to Bingera.

In late October, Bundaberg Sugar undertook a series of meetings with local canegrowers in a bid to secure future crops and maintain the viability of Bingera mill. The current crop crushed at the two Bundaberg sugar mills is 1.6 million tonnes, but 1.8 million tonnes are required. While significant inroads have been made by Isis Mill, with cane railway extensions to south-west Bundaberg, much of the cane that goes to Isis Mill from the Bingera mill area travels by road for up to 40km. Securing the future of Bingera Mill, with its cane railway network, could be an important hedge for growers against future fuel cost increases.

Bundaberg News Mail 19/10/10, 25/10/10 via Lincoln Driver

BUNDABERG SUGAR LTD, Innisfail district

(see LR 214 p.28)

610mm gauge

South Johnstone Mill's EM Baldwin B-B DH *LIVERPOOL* (10385.1 8.82 of 1982) has returned to service at South Johnstone Mill carrying the number 32 and works on the Nerada line. South Johnstone's Prof B B DH *NYLETA* (PSL25.01 of 1990 rebuilt South Johnstone 1990) is still stored out of use but there is talk of it being rebuilt for the 2011 season.

Luke Horniblow 10/10

ISIS CENTRAL SUGAR MILL CO LTD

(see LR 215 p.29)

610mm gauge

On 25 September Clyde 0-6-0DH 9 (ClydeQ 75-812 of 1975) escaped from the confines of the mill for the first time for more than a year when it took the welding wagon out on the Cordalba line and Johnston's Bank. This was the first day of cutting due to a rain stoppage so the bogie locomotives were all out waiting for loads of cane to bring home. Numerous broken rails were welded on Johnston's Bank and on the full line back to the mill.

Shane Yore 10/10

Walkers B-B DH ISIS No.5 (617 of 1969 rebuilt Isis 1998) at Bundy Road on the New Valley Line on 7 August 2009. The train was halted here because the brake wagon brake sensor was reporting to the loco that its wheels were locked on, resulting in the callout of a fitter from the mill to fix the problem. Photo: Bob Gough

Above: *The water tanks are a reminder of steam days at Bingera Mill's Sandy Creek Small Loop on 30 September 2010. Com-Eng 0-6-0DH* WATTLE *(FD4789 of 1965) has sported this unusual cab since a 1990 post-accident rebuild at the Bundaberg Foundry. Photo: Scott Jesser* ***Left:*** *Twin Mackay Sugar Clyde Model HG-3R 0-6-0DH locomotives* PALMYRA *(63-273 of 1963) and* PLEYSTOWE *(64-321 of 1964) banking a loaded train about to ascend Church Hill towards Farleigh Mill on 13 October 2010. Both ex-Pleystowe locomotives have been freshly repainted, but* PALMYRA *betrays subtle differences that originate from its former Pleystowe livery. Photo: Hayden Quabba* ***Below:*** *Mackay Sugar's Eimco B-B DH* FARLEIGH *(L254 of 1990) speeds a full train from the west towards Marian Mill at Otterburn Loop in the later afternoon of 16 October 2010. Photo: Scott Jesser*

Industrial Railway NEWS

MACKAY SUGAR LTD

(see LR 215 p.29)

610mm gauge

An interesting sight on 6 September was of 72 full bins being hauled up Church Hill, between Pleystowe and Farleigh, by Clyde 0-6-0DH *PALMS* (ClydeQ 70-708 of 1970) and *SEAFORTH* (61-233 of 1961), with Clyde 0-6-0DH *PALMYRA* (63-273 of 1962) and *PLEYSTOWE* (64-321 of 1964) banking in the rear. The banking engines cut off at the top of the hill and ran back towards Pleystowe. Apparently the banking of loads up Church Hill has been a regular practice this season.

Following the accident to Marian Mill's Eimco B-B DH *GARGETT* (L255 of 1990) in July, Eimco B-B DH *NARPI* (L256 of 1990) was moved from its base at Finch Hatton to Marian to work the Narpi line. It was replaced at Finch Hatton by EM Baldwin B-B DH *BALMORAL* (10684.1 4.83 of 1983), which joined Eimco B-B DH *BOONGANNA* (L257 of 1990) there. During October, *NARPI* returned to Finch Hatton and *BALMORAL* took over duties on the Narpi line.

Some extensive periods of wet weather in September and October saw at least a dozen locomotives repainted. The new yellow livery applied to a few locomotives in recent years seems to have been abandoned, with a return to the Mackay Sugar mid-green and rich yellow colours, with red frames, bogies and lining and red/white dazzle stripes on the headstocks.

Some locomotives have had a change of livery as a result, including *BALMORAL*, from Tully Mill red and yellow, and Clyde 0-6-0DH *RACECOURSE* (65-440 of 1965) ex Racecourse Mill green and yellow. Losing their Pleystowe Mill crimson, yellow and dark green livery were Clyde 0 6 0DH *TE KOWAI* (56-103) and *PALMYRA*. The latter has received a variation of the normal Mackay Sugar livery with the old Pleystowe colours being replaced by the corresponding Mackay Sugar colours, and with the hood front and radiator grille painted red.

PALMS is now the only locomotive in the old Pleystowe Mill livery. It was spare locomotive at Farleigh at the start of the season and was then put on ballast trains before hauling cane on the Habana lines and Costello's line. During October it was transferred to Marian Mill and has been seen working on the Mirani line, between Pleystowe and Marian on cane transfers from Farleigh, and from the Savannah area to Marian.

On 13 October, Farleigh Mill was again not crushing because of rain and its cane was being sent to Marian via Pleystowe and North Eton. This required 600 full bins to be hauled to Marian on afternoon shift alone.

Second-hand ex Bundaberg Sugar 6-ton bins from the Bundaberg district have been noted in service this year.

Scott Jesser 9/10, 10/10; Carl Millington 9/10; Hayden Quabba 9/10, 10/10

THE MULGRAVE CENTRAL MILL CO LTD, Gordonvale

(see LR 215 p.29)

610mm gauge

As mentioned in the last issue, video cameras and video recording gear are being fitted to the regular Redlynch locos as a response to the many level crossing incidents in the Cairns suburbs.

The video system was working aboard Clyde 0-6-0DH 19 *REDLYNCH* (65-435 of 1965) on the occasion when it broke a jackshaft in August, but it stopped recording during the incident. Walkers B-B DH *GORDONVALE* (595 of 1968 rebuilt Bundaberg Foundry 1995) will also be fitted with the equipment.

The locomotives are progressively being fitted with road truck type maxi brakes (spring application, air release). This system provides a simple button emergency stop as well as a parking brake.

Com-Eng 0-6-0DH 9 *MEERAWA* (FC3473 of 1964) is expected to be fitted with a new cab and vigilance control for the 2011 season.

Tom Porritt 9/10

Farleigh Mill's Walkers B-B DH locomotives CEDARS *(693 of 1972 rebuilt Walkers 1997) and* DULVERTON *(690 of 1972 rebuilt Walkers 1997) head an empty train along the left bank of Constant Creek on the North Coast Line on 24 October 2010. The train consists of 132 empty 6-tonne bins with bogie brake wagon* BVAN4 *in the rear. Having crossed the Constant Creek Floodway bridge, the train will soon make its crossing of the main channel of Constant Creek. Photo: Scott Jesser*

Above: *Mulgrave Mill's Com-Eng 0-6-0DH* MEERAWA *(FC3473 of 1964) heads out from Gordonvale with empties on the Little Mulgrave Line under the new crossing of the Bruce Highway, 27 September 2010. Photo: Luke Horniblow*
Left: *Contrasting Mackay Sugar Mill Baldwin bogie locos at Savannah 2 siding, North Eton. On the right is* NORTH ETON *(6780.1 8.76 of 1976) with full height cab and in an apparently short-lived Mackay Sugar livery similar to the North Eton colours in which it originally ran. On the left is* CHARLTON *(9562.1 6.81 of 1981) in the Mackay Sugar livery closely approximating to its original Marian colours. This loco was built with a low-profile cab for working under a low QR bridge at Parapi on the Mt Jukes line. Photo: Hayden Quabba*
Below: *Mount Tyson forms the backdrop as Com-Eng 0-6-0DH multi unit* TULLY-11 *(AD1347 of 1960) and* TULLY-16 *(AH4484 of 1964) leave the Tully Mill yard with a train of empties on 11 September 2010. Photo: James Chuang*

Above: *Fiji: Rarawai Mill's Hunslet 6wDH 21 (9274 of 1987) heads south near Ravi Ravi with a cane transfer to Lautoka Mill on 27 September 2010. Photo: Ian Dunn*
Below: *Lih's Crossing of the Murray River on Tully Mill's cane railway is a flood hazard after heavy rain. Walkers B-B DH* TULLY-8 *(606 of 1969 rebuilt Bundaberg Foundry 2004) brings a train of full bins through at 9.30am on 7 October. The inset shows the same location at 12.30pm the same day. Traffic stops when the depth is 100mm or else all the bin bearings have to be regreased. Photo: Dale Thomas*

PROSERPINE CO-OPERATIVE SUGAR MILLING ASSOCIATION LTD
(see LR 215 p.30)
610mm gauge
In early September, resleepering work was noted in progress between Noorlah and Mikoolu on the Elaroo line with the Plasser Model PBR-201 ballast regulator (243 of 1984) and Model KMX-12T tamper (413 of 1995) parked at Mikoolu on 4 September.
Carl Millington 9/10

RIO TINTO ALCAN, Weipa
(see LR 210 p.27)
1435mm gauge
The two redundant Clyde Co-Co DE locomotives, R1001 (75-252 of 1975) and R1004 (90-1277 of 1990) were unloaded at Carrington in NSW in the second week of October. It was understood that they were to go to EDI Rail at Cardiff for attention before being offered for use on hire. Details of current ownership are not clear.
Robert Mills 10/10; Ivar Sorrasson 10/10 (Ausloco e-Group)

SUCROGEN (HERBERT) PTY LTD, Herbert River Mills
(see LR 215 p.27)
610mm gauge
Victoria Mill's Clyde 0-6-0DH *PERTH* (69-682 of 1969) was again in residence at Macknade Mill, from about 13 September to about 25 October. For an initial period of about ten days it substituted in turn for EM Baldwin B-B DH locomotives *DARWIN* (6171.1.9.75 of 1975) and 20 (7070.4 4.77 of 1977) that were under repair. *DARWIN* was fitted with an GM 425hp engine stored at Macknade for some years that was originally fitted to Plane Creek Mill's EM Baldwin B-B DH D12 (6890.1 10.76 of 1976), while 20 was fitted with the torque converter previously in Victoria Mill's EM Baldwin B-B DH *GOWRIE* (7135.1 7.77 of 1977).
It is thought that the engine fitted to *DARWIN* may be transferred to 20 during the slack season and that *DARWIN* will receive a GM Series 60 engine.
Repeated wet weather interruptions occurred from late September well into October. This saw full 11-tonne bins from Victoria Mill being sent to Macknade while only one mill was crushing, the only circumstance in which these bins go to Macknade.
Preserved Hudswell Clarke 0-6-0 *HOMEBUSH* (1067 of 1914) was due to run for the annual Maraka Festival on 30 October.
North Queensland Bio-Energy Corporation had applied to the National Competition Council (NCC) in March for a declaration to allow it access to run its locomotives and rolling stock on the Herbert River cane railway system to service a proposed new sugar and bio-energy mill (see LR 212 p.27). On 16 July, the NCC made a recommendation that the Herbert River cane railway system not be so declared. As the relevant minister had not published a decision whether or not to declare the service within the statutory 60 days, he is to have decided not to declare the service.
Chris Hart 9/10, 10/10; http://www.ncc.gov.au/

SUCROGEN PLANE CREEK PTY LTD, Sarina
(see LR 215 p.27)
610mm gauge
Clyde 0-6-0DH D1 (56-101 of 1956) is normally always seen sitting on the spur line in the mill yard but on 31 August it was noted outside the loco shed. By 5 September it was back at its usual resting place.
2 Mainline siding near Mount Convenient has been disconnected as a result of the upgrading of crossing lights on the Sarina-Homebush Road as part of a state wide QR level crossing upgrade.
Carl Millington 9/10

TULLY SUGAR LTD
(see LR 215 p.30)
610mm gauge
Walkers B-B DH TULLY-9 (618 of 1969 rebuilt Tully 2010) was given a trial run on 28 September with only the speedometer requiring some adjustments.
Heavy rain on 7 October saw Walkers B-B DH *TULLY-8* (606 of 1969 rebuilt Bundaberg Foundry 2004) bring a train of full bins through Murray River flood waters at Lihs Crossing at 9.30am. By lunchtime the crossing was impassable.
Luke Horniblow 9/10; Chris Hart 10/10

WESTERN AUSTRALIA

Proposed BHP Billiton-Rio joint venture
(see LR 211 p.28)
1435mm gauge
The joint venture agreement signed in December 2009 has been terminated by the two giant iron ore miners. The players stated that the necessary regulatory approvals from the European Commission, Australian Competition and Consumer Commission, Japan Fair Trade Commission, Korea Fair Trade Commission or the German Federal Cartel Office seemed unlikely to be obtained. Commentary suggested that Rio had become reluctant as a result of its improving financial fortunes, pressure from shareholders and a view that the deal favoured BHP. The merger of rail operations had been seen as one of the most important cost-saving aspects of the proposal.
The Age 6/10/10, BHP Billiton and Rio media releases 18/10/10

BHP BILLITON IRON ORE PTY LTD
(see LR 215 p.30)
1435mm gauge
The 8-tanker fuel train from Nelson Point to Newman that ran every two days has now been replaced by a 16-tanker service every four days. Each tank car contains about 100,000 litres. Although usually powered by a Dash 8 locomotive, the train is used to swap one of the three SD70 locomotives on the shuttle train at Newman each time one has to come to the coast for a service.
Duplication of the line from Homestead at 409.8km to Orebody 25 at 414.7km as part of Rapid Growth Project 5 commenced in mid-August. This involves drainage, earthworks and tracklaying. It is scheduled for completion in December 2010.
New locomotive names have been allocated as follows:

No.	Builder's number	Date	Name
4314	20058712-001	2006	*JALKUPURTA*
4324	20066862-037	2008	*TJILLA*
4325	20066862-038	2008	*JIMBLEBAR*
4337	20078915-004	2008	*OSUMI MARU*
4338	20078915-005	2008	*PEPPER*
4340	20078915-007	2008	*WOODSTOCK*
4349	20088019-003	2009	*KAKULA*
4350	20088019-004	2009	*RUBY*
4351	20088019-005	2009	*BROKEN HILL*
4354	20088019-008	2009	*ANZAC*

4314 was previously reported (in LR 214) as having been named *JARTURTU*. This was in error; the locomotive concerned is 4319 (20058712-006 of 2006).
Brett Geraghty 9/10, 10/10; Toad Montgomery 9/10; *WA Railscene* e-mag 99

THE PILBARA INFRASTRUCTURE PTY LTD
(see LR 211 p.29)
1435mm gauge
Fortescue Metals has purchased five locomotives from the Electro-Motive Leasing Division in the USA to be rebuilt for use on its iron ore railway. These are EMD Model SD90MAC-H Co-Co DE locomotives that were built for the Union Pacific Railroad in 1999. This type was not very successful and many never progressed beyond the leasing stage, afterwards being sent out on lease by EMD to a variety of American operators. They have since been in storage at Brewster, Ohio. They arrived at the Juniata Shops of the Norfolk Southern Railway in Altoona, Pennsylvania, on 1 October for conversion to Model SD70MACe with EMD 710G3C 4300hp engines.
The locomotives concerned are:

UP No.	Builder's number
8522	976833-1
8527	976833-6
8539	976833-18
8541	976833-20
8554	976833-33

It is understood that the last three were built for EMD by Super Steel Schenectady Inc under subcontract. Delivery of the rebuilt units to Port Hedland is anticipated for early 2011.
WA Railscene e-mag 104 & 106; Editor

SCT LOGISTICS PTY LTD, Forrestfield
1435mm gauge
(see LR 215 p.31)
English Electric Australia Co-Co DE K208 (A.137 of 1966) returned to shunting service at the terminal in late August following repair by Gemco Rail.
WA Railscene e-mag 97

Industrial Railway NEWS

FIJI

FIJI SUGAR CORPORATION
(see LR 215 p.31)
610mm gauge
During September a number of mechanical problems affected crushing at the Viti Levu mills. Additionally, in a period of six weeks, the Board Chairman, the CEO, and the GM Operations of FSC had all resigned, so there is an air of crisis about the industry.
With Rarawai Mill out of service for an expected three weeks from 25 September because of an electrical fire, some of its supply of cut cane was moved south to Lautoka Mill by rail. This led to the highly unusual sight of pairs of loaded trains heading southwards from Ba, leaving between 9am and 11am and reaching Lautoka in the late afternoon. As an example, on Monday, 27 September Lautoka's Clyde 0-6-0DH rebuild *Howie* (59-202 rebuilt Ontrak 2434-1, 2008) worked a full load south from Ba, followed at a distance of about 150 metres by Rarawai's Hunslet 6wDH 21 (9274 of 1987) on a second full train. This pattern of operation continued throughout the week.
In other observations, Navo depot is home to Lautoka's ex-Isis Mill Clyde Model DHI-71 0-6-0DH locomotives 20 (64-385 of 1964), 21 (58-191 of 1958) and 22 (59-204 of 1959), although 20 had to go back to Lautoka with transmission problems on 26 September. *Howie* is working throughout the Lautoka main line and is well liked as a 'strong engine'. There do not appear to have been any further cutbacks in the lines in use since last season, with trains operating as far south as the Batiri branches.
Given the interruptions that have occurred this season, it appears likely that the crushing season at Lautoka and Rarawai will extend at least to Christmas, maybe into the new year.
Ian Dunn 10/10

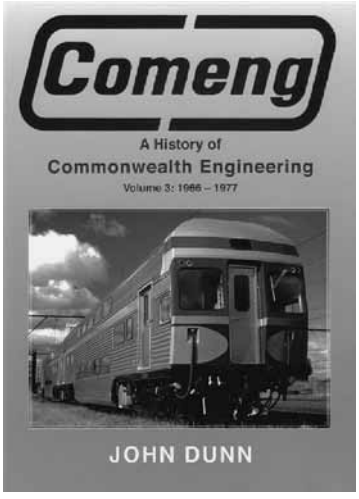
Book Reviews

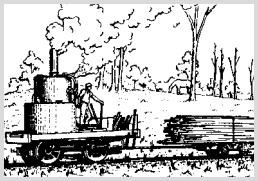
Comeng: A History of Commonwealth Engineering
Volume 3: 1966-1977

by John Dunn

A4 size, 360 pages with colour dust jacket. Profusely illustrated: 160 colour and 600 black-and-white photographs and diagrams. Published 2010 by Rosenberg Publishing Pty Ltd, PO Box 6125, DURAL DELIVERY CENTRE NSW 2158. Recommended retail price $69.95. Online ordering available at http://www.rosenbergpub.com.au

Volume 1 of this series, covering the period 1921 to 1955, was reviewed in *Light Railways* 191, while Volume 2 (1955 to 1966) was reviewed in LR 203. The third volume covers the period 1966 to 1977, meaning that a fourth is now to be expected.
The latest book continues the pattern of the first two — well researched, well written, copiously illustrated and of significant interest. The production of main line locomotives and equipment, both in Australia, and in South Africa by Union Carriage & Wagon, dominated the company's activities in this period, but private operators continued as significant customers.
Narrow gauge industrial locomotives for sugar cane and mining use continued to be produced, although in smaller numbers, while the South Australian acquisition Comeng-Aresco produced some interesting and little-known shunting and track maintenance items. However, it was the heavy-haul iron ore railways of the Pilbara that purchased major quantities of rolling stock and diesel locomotives in this period. The opportunity for the manufacture of iron ore locomotives, as well as government railway types, was made possible when Com-Eng purchased the Alco locomotive manufacturing licence and some other assets of AE Goodwin in 1973. Happily, the author takes the opportunity to chronicle the Goodwin history to provide the background to this important step for Com-Eng.
Once again, the rich vein of the author's personal involvement in many of the events recounted, and his eye for social and cultural aspects of the story, make this a further invaluable contribution to Australia's industrial history. It seems likely that the large-scale local manufacture of heavy engineering products such as that undertaken by Com-Eng has become no more than a memory, but John Dunn has ensured that the memory is well-documented and that the scale of the achievement will be recognised into the future.
Once again, I can do no more than highly recommend this book. *John Browning*





LRRSA NEWS

MEETINGS

ADELAIDE: "Christmas Film Show"
After hte (short) business portion of hte evening, Trevor will show the second part of the DVD on 2ft gauge railways in the Eastern Free State, followed by a basket supper – please bring a plate, with somehting to eat on it. Members are invited to make contributions on any light rail topic, and suggestions of topics for future meetings are welcome.
Location: 8 Cassia Court, Aberfoyle Park.
Date: Thursday 2 December at 7.30pm.
Contact Les Howard on (08) 8278 3082.

BRISBANE: 'Mike Loveday Trophy Night + Dave Rollins' international slide show".
This will be the Mike Loveday Photo Tophy Night and, in addition, David Rollins will show some slides of his recent overseas trips. Members are invited to bring a plate of goodies & recent photos & information.
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 10 December at 7.30pm. Entry from 7pm.

MELBOURNE: "Steam in Indonesia, Burma, and Eritrea"
An interesting selection of quality slides from the camera of Lindsay Rickard, globe-trotting photographer extraordinaire. Featuring steamy railways visits to such places as Indonesian sugar mills, the Burma Mines railway and Eritrea, Lindsay's slides will be worth seeing. For a brief Eritrean preview see <http://www.youtube.com/watch?v=gtFEFIYcne0>www.youtube.com/watch?v=gtFEFIYcne0 .
Location: Ashburton Uniting Church Hall, Ashburn Grove, Ashburton.
Date: Thursday, 9 October at 8.00pm

SYDNEY:
The NSW Division's next meeting will take place in February 2011.
See the February issue of *Light Railways* for details, or contact Jeff Moonie, on (02) 4753 6302.

OBITUARIES

Ella M Hennell

We are very sorry to report the death of the Society's first Honorary Life Member — Ella Hennell — on 15 September 2010. Ella was awarded honorary life membership of the Society at the 1982 Annual General Meeting in recognition of the magnificent job she did in maintaining the membership records of the Society, and in addressing the envelopes prior to each mailout, a largely manual process at that time. She took this on after her son, Andrew was forced, on account of studies, to give up the task. Subsequently Andrew took on that role again, and is still doing it today.

Ella's childhood was spent at Buderim, Queensland, where the 2ft 6in gauge Buderim tramway played an important role in daily life. She recalled these experiences in an article in *Light Railways* 109. This childhood exposure to 2ft 6in gauge may have influenced her subsequent long term volunteer commitment, with husband Hal, to the Puffing Billy Preservation Society. This involvement has been carried on by sons David and Andrew.

The whole family, Ella, Hal, David and Andrew joined the LRRSA in 1967, and for around 20 years Ella and Hal regularly attended meetings and Society tours. The LRRSA Council extends its condolences to David, Andrew and their families. *Frank Stamford*

Arnold Lockyer OAM (1921-2010) and Dorelle Lockyer (1929-2010)

It is with sadness that we report the passing of our long-standing LRRSA South Australian stalwart, Arnold Lockyer on 14 September, followed by the death of his wife Dorelle just 13 days later. Theirs was a partnership that made possible Arnold's remarkable contributions to South Australian railway history in general, and light railway history in particular. With the publication of his first article in 1951, he acknowledged Dorelle's contribution in these terms:

In closing I should like to thank my many friends who have assisted in the preparation of this article, and in particular, my wife, without whose help it would probably never have been written.

Married in 1949, they made their first home in Barmera where Arnold worked with the post-war wave of settlers, which placed him well to trace the history of irrigation there in that first article. He and Dorelle trawled through the files of the local newspapers together and cycled to the sites, photographing them and conversing with people who had been involved in that earlier irrigation development. So it was that before their first child was born, they initiated one of the strong bonds of their life together.

The late Lee Rodda snapped this image of Dorelle and Arnold relaxing on an ARHS tour train to Quorn in November 1999. Courtesy Kay Leverett

Bob McKillop became editor of *Light Railways* in early 1980 and he was soon receiving contributions from Arnold, commencing with a letter on the BHP electric locomotives in LR74. Bob had the opportunity to visit Adelaide regularly during the 1980s and early 1990s, so a visit to the Lockyer family home in Dover Gardens became a regular occurrence, frequently accompanied by an outing with Arnold to sites of railway interest. Inevitably, these visits were accompanied by a meal with Arnold and Dorelle, a session going though his photo albums and discussion on potential articles for the magazine. It was always a pleasure to work with Arnold in developing his manuscripts for publication.

Arnold was an enthusiastic supporter of the LRRSA. Although he was justifiably passionate about railways and tramways in South Australia, his interests spread much wider. In the 1980s he, and his wife Dorelle, attended a number of tours organised by the LRRSA in Victoria. On one of these trips he floated the idea of setting up an LRRSA Group in Adelaide and holding meetings there. As a result he was invited to the LRRSA National Conference which was held in January 1983. Subsequently he organised the first LRRSA Adelaide meeting in March 1983 which was held in a rail car at the Mile End Railway Museum. Since then the venues have changed, but meetings have been held every second month. Arnold remained the driving force of this group until recent times and it remains one of his many legacies.

His colleagues within the SA Group of the LRRSA were inspired by his enthusiasm, and commitment. They miss him a lot, but are very thankful for the example he set in the researching and recording of railway history. They recall that Arnold's interest in all things rail was not an idle curiosity but a passion for the history and detail. His knowledge came from first-hand experience — being there or knowing and talking to the people who were there, his network seemed endless! Also his knowledge came from dogged research and libraries large and small, near and far, or going out in the field photographing and documenting his finds.

Many sent him photographs of railway subjects with a request to verify the time, place and subject matter, a task which he was always happy to oblige.

As well as writing many articles, he was very much at ease giving a discourse on some particular event, loco, or item of rolling stock. They listened in wonder to many of these at the meetings.

Arnold's passing is a great loss to the accumulation of railway history. Fortunately he had documented most of his research into a vast number of albums, including a huge collection of photographs and newspaper cuttings, and these serve as his legacy to future railway historians.

The work he did for the LRRSA in maintaining the SA Group was greatly appreciated by the LRRSA Council, and he was highly regarded by those LRRSA Council members who had met him. For his work in founding and convening the LRRSA SA Group he was elected an Honorary Life Member of the LRRSA at the 2002 Annual General Meeting.

Outside his railway interests, for over fifty years Arnold was very active in St.John Ambulance Australia (SA) Inc. For his work in this field he was awarded an Order of Australia Medal on Australia Day in 1997.

Les Howard, John Meredith, Trevor Triplow, Doug Fletcher, Bob McKillop and Frank Stamford

1. 'The Cobdogla to Loveday light railway', *Australasian Railway Locomotive Historical Society Bulletin.* New Series, V2, No. 161, March 1951, pp. 41-43.

RESEARCH

Former Cheetham Saltworks, Laverton, VIC

On Saturday 28 August a party of six LRRSA members — Colin Harvey, Peter Evans, David Smith, Simon Moorhead, Callum Blow and Scott Gould — visited the Former Cheetham saltworks site at Laverton, now a part of the Point Cook Regional Park. Their purpose was to map the remains of the line used to obtain sand for lining the bottom of the crystallising pans. Despite the line last being used in the 1970s, there proved to be considerable remains still visible on the site. The two remaining pumping stations were inspected, and the terminus arrangement of the line mapped before lunch was enjoyed on the shore of Port Phillip Bay.

The group walked along the remaining section of tramway back to the No.1 pump house. From there back to the edge of the Sanctuary Lakes housing estate (which has been built on the main harvesting area of the works), the line had been lifted some time ago, possibly during road widening works.

A detailed article providing a full description of the line, and its workings is being prepared for publication by Peter Evans. The LRRSA extends its thanks to Bernie McCarrick, a former Cheetham employee and current Parks Victoria ranger, for organising access to the site.

Scott Gould

American Sawmills, Chatsworth Island, NSW

The Sydney Morning Herald of 9 October 1871, p. 5, carried the following article:

On the main land opposite Chatsworth Island are Mr J B Selman's American saw mills, where vertical, circular, and other saws, driven by a twenty five horse power engine, are kept pretty constantly at work, affording employment to from ten to twenty men All the machinery was in perfect order on the occasion of my visit, and, to the uninitiated, the rapidity with which enormous trees are cut up into joists, scantling, flooring boards, battens, &c, is marvellous The men employed in supplying the saws and taking away the timber have acquired wonderful dexterity in all the necessary operations, the experience winch they have obtained enabling them to work with the ease, steadiness, and speed of machinery itself A wooden tramway half a mile long connects the mills with the shipping wharf, on which I saw twenty-five thousand feet of grey gum sawn into massive pieces of lengths suitable for the manufacture of railway rolling stock. This lot was part of an order of 100,000 feet for Messrs P N Russell and Co, of Sydney. Grey and spotted gum, blackbutt, and ironbark abound in the country at the back of the mill, and the felling and carting of these timbers gives constant employment to a number of men.

Your editor would be pleased to receive further information from readers about the history of this particular sawmill for the planned New South Wales *Tall Timbers & Tramways* book to be produced for the LRRSA.

Submitted by John Browning

Avonside 1481 – East Greta Coal Mining Co

In *The Railways of the South Maitland Coalfields* by Giff Eardley, on page 61, details are given of Avonside 1481, *EAST GRETA No.9*, a standard gauge 0-8-0ST. Eardley noted that '*it has been claimed that this engine was named* ASCENSION No.1'. This question has recently been raised with our UK colleagues in the Industrial Railway Society. The advice that they have provided is that this resulted from a transcription error that occurred in a builder's list that belonged to George Alliez. In fact *ASCENSION No.1* was Avonside 1480, a narrow gauge locomotive built for the British Navy.

It has also been established that Avonside 1481 was built in 1905, not 1904 as previously stated.

The *Sydney Morning Herald* dated 8 May 1905 stated that the shareholders of the East Greta Coal-mining Company had agreed to raise more capital for certain items of expenditure including a locomotive that would cost £3500.

thanks to Bob Darvill, Geoffrey Coward and Martin Murray

A section of portable track photographed at the former Cheetham Saltworks tramway at Laverton on 28 August 2010. Photo: Scott Gould

The remains of a bridge on the former Cheetham Saltworks tramway at Laverton photographed on 28 August 2010. Photo: Scott Gould

Heritage & Tourist

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

NEWS

Queensland

DREAMWORLD RAILWAY, Coomera 610mm gauge
Sunshine Coast Regional Council
The railway was in operation for a night function at the Dreamworld theme park on Tuesday 7 September 2010. The ex-Bingera sugar mill 0-6-2T (Perry Eng. 5643/51/1 of 1951) was rostered to operate the train between 9 and 10pm with Peter Gough as driver. The American-style 4-6-0 locomotive (rebuilt from Baldwin Loco Works 45215 of 1917) is currently receiving boiler tests, wheel profiling and the fitting of new suspension pins. It also requires a new guide for the front bogie, so is not expected to return to service until early 2011. Bob Gough, 09/10

DURUNDUR RAILWAY, Woodford 610mm gauge
Australian Narrow Gauge Railway Museum Society Inc.
Several special events in recent months have attracted media attention for the railway. For Fathers' Day on 5 September, fathers posed for photographs with their children beside the locomotive. The Early Ford V8 Vintage Car Club rally at the railway on Sunday 19 September saw 54 vintage cars dating from 1932 to 1954 on display at the Durundur Railway, which also received good coverage in the on-line Woodford Newspaper. A good crowd turned out the see the cars and ride on the steam train. Mark Gough, 09/10

NAMBOUR & DISTRICT MUSEUM 610mm gauge
Sunshine Coast Regional Council
The former Mapleton Tramway and Moreton Sugar Mill Shay locomotive (combined Lima 2091 of 1908 and 2800 of 1914) has been in storage at the Workshops Rail Museum at Ipswich since April 2006 pending a decision by the local government council on its future (LR 188, p.26, and 189, p. 29). The locomotive was loaded onto a truck and sent back to Nambour on Tuesday 12 October 2010. It was unloaded at the Nambour & District Museum around noon and placed on the museum's existing track for display.
The Sunshine Coast Regional Council has made a grant of $12,000 to the museum towards the cost of a shed to house the locomotive, and the museum will fund the difference with assistance from a sponsor. The foundations for the shed are in place and construction was to commence immediately following the placement of the Shay in its display position.
The museum president, Clive Plater, said it was great to see the loco back in the district and on public display again, adding that the most common question asked of the volunteers at the museum was "*whatever happened to the Shay*?" Mr Plater explained that the locomotive will be preserved rather than restored, with the work expected to spread over several years. It will be on public display at all times during this period. He thanked the Sunshine Coast Regional Council, which owns the locomotive, and Cr Paul Tatton and Peter Wellington MP for their assistance in moving the locomotive and making its display at the museum possible.
Clive Plater, 10/10; David Mewes, 10/10; *Nambour Weekly*, 20 October 2010

New South Wales

COCKATOO ISLAND
Various gauges
Sydney Harbour Federation Trust
Cockatoo Island in Sydney Harbour, the now World Heritage listed site of some of Australia's most remarkable convict and industrial heritage, was opened to the public in 2007. Your editor joined members of his local historical society for a tour of the island on 12 October.
Our experience was made special by the presence of Brian Day in the group. He had gone to work there as a 16 year old in 1943 and continued there for 12 years, becoming a qualified boiler-maker. Brian kept our group entertained during the day as memories of his time there came flooding back and he was able to explain the work that was undertaken in the various buildings, the role of the massive machines in the Heavy Engineering Shop and tell tales of the social life within the complex. He worked on HMAS *Hobart* when it was dry-docked with severe torpedo damage in August 1943 and described the dramatic damage inflicted on HMAS *Australia* by Japanese Kamikaze attacks in 1945.
While the restoration task for buildings and machines appears to be never-ending, an active group of volunteers are making headway in this work. The rail-mounted steam crane built in 1912

With the Sydney Harbour Bridge as a backdrop, Bob McKillop photographed the Cockatoo Island dry docks on 12 October 2010. The rail-mounted 1893 Priestman crane in the foreground is on Sutherland Dock (opened 1890), while a similar crane and a WW2 Austerity Crane in the background serve the 1857 Fitzroy Dock.

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by David & Primrose of Edinburgh, formerly at Sutherland Dock, has been restored (minus its vertical boiler and steam engine) and is displayed near the entry area at the ferry wharf. Restoration of the wharf crane built by Morts Dock & Engineering Company in 1891 is nearing completion and volunteers were putting finishing touches to the vertical boiler and the cylinders during our visit.

Extensive sections of track remain in situ, ranging from extremely broad gauge lines for the large travelling cranes to traditional narrow gauge lines with turntables for individual wagons to run into various buildings. Brian Day had no recollection of the trolley-wire electric locomotives that operated at the works — the well-known photograph of one pushing two wagons near the original sandstone engine shed is featured on promotional brochures — but clearly recalled horses hauling wagons between the various buildings.

Information boards have been placed on the various buildings and large photo displays are used to good effect. The island hosts regular special events and accommodation is available, ranging from holiday houses to tents. Cockatoo Island is open daily and is served by regular ferry services from Circular Quay. Admission is free, but the $5 audio tour is recommended for those who do not have a former employee accompanying them to tell the 'inside story'!

Editor, 10/10

MENANGLE NARROW GAUGE RAILWAY 610mm gauge
Campbelltown Steam & Machinery Museum

Our reporter visited the Campbelltown Steam & Machinery Museum for the 'Oil, Steam and Kerosene' Field Days on the morning of Saturday 16 October. Trains were being run by ex-Condong Sugar Mill 'Simplex' 4wDM (Motor Rail 11023 of 1955) and the former Corrimal Colliery 0-4-0WT (Robert Hudson/Hudswell Clarke 1423 of 1922) in a push-pull arrangement with two passenger cars. The diesel led on the outward trip from the station and the steam loco headed the train on the return journey. The train was running at about 30 minute intervals or when there was a full load of passengers. The train ride was included in the $10 entry fee and it ran with a good load of passengers on each trip.

The ex-Plane Creek Mill 0-4-0DM (John Fowler 18801 of 1930) was stabled in the loop at the station with a weed poison tank wagon. In the sidings down the hill from the station were a number of locos, Motor Rail 4wDM 20560 of 1956, a rather rusty Malcolm Moore loco with L12 MM1064 written on the back and a green 4-wheel diesel under a tarp that couldn't be identified, but was possibly Baguley 4wDM 3391 of 1952. .

Chris Stratton, 10/10

DORRIGO STEAM RAILWAY & MUSEUM 1435mm gauge

This as yet unopened museum was the purchaser of the ex-Commonwealth Portland Cement Company's 0-6-0T No. 5 (Andrew Barclay 1470 of 1916) auctioned at Wodonga (LR 215, p. 36) on 16 October 2010 for $50,000. It will join its sister, Portland Cement No. 3 (Andrew Barclay 1234 of 1911) at Dorrigo.

Damian McCrohan, 10/10

Victoria

PUFFING BILLY RAILWAY, Belgrave 762mm gauge
Emerald Tourist Railway Board

On Sunday 3 October 2010 the Climax Locomotive Restoration Committee of the Puffing Billy Preservation Society ran a special train from Belgrave to Gembrook, with the intention of trying to recreate the atmosphere of a 1920s Gembrook mixed train. The event was a fund-raiser for the restoration of Climax locomotive 1694 and was fully booked with over 80 passengers. It was hauled by black 2-6-2T NA locomotive 8A (Newport 1908).

The passengers were all given a handout which was designed to help transport them to the era of the 1920s. Judging by the front cover of the handout the trip had been originally scheduled for Wednesday 3 October 1928, and rescheduled for Sunday 3 October 2010.

On the same day, the Puffing Billy Railway had a public open day with workshops at Belgrave and Emerald, Peckett locomotive *SIR JOHN GRICE* in steam at Emerald, rebuilt Couillet locomotive 861 of 1886 in steam at Menzies Creek, diesel-mechanical locomotive D21 (TGR Launceston 10 of 1968) operating at Menzies Creek, B-BDH DH5 (Walkers 587 of 1968) running shuttle trips between Menzies Creek and Emerald, and NA locomotives 6A (Newport 1901) and 14A (Newport 1914) as well as B-BDH DH31 (Walkers 646 of 1970) running the normal services. This was DH5's first day in revenue service.

As part of the Open Day, the Railway Museum at Menzies Creek put on a number of special displays. This included placing of the former Taiwan Ali Shan Shay locomotive (Lima 2549 of 1912) on No.3 Road at Menzies Creek station, with a load of sawn timber behind it. This was mounted on two restored ex-Tyers Valley Tramway timber bogies. In this location it made a magnificent display.

The bodies of two ex-VR narrow gauge carriages were recently transported from Ocean Grove to Emerald, where they will be stored. One of the carriages was 6NB, a platform ended car, and the other was an NB compartment car which has not yet been identified. Both had been incorporated within a house which was being demolished. It is believed the carriages were taken out of service in the late 1930s, and the house was probably about 70 years old. It is most likely that they were last used on the Beech Forest line.

Parts of one side of each vehicle are missing, but what remains is in very good condition as the bodies were protected from the weather by being totally enclosed inside the

The former Ali Shan Shay locomotive (Lima 2549 of 1912) from Taiwan on display at Menzies Creek Museum. *Photo: Frank Stamford*

house. Many of the roof fittings are intact on one of the cars, including the Pintsch gas piping.

During the Victorian election campaign, the Premier John Brumby announced that a $10.3 million infrastructure investment will be made to the Puffing Billy Railway as part of the government's tourism plan. The investment will cover construction of the Discovery Centre (LR 209, p. 30); a new locomotive shed, carriage shed and paint shop; refurbishment of a steam locomotive, refreshment rooms for Belgrave station, rolling stock upgrades and training of volunteers and staff. The railway's CEO, Eamonn Sneddon thanked the Premier, Tourism Victoria and the Tourism Investment Department for their support, noting that: "This investment initiative focuses on the total visitor experience growing and supporting our traditional business as well as maintaining and replenishing infrastructure."

Frank Stamford, 10/10; *Echo*, 7 October 2010; PBR press release, 23 October 2010, *Narrow Gauge*, 196, March 2010

MARYSVILLE UPDATE

Various gauges

Further to the report in LR 215 (p. 36), we have been advised that Big Tree Management Services of Wahgunyah responded to Bill Russell's original appeal to LRRSA members to assist with the restoration of the fire-damaged Day's tractor at Marysville. They have prepared a business plan for the establishment of a more ambitious project, the Forest Trades Memorial. The objective is to go beyond the rescue of a relic of the past by establishing a 'place of reflection' at Learys Creek Reserve, Marysville. A display house would be established beside the creek for the restored Day's tractor and log bogies, together with an extended section of tramway crossing the creek by a typical log bridge. The tramway section will be representative of Anderson's former No. 2 tramway. The cost of the Forest Trades Memorial is estimated at around $29,000, of which some $17,000 needs to be raised.

David Moyle, 10/10

Tasmania

STEAMFEST RAIL TOUR

610/1067mm gauges

An extensive rail tour of Tasmanian heritage railways has been organised by SteamFest, the Tasmanian Association of Tourist Railways (TATR) and Renaissance Tours from 12-20 March 2011.

Organised by Tony Coen of TATR and Chris Martin of the Redwater Creek Steam & Heritage Society at Sheffield, the tour will be led by Scott McGregor. Commencing at Launceston and the Inveresk Railway Precinct, the tour will coincide with the 2011 SteamFest at Sheffield and then visit the Don River Railway, the Wee Georgie Wood Steam Railway, West Coast Pioneers Museum and the West Coast Wilderness Railway, before ending up in Hobart with a visit to the Tasmania Transport Museum. A ride on the Lune River Railway is an optional extra. The tour cost is from $2700 per person and all profits support SteamFest and the TATR. Further details at: http://www.renaissancetours.com.au/steamfest-tasmanian-railways-tour OR phone Tony Coen 0417 105 967 or Chris Martin 03 6428 3994.

Editor

South Australia

NATIONAL RAILWAY MUSEUM, Port Adelaide

Various gauges

Port Dock Station Museum (SA) Inc.

The 2010 Day out with Thomas festival from 10-18 July was most successful thanks to the efforts of the dedicated team of volunteers who manned the museum and operated the trains. Both 0-4-0T *BUB* and 2-4-0 *BILL* (Willis Eng 1992) were in action hauling a heavy schedule of 457mm gauge trains around the circuit, the former in 'Thomas' guise. The train made 170 shuttle trips during the festival, clocking up 300kms and carried 14,000 passengers.

Former Broken Hill Associated Smelters 1076mm gauge 0-6-0T *PERONNE* (Andrew Barclay 1545 of 1919) operated 170 shuttle trips along a 600m section of multi-gauge track with its 'standard' consist of carriage 144, brakevan 7553 and V van 1900. Around about 6000 passengers travelled on these trains. The NRM has maintained *PERONNE* in operational condition since its full restoration and return to service in 1998. It is used sparingly to conserve its life, being used about five times a year, including the 9-day *Thomas* event. The locomotive was re-tubed and had its running gear fully serviced over the past two years. *PERONNE* has proved to be valuable in training firemen and drivers and providing them with a means of obtaining competency tickets, thereby ensuring that the NRM has a healthy team of volunteers available for its train operations.

Bob Sampson, 10/10

Western Australia

BENNETT BROOK RAILWAY, Whiteman Park

610mm gauge

WA Light Railway Preservation Assoc. Inc.

The former 0-4-2T BT1 *BETTY THOMPSON* (Perry Eng 8967.39.1 of 1939) was returned to steam following a heavy overhaul in time for the 'New friends of Thomas Day' on 19 September and was the star of the show. It doubled headed with 0-6-0DM *ROSALIE* (John Fowler 4110019/1950) hauling passenger trains on the Loop Line, while 2-8-2 NG123 *FREMANTLE* (Anglo Franco Belge 2670 of 1951) hauled the second train on this service. The ex-Lake View & Star 0-4-0DM *PLANET No. 1* (Hibberd 2150 of 1938) worked shuttle trains on the Mussel Pool line top-and-tail with 4wDH *ASHLEY* (Kless Eng. 1986). The operations ran smoothly on the day with a good flow of visitors through the stations. Overall it turned out to be WALRPA's second-best *Thomas* event to date in terms of numbers.

Steam locomotive NG 123 performed well throughout the 2010 steam season. It will now be set aside over the summer season, when diesel and petrol locomotives *ROSALIE*, *PLANET* and *ASHLEY* will take turns on operating duties.

BBR Newsletter, October 2010

Overseas

BURMA MINES RAILWAY, Namtu, Myanma 610mm gauge

The 81km Burma Mines Railway from Namyo to Bawdwin, a long-standing Mecca for light railway enthusiasts, has finally closed, at least as a steam-operated railway. The smelter, the two concentrators, the silver, lead and zinc mines, and the railway were sold to a private investor in late

Heritage & Tourist

2009, with the handover occurring in January 2010. The last train to Namyo, a railcar to deliver the last pay to the workers, ran in July 2009. Two serviceable steam locomotives — 0-4-2T 13 (Kerr Stuart 2383 of 1914) and 2-6-2 42 (WG Bagnall 2338 of 1927) — were available for an enthusiasts' tour in November 2009. Only six of the nine diesel locomotives were serviceable at that time.

LR readers may not be aware of the close association between the Namtu/Bawdwin mines and Australian mining expertise. Because of the geological similarities between the Broken Hill mineral field and that in the mountains of Shan State in north-eastern Burma, Australian mining engineers with Broken Hill experience were recruited as the senior managers at the mines.

The Australian mining magnate WS Robinson became associated with the Burma Corporation in redeveloping the mines from 1923, while Frank F Espie was mine manager and then general manager at Namtu from 1914 to 1941, when he sabotaged the plant and mines as the Japanese Army swept into the area. His son, Sir Frank Espie, who later headed Conzinc Rio Tinto Australia (CRA) was raised at Namtu and served his apprenticeship there.

Recent reports indicate that the new owners plan to lift the Namyo to Namtu section of the line (62km) and upgrade the road from Namtu to Lashio, The line from Namtu to Bawdwin may, however, be retained and upgraded due to the difficulty of constructing a road in this terrain. Further advice from readers on the future of this line would be appreciated.

Editor, 09/10

WELSH HIGHLAND RAILWAY, Dinas, United Kingdom

597mm gauge

Welsh Highland Railway Limited

The Festiniog/Welsh Highland project to build a replica of a long-lost Lynton & Barnstaple Railway Manning Wardle 2-6-2T locomotive at the Boston Lodge Works finally came to its climax when the newly completed locomotive was seen in action at the WHR super power event on 11-12 September 2010. Named *LYD* at a ceremony at Beddgelert station on 14 September 2010, the new loco operated in plain black livery during trial running, commissioning and its launch tours. The latter included the locomotive being displayed at the Launceston Steam Railway on 16-17 September and operating all trains there on 19th, before going to the LBR where it was the star attraction of its Railway Gala event on 24-25 September hauling trains up the 1 in 50 grade to Woody bay station on Exmoor.

Meanwhile, the former South Johnstone mill 0-6-0DM No. 6 (Drewey-Baguley 2395 of 1952), which had been purchased by a private collector for export to the UK and spent some time at the Lynton & Barnstaple Railway, is now at the WHR where it is in the process of being regauged for service as a permanent way locomotive.

Michael Chapman, 10/10; WHR website

WAR OFFICE LOCOMOTIVE TRUST, United Kingdom

610mm gauge

The WOLS has formed the War Office Locomotive Trust (WOLT) as a registered charity. It has launched an appeal for the restoration of historic WW1 Veteran 4-6-0T locomotive Hunslet 1215 of 1916. This locomotive operated at the Bingera and Invicta sugar mills in Queensland and was returned to the UK in 2006, where it was initially displayed in the Locomotion Museum at Shildon (LR, 185, p.30; LR 196, p.30).

As War Department Light Railways No. 303, this locomotive was one of the first of the 'mainline' narrow gauge steam locomotives supplied to the railways supporting the British Imperial forces, including Australian troops, in France during World War I.

The target of the appeal is the complete restoration of the locomotive to working order in time for the 100th anniversary of the commencement of WW1 in 2014 and, in turn for it to be in operation for its own centenary in 2016. With the recent return to steam of Baldwin 4-6-0T 778 and a number of petrol Simplex locomotives and wagons that also worked in France, Hunslet 1215 is the last missing link in the story of the War Department light railways.

The WOLT goal is to steam WDLR 303 on a train of genuine WWI wagons, to work alongside the Simplex and Baldwin locomotives to illustrate this often forgotten aspect of our history.

Ian Hughes, 10/10

Coming Events

DECEMBER 2010

2-5 Kerrisdale Mountain Railway & Museum, VIC. This scenic narrow gauge railway and steam museum is open to the public from 1000-1600 Thursday to Monday and public holidays. Steam engines run in the museum each Sunday. Information, phone (03) 5797 0227 or website: www.kerrisdalemtnrailway.com.au

4-5 Red Cliffs Historical Steam Railway, VIC. Narrow gauge steam operations with train rides every half-hour 1100-1600 using Kerr Stuart steam and EM Baldwin diesel locomotives, 1100-1600 and the first weekend of following months. Enquiries: (03) 5024 1345.

4-5 Redwater Creek Steam Railway, Sheffield, TAS. Narrow gauge steam train operations on the first weekend of every month.Information: www.redwater.org.au

5 Durundur Railway, Woodford, QLD. Narrow gauge steam train rides on the first and third Sunday of the month between 10am and 4pm, together with country markets on the third Sunday. Picnic and barbecue facilities on site. Information: (07) 5496 1976

5 Ballyhooley Steam Railway, QLD. This narrow gauge railway operates steam trains between Marina Mirage station and Port Douglas every Sunday and on selected public holidays from 1020 to 1500. Information: (07) 4099 1839.

10-31 Semaphore & Fort Glanville Railway, SA. Narrow gauge (457mm) steam train operations daily during school holidays through to 30 January 2011 (except Christmas Day). Information: (08) 8341 1690.

11 Illawarra Light Railway Museum, NSW. Narrow gauge steam and diesel-hauled train rides from 1030-1600 on the second Sunday of the month. Information: (02) 4256 4627.

11 Puffing Billy Railway, Emerald, VIC. Santa's Sunset Special train departs Belgrave at 1710 for Lakeside and returns Belgrave at 2135. Bookings on (03) 9757 0700.

11-12 Alexandra Timber Tramway, VIC. Narrow gauge trains hauled by petrol locomotive with markets on Saturday and steam train operations on Sunday 1000-1545. No service Christmas Day. Phone (03) 5772 2392 (running days) or 0427 509 988 for information and bookings.

18 Cobdogla Irrigation Museum, SA. Twilight diesel-hauled train. Phone (08) 8588 2323.

JANUARY 2011

2 Cobdogla Irrigation Museum, SA. Open day with narrow gauge steam train operations. The 'Twilight; diesel-hauled train operates on 8, 15 and 22 January. Phone (08) 8588 2323.

8-9 Alexandra Timber Tramway, VIC. Narrow gauge trains hauled by petrol locomotive with markets on Saturday and steam train operations on Sunday 1000-1545. Diesel-hauled trains on 23 January. Phone (03) 5772 2392 (running days) or 0427 509 988 for information and bookings.

FEBRUARY 2011

12-13 Alexandra Timber Tramway, VIC. Narrow gauge trains hauled by petrol locomotive with markets on Saturday and steam train operations on Sunday 1000-1545. Diesel-hauled trains on Sunday 27 February.

Note: Please send information on coming events to Bob McKillop – rfmckillop@bigpond.com – or the Editor, Light Railways, PO Box 674, St Ives NSW 2070. The deadline for the February issue is 29 December.

LACOTS DES LACS, Nemours, France 600mm gauge
Patrick Mourot

The restoration to working order of the ex-Fairymead Mill locomotive *FELIN-HEN* (Baldwin 46828 of 1917) in France was recently completed. After wartime service with the United States Army on the Western Front, the locomotive was one of three purchased in 1924 for use at the Penrhyn Slate Quarries in north Wales, where it was named *FELIN-HEN*. Unsuccessful there, it was obtained by the Fairymead Sugar Company at Bundaberg in 1940. Here it hauled cane, and was later converted to 0-6-2T. Following its withdrawal from service, *FELIN-HEN* was placed in a local park in 1967 before being saved by the nascent Bundaberg Botanical Gardens Railway preservation group in 1978.

Now returned to its US Army identity of 5104, the Baldwin 2-6-2T has joined several other steam and internal-combustion locomotives that were used in the Great War.

FELIN-HEN found its way to France in 2002 (LR 166, p. 28), where it has been restored by Patrick Mourot at 'Tacots des Lacs', a narrow gauge preservation site based around old gravel pits at Grez-sur-Loing near Nemours, south of Paris. Patrick, a man passionate about the Badwin, took on the daunting task of rebuilding the locomotive. Nothing remained except the chassis, cut back behind the leading axle, the driving wheels and rear truck, and the boiler, which was also incomplete with its front tubeplate missing.

Patrick had just a side plan and some photographs obtained by American historian Richard Dunn. The task was particularly difficult as there is no other surviving example from which missing parts could be copied. Motion parts had to be made as well as a new front part of the chassis, the leading wheel-set and its suspension. Also rebuilt to the original designs were the cab and footplate, the smokebox, chimney and smokebox door, the side tanks and the front and rear couplers.

The most difficult task was to recalculate the boiler specifications to rebuild it to its original design, analyse the composition of the boiler plates, and rivet in the front tubeplate removed in Australia. It was difficult to make the boiler steam tight where it was repaired with riveting. The boiler satisfied the French inspector's scrutiny without any problems because it is in very good condition, and it passed its steam test.

A supporter returned one of the locomotive's original builder's plates, and another contributed its whistle.

The locomotive has been painted in its original US Army colours with painted lettering as on delivery. A nice touch is the addition of the painted name *Felin Hen* on the cab side in the style of similar inscriptions that were added by servicemen in the field.

Patrick worked furiously for four years to rebuild this magnificent machine which he believes is the most beautiful type of 2ft gauge locomotive ever built. Because there is no other example left in existence he felt that someone needed to devote themselves to reconstructing this one from what remained.

The job now complete, Patrick would like to thank those who assisted him to achieve his goal, including the family who agreed to sell him the locomotive's remains, the person who helped him to dismantle his grandfather's old locomotive works in order to recover workshop machinery, and the foundry man who cast missing parts free of charge using the timber patterns provided by Patrick.

As Patrick was writing these notes on the restoration, the locomotive was raising steam just fifty metres away in preparation for a trial run and some final adjustments. Patrick, as the custodian of what he describes as 'this miracle of industrial heritage', is confident that he is the happiest man on earth!

Patrick Mourot and John Browning, 10/10

Left: *The former Corrimal Colliery 0-4-0WT (Robert Hudson/Hudswell Clarke 1423 of 1922) heads back towards the station over the new section of track on the Menangle Light Railway with the passenger train at the 'Oil, Steam and Kerosene' Field Day on 16 October 2010. The ex-Condong Sugar Mill 'Simplex' 4wDM (Motor Rail 11023 of 1955) is at the rear of the train for push-pull operations. Photo: Chris Stratton*
Below: *The '1920s Gembrook mixed train' operated for the Climax Locomotive Restoration Committee during the Puffing Billy Railway's open day on 3 October was a popular attraction. Here, the train pauses at Cockatoo, on its way to Gembrook. Photo: Frank Stamford*

Above: *Guard Eric Bell surveys the scene from the door of his narrow-gauge brakevan 7553 as 0-6-0T* PERONNE *hauls its train on one of its 170 shuttle trips during the 9-day 'Day out with Thomas' event at the National Railway Museum, Port Adelaide, in July 2010. Photo: Bob Sampson* ***Left:*** *The former Mapleton Tramway Shay locomotive (Lima 2800 of 1914) is unloaded onto its prepared track at the Nambour Museum on Tuesday 12 October 2010. Photo: Clive Platter* ***Below:*** *Action on the Bennett Brook Railway at Whiteman Park as 2-8-2 NG123 (Anglo Franco Belge 2670 of 1951) heading a service train returning to Whiteman Village Junction on 18 September passes 0-4-2T BT1* BETTY THOMPSON (*Perry Eng 8967.39.1 of 1939), which has just come off the turntable after being turned for the next day's New Friends of Thomas Day. Photo: James Waterhouse*

Above: *The ex-Fairymead Mill 0-6-2T* Felin-Hen *(Baldwin 46828 of 1917) in steam at the Tacot des Lacs railway in France following its restoration to working order. The loco is finished in its US Army World War I livery and number 5104, and has been reconfigured back to its original 2-6-2T wheel arrangement. Photo: Patrick Mourot* ***Left:*** *Re-enactors from the Great War Society pose with the ex-WW1 4-6-0T locomotive (Hunslet 1215 of 1916) during the gala weekend for the official opening of the Moseley Railway Trust's Apedale Valley Railway at Chesterton near Newcastle-Under-Lyme, North Staffordshire on 18 September 2010. Photo: Ian Hughes* ***Below:*** LYD, *the Welsh Highland Railway's new replica of the Lynton & Barnstaple Railway Manning Wardle 2-6-2T locomotives, was photographed by Michael Chapman shortly after its naming ceremony at Beddgelert station on 14 September 2010.*