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LIGHT RALWAYS

Australia's Magazine of Industrial & Narrow Gauge Railways



Light Railway Research Society of Australia Inc.



#### **LIGHT RAILWAYS**

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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	0.00236 cubic metre
(sawn timber)	

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## Comment

The year 2011 is an important one for the LRRSA, for we celebrate our 50th anniversary during the year. Defining a precise date has proved a challenge, but the 'authorities' have decided on a national conference and dinner in Melbourne on 7 May to mark this achievement, followed by a tour to the Walhalla Goldfields Railway the following day. A special edition of *Light Railways* is also being produced for LRRSA members as part of their 2011 subscription. It will cover the activities of the Society over its 50 years and link these with important events pertaining to Australian narrow gauge and industrial railways over this period.

We live in a country of 'droughts and flooding rains' and as I write this, nature is spreading havoc in terms of the latter category on both sides of the continent. The turmoil experienced by communities in Queensland and the Gascoyne Region of Western Australia (while the rest of that state continues to experience drought and bushfires) has dominated the headlines for some time. The opportunities provided by flood prone land to establish a preservation railway has been taken up by a number of groups, presumably in the knowledge of the risks that this entails. Nevertheless, the losses incurred by floods are devastating to all concerned and our sympathies are extended to affected light railway preservation groups.

This issue has a strong timber tramway flavour with a feature article by Ian McNeil on the Craven Forest Railway in New South Wales and Jeff Austin's interesting story of the locomotive *PIONEER* in Western Australia. We also have another instalment of the late Craig Wilson's detailed articles on the locomotive building entrepreneurship of the Baldwin brothers in Sydney. *Bob McKillop* 

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:** In 1910, the rapid-fire exhaust of Wolgan Valley Railway's Class C Shay locomotive No.2 (Lima 1994 of 1907) echoes off the sandstone cliffs of Penrose Gorge as it makes its way from the shale oil works at Newnes to the government railway connection at Newnes Junction, in The Blue Mountains, west of Sydney. Painting by Phil Belbin



The photograph whose discovery prompted this article. It shows the Fulton Foundry 4-4-0T locomotive PIONEER at Jarrahdale Mill, WA circa 1884-89. Photo: John Ray Collection, courtesy of Bill Weedon

# The locomotive **PIONEER**

## by Jeff Austin

A recently discovered collection of photographs of Jarrahdale mills, Western Australia in the 1880s has provided another glimpse of the life and times in this saw-milling community, but more importantly to the railway historian, an early view of the Australian-built locomotive *PIONEER*.

The photographs are from the family collection of John Ray (1859-1924), a Canadian-born steam engineer who after working on large steam river boats overseas, came to the Rockingham Jarrah Timber Co., Jarrahdale in 1884. He was put in charge of the machinery at the various company mills and his family went on to have a long association with the Millars timber companies.

Only two of the company's locomotives are shown in the various scenes. These are the 4-4-0T locomotive, built by Fulton Foundry, South Melbourne in 1874 and later named *PIONEER*; and the 2-4-0T locomotive, *SAMSON* built by Beyer, Peacock & Co, Manchester in 1882 (Makers No. 2158/82). The absence from the photographs of the other Beyer, Peacock locomotive, *SAMSON* No.2 (Makers No. 3120/89) would suggest that these images were taken in the period 1884-89 and more on that timeframe later.

The SAMSON engine is little changed in appearance from later 1890's views but the Fulton engine is markedly changed. The openness of the rudimentary cab reveals some of the previously hidden details of the boiler and footplate fittings, while the basic structure affords little in the way of weather protection for the crew.

In our book *Rails Through The Bush* (LRRSA, 1997), Adrian Gunzburg and I detailed the history of the locomotive *PIONEER*. The available photographs from the 1890s showed it to be an oddly proportioned and ungainly machine, and yet a locomotive which served the Jarrahdale mills well for about 25 years. The lack of nameplates in the early view is attributed to the fact that they were still affixed to the old Thomson Road Steamer, which originally bore that name and was by then driving machinery in a shed at the mill. The question thus arises, why is the cab of the locomotive so different from the later views of *PIONEER*? Fortunately the answer is reasonably simple — it was extensively rebuilt following an accident.

On 11 June 1890, the locomotive was standing at Jarrahdale and preparing to leave for the new 'No. 3 Mill' at '39 Mile Brook' (8 miles south-east of Jarrahdale). In the cab was the driver, W Moreton and a visiting Canadian sawmill engineer. Without warning, a large dead tree adjacent to the line suddenly toppled over and crushed the locomotive cab. Tragically, the engineer was killed and driver Moreton was injured. The newspaper accounts of this accident mention the locomotive by name — *PIONEER* — and this would suggest it had acquired the nameplates by then.

In the subsequent repairs, the opportunity was taken to improve the crew comfort (especially in winter!) by enclosing the footplate in a boxy, all-steel cab. Later photographs show that modifications were further made by removing the top



Beyer, Peacock 2-4-0T locomotive SAMSON at Jarrahdale Mill, WA circa 1884-89. Photo: John Ray Collection, courtesy of Bill Weedon



PIONEER (far left) with the two SAMSON locomotives at Jarrahdale Mill, circa 1898.

Photo: Millars

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half of the rear cab side wall, but this was obviously a change based on the practicalities of working in such a confined space.

PIONEER went on to work the bush tramways around Jarrahdale throughout the 1890s and it was only the arrival of the two James Martin built locomotives, ROCKINGHAM and JARRAHDALE in 1898, that led to its eventual retirement.

## **Postcript:**

Years later, in March 1910, a reader of the *West Australian* newspaper, recounted his boyhood encounter with this locomotive.

"An Old Locomotive - ... About the year 1874 my parents with their family were returning from a visit to Melbourne in the ship Formosa... The ship was in ballast... The passenger list was limited to ourselves and one other, a large powerful locomotive, consigned to the order of Mr Drummond Wanliss; its destination... was Rockingham. On the voyage over, the boatswain used to lower my brothers and myself down into the hold, and we would play for hours in the sandy ballast, the iron horse the silent spectator of our games... I was told by a man only last week that there is an old locomotive shunted on a side line somewhere between Jarrahdale and Rockingham. If so, it is probably my old friend..."



PIONEER (left) double-heading with one of the SAMSON locomotives. Following the fatal accident of 11 June 1890, PIONEER was rebuilt with the enclosed steel cab seen here. Photo: Millars



PIONEER in its later form., with the upper part of the rear cab side-panels removed.

Photo: John Buckland Collection

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*PWD 32 (VF 801 of 1877) on a short log train at 'The Glen', the forest terminus of the Craven Forest Railway. Four-wheel flat-top wagons were used initially to transport logs back to the mill, later replaced by bogie flat-tops. Photo: Unknown photographer per Alan Hancock* 

# **The Craven Forest Railway**

by Ian McNeil

## Introduction

Craven is a small rural community on the NSW lower-north coast, some 290 km by rail north of Sydney and 20 km south of Gloucester. Until the early 1900s the whole area had been locked up inside the Australian Agricultural Company's huge Gloucester Estate, and the site of the future village was little more than wild bush. The extensive hardwood forests in the area were virtually untouched due to the high cost of transporting timber to markets.

The opening of the NSW North Coast Railway was the catalyst for the development of the area's timber industry. The first section of the new railway, from Maitland to Dungog, was opened on 15 August 1911. The next section between Dungog and Taree, which included Craven, was opened to traffic on 4 February 1913.

## **The First Craven Sawmill**

The Sydney-based timber firm of Allen Taylor & Co. Ltd. was one of the first to begin operations at the future site of Craven. In June 1912 they paid  $\pounds$ 10,000 for some 7000 acres of timber lands in the Wards River valley to the east of Craven.<sup>1</sup> They entered into a partnership with a local timber contractor and sawmill-owner, James Hutton Shedden, and appointed him as the manager of the new enterprise.

In December 1912 they commenced construction of a new sawmill at Craven's Flat, alongside the line of the new North Coast Railway. Two large 12-ton steam boilers were purchased from the defunct Mt Copeland gold mines to power the mill. They were hauled to the Craven mill site by bullock teams. Ten cottages for mill workers were built, thus marking the beginnings of the little village of Craven. The mill began cutting in April 1914 and is recorded as having a capacity of 60,000 super feet of sawn timber per week.<sup>2</sup> Saw logs for the mill were hauled in by bullock teams from the surrounding forests. Some 20 men were employed at the mill, with more finding employment as timber cutters and timber haulers. Early plans were made for a three-mile logging tramway to supply the mill, but these did not come to fruition.

Both Shedden and Allen Taylor were already successful contractors for the supply of sawn and hewn timber to the NSW Government. A priority therefore was to connect the new sawmill to the North Coast railway to facilitate contracted timber deliveries. A private dead-end rail siding, known as Shedden's siding, was constructed during 1913 and brought into use on 24 April 1914.<sup>3</sup> It connected to the north end of Craven goods loop, and after crossing the railway boundary, extended some 940 feet in a south-east direction to terminate alongside the new sawmill.

The relationship between Shedden and Allen Taylor & Co seems to have been a strained one. Matters came to a head in 1916 when Sir Allen visited Craven and was reportedly appalled by what he saw. The mill, he said, was in a depreciated condition and little attempt had been made to keep it in decent order. It should have cost no more than  $\pounds 2500$  to construct as second-hand machinery was purchased for it, yet Shedden had spent over  $\pounds 3500$  on its construction. The losses being sustained by the enterprise, he implied, were due to the local management (Shedden) failing to realise that inland mills faced fierce competition from waterside mills, and hence needed to keep their operating costs cut to the bone.

Sir Allen's board of directors had had enough and decided to cut their losses. They pulled out of Craven and in September 1916 sold the undertaking to Shedden for  $\pounds$ 14,000. Under the terms of the agreement, Shedden had 6 years to pay off the purchase price at 6% interest. Allen Taylor & Co were to be granted the sole rights to act as his timber marketing agent for 10 years.<sup>4</sup>

## The Gloucester and Craven State sawmills enterprise.

In the early years of the 20th century, the NSW Labor Government established several publicly owned state industrial undertakings. Their purpose was to address the exploitation and profiteering by cartels that dominated the building trades at the time. By 1914, NSW had established over a dozen such enterprises including brick works, pipe works, lime works, blue metal quarries, a motor garage — even a bakery and a drug depot.

In 1916 a decision was made to also establish a State Sawmills enterprise to supply its hardwood needs. It was also designed to be a deterrent against unreasonable charges being demanded by private suppliers, and to prevent any combination of timber interests exploiting the Government.

On 19 February 1917 the NSW Government purchased JH Shedden's sawmills at Gloucester and Craven for a total of  $\pounds 15,141.^5$  Shedden was appointed general manager of the newly-formed enterprise. Allen Taylor & Co, who had been Shedden's business partner in the venture a few months previously, were annoyed, to say the least. They claimed that Shedden still owed them a large sum of money from the buyout sale. Further, he had reneged on one of the key conditions of the sale, namely to market all the timber produced through their own company for the next ten years. But presented with a *fait accompli*, they could do nothing about it.

Over the next couple of years the government poured nearly  $\pounds 90,000$  into the Gloucester and Craven State Sawmills (GCSS). A second identical steam sawmill was erected alongside the first to provide a combined cutting capacity of over 100,000 super feet of hardwood timber per week. Both mills were elevated structures. The cutting floors were eight feet above the ground and all the shafting, belts and pulleys

were confined underneath the flooring for safety reasons. As well as the usual breaking-down, circular and docking saws, there was a collection of steam driven machinery for planing, adzing and sleeper boring, and for the manufacture of telegraph pole cross-arms, wheel spokes, hubs and felloes (wheel rims). There were also separate buildings to house the steam boilers, blacksmith's shop, storerooms and the mill office.

In 1922 the GCSS was further expanded with the opening of the Wickham Timber Yards in Newcastle for the retail sale of sawn timber. This proved to be quite a profitable addition to the business though it also succeeded in arousing even more hostility from private saw-millers who viewed the whole enterprise as unfair competition.

Craven village grew in size with the establishment of the GCSS. There were now 50 men working at the mill, with more employed on timber-getting in the forest. More cottages for married men were built on the mill property fronting the main road, as well as a boarding house for single men. The sawmill also established a grocery store for its workforce. The village now boasted its own railway station, a government school, a post office and a union church.

## **The Craven Forest railway**

The establishment of a standard gauge logging railway was part of the overall plan for the GCSS. The intention was not only to supply the mill with all its saw-log needs but also to allow hewn timber products, such as bridge and wharf girders and timber baulks for railway platforms, to be economically railed directly from forest to market.

The original dead-end siding was developed with the addition of a 21-chain (400m) loop such that the main mill buildings were located inside it. One leg of the loop siding served a common log yard for the No.1 and No. 2 mills. The other leg passed



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PWD 32 (VF 801 of 1877) was the first locomotive at Craven. It was brought in by the NSW Public Works Department in early1918 for the construction of the standard gauge Craven Forest railway.Photo: Ken Magor per Jim Longworth

alongside two skillion-roofed platforms where sawn timber could be loaded directly from the saw benches into NSWGR rail trucks for shipment to market. Additional sidings were also constructed for engine run-around and wagon storage purposes.

Construction of the logging railway was undertaken by the NSW Public Works Department. Work began in March 1918 under the supervision of Mr J McKenzie, a former Dungog Shire Council Engineer.<sup>6</sup> The Government compulsorily acquired 27 acres of private land from five landowners along the surveyed route, creating a right of way one chain wide and five miles long.

The headshunt of the sawmill loop was extended, curving to the east before crossing the main Northern Road (now The Bucketts Way). The line turned back to the south-east and a few hundred metres further on converged onto the main access road to the forest (now Glen Road). It continued alongside this road for another 1.5 km on a slight uphill gradient, before diverging to the north-east to follow an easier path alongside a small watercourse.

Some 4 km from Craven the line curved due south to cross Glen Road at right angles, passed over a low saddle, then descended a short distance down into the valley of Wards River. Open terrain had been traversed up to this point and earthworks for the formation were correspondingly light. Further east forested range country began to predominate with access limited to narrow valleys bordered by steep-sided hills.

The logging railway now followed the serpentine course of Wards River upstream for about 3.5 km, generally heading in an easterly direction. Earthworks were significantly heavier, with a succession of benches, embankments and cuttings following one after another. There were six trestle bridge crossings of the river, and a couple of fairly tight 6-chain (120m) radius curves. In spite of the challenging country through which the railway was built, an easy ruling gradient was maintained.

At the State Forest boundary, 8 km from the mill, the going became easier. Still closely following Wards River, the line was constructed on a bench cut along the hillside — now occupied by Glen Road — and terminated in an open area known as The Glen. Terminal facilities were minimal, consisting of a 5-chain (100m) loop for engine run around purposes. The total length of the line as built was 5 miles 77 chains (9.6 km). Sleepers for the line were cut from local timber, and a mixture of 45 and 60lb rails were used in its construction. All told, the logging railway cost  $\pounds 23,627$  to construct, exclusive of locomotives and rolling stock, a large sum of money for the time.

The line was completed in January 1919 although there were apparently some early teething problems with the new formation. The Auditor-General reported: *copious downpours of rain were experienced* [during the first half of the year], *which prevented the utilisation of the line, and resulted in heavy outlay in making good the defects caused thereby.*<sup>7</sup>

## **The First Craven locomotive**

The first locomotive to work at Craven was PWD 32, brought in by the NSW Public Works Department for the construction of the logging railway. It was a small 22-ton 0-6-0ST locomotive with outside cylinders and 36 inch diameter wheels.<sup>8,9</sup>

PWD 32 was built by Vulcan Foundry & Co Ltd at their Newton-le-Willows Works in England (B/N 801 of 1877) to the order of W Briscoe & Co of London, probably for the NSW railway contractor Lawrence Fishburn. It had a varied career as a construction engine on a number of lines before arriving at Craven. Between 1877 and 1886 it was used on



The Craven Forest Railway criss-crossed the serpentine course of Wards River no fewer than five times on its journey towards the State Forest. PWD32, possibly on a construction train, poses with three female passengers on one of the trestle bridge crossings in 1918. Photo: Unknown photographer per Alan Hancock

the building of the Junee to Narrandera, the Mudgee to Capertee, and the Young to Cowra lines. It is also known to have worked at Potts Hill, Rookwood and on the Clyde to Rosewood line in Sydney.

In May 1897 PWD 32 was purchased by the Southern Coal Co for use on the Unanderra to Port Kembla railway and also at the Corrimal Coal Co. It was hired out from time to time to the South Bulli Colliery as well as the North Bulli Colliery Co. During its sojourn on these coal lines it gained the nickname of '*Peggy*'.

In July 1910 the NSW Public Works Department purchased the locomotive, re-numbered it as their number 32 and employed it at Port Kembla on breakwater construction duties and in quarry work. Construction of the logging railway was begun in March 1918 and it is assumed this is when the loco was brought to Craven.

PWD 32 remained at Craven after construction of the logging railway was completed, and is known to have been used on early logging trains. It was still on the roster in late 1923 when the Government advertised the GCSS for sale. But by August 1933 the locomotive appears to have been scrapped, as its rear buffer beam was presented that month for display in the grounds of Craven Public School.

## **The Second Craven locomotive**

For reasons that are now unclear, the GCSS acquired a second steam locomotive either in late 1919 or early 1920. Possibly they considered two engines would be needed to handle the anticipated large quantities of timber traffic. The enterprise was being lavishly equipped at the time, so finding funds for a second locomotive would not have been a problem. It is also possible that PWD 32 was by then not up to the task of hauling logs from the forest, perhaps after a hard life as a contractor's construction engine, and so was to be relegated to the role of sawmill shunter.

The second locomotive was another Vulcan Foundry product,

NSWGR 529x (833 of 1878), a 23-ton 0-6-0ST with 12in x 17in inside cylinders and 36in diameter driving wheels. With boiler pressure set at 120psi its modest tractive effort was rated at 6500 lbs.<sup>8</sup> It was one of three locomotives purchased new in 1879 by the NSWGR for service on the Richmond line where they were known as the '127' class. From 1879 to 1909 it served on various NSW lines as well as stints on the Kogarah-Sans Souci and Yass Steam Tramways. Originally carrying road number 127, it was re-numbered on three further occasions; firstly to P127 in 1889, then to 529 in 1897, and finally by 1909 to 529x, when it was sold to the Mt Kembla Colliery, in the Illawarra district.

During its stay at Craven the leading portion of the side rods were removed, converting the loco to a 2-4-0 type. It has been stated that this was done to enable it to better negotiate sharp curves on the line. There is some doubt about this as investigations in the field have shown that the curves were not in fact particularly sharp. It is possible that partial side rod removal was a low-cost solution to worn journals, during the lean years of the Great Depression.

529x remained at Craven until 1936 when the logging line was pulled up. It was sold to the Mackay Harbour Board in Queensland through the medium of machinery dealer Mr J Kennaway. There it was known as '*Rocket 179*' and was returned to its original 0-6-0 wheel configuration. It was one of the locomotives used on the Mackay Outer Harbour works. Stone was hauled from a quarry at Mt. Bassett to breakwaters being built off the beach north of the Pioneer River mouth. This scheme was seen as the answer to provide a deep water harbour for Mackay, after all previous attempts had failed, but also it was conceived partially as a public works relief project to ease Great Depression unemployment.

The Outer Harbour was opened in 1939. It appears that 529x was then set aside, and was later reported as having been scrapped after lying abandoned for some years.<sup>10</sup>







**Top:** The second locomotive at Craven was former NSWGR 529X (Vulcan Foundry 833 of 1878), which arrived either in late 1919 or early 1920. After a varied career on Government lines, it had been used by colliery interests in the Illawarra since 1909. Photo: SRA Archives per Jim Longworth **Above:** 529X shunting the sawmill sometime in the early 1930s. It has lost the leading portions of its side rods, making it a 2-4-0, possibly as a cheap alternative to expensive repairs to worn journals. Photo: SRA Archives per Jim Longworth **Left**. The extended of the comparison of the same point of the same provided for the same provided for the same point of the same point point of the same point of the same point of the same point of the same point point of the same point point of the same point point point point point of the same point poi

Left: The erstwhile 529X (latterly known as 'Rocket 179') stored in the loco shed at Mackay in February 1949 following the completion of the harbour works a decade earlier. It failed to attract a buyer, and was subsequently scrapped. Photo: Ken Rogers per John Browning

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**Top:** The Craven Sawmill workforce poses for the camera sometime during the 1920s with the No. 1 Mill and 529X forming a backdrop. Photo: Unknown photographer per Alan Hancock

**Above:** A well-worn 529X stored out of use at the sawmill's timber loading platform after the Gloucester Timber Estate Co went into liquidation in 1933. It was subsequently sold to the Mackay Harbour Board in 1936. Photo: SRA Archives per Jim Longworth

*Left:* Builder's photo of Vulcan Foundry 833 of 1878. Photo: Richard Horne Collection



In 1922 Craven gained a crossing loop and was upgraded to become an Electric Staff and Crossing Station. The Goods Yard was also expanded with the addition of a Back Road goods siding loop to handle the State Sawmills timber traffic.

### Craven

The Dungog to Taree section of the single track NSW North Coast Railway was opened for traffic on 4 February 1913. Craven was one of several small localities along this section established mainly as timber loading points. Facilities were minimal. The yard layout consisted of a short goods siding loop on the eastern side of the main line. A 5-ton gantry crane was provided later on to facilitate loading of goods.

Early passenger facilities were also fairly basic. A short brick-faced platform was built on the west side of the line. The station building was a 20ft x 12ft waiting room with an awning on the front. Part of this waiting room was later converted into a booking office, complete with ticket window.

When the Craven sawmill siding was opened for traffic on 24 April 1914 it was initially worked by NSWGR engines. Regulations directed that it was only to be worked by Up goods trains travelling on train staff ticket or line clear report. Goods trains were to be stopped at the Up home signal, the engine detached and then taken into the sawmill siding to drop off or pick up goods trucks. A shunting charge of 2s 11d was levied upon each loaded four-wheeled truck.<sup>11</sup>

Increased rail traffic on the North Coast Railway led to Craven being upgraded to an electric staff and crossing station on 22 October 1922. A crossing loop situated between the main line and the goods loop was installed for this purpose. An additional 840ft long back road loop siding was installed at the same time to accommodate the NSWGR timber traffic generated by the mill.

After the back road was commissioned, the sawmill locomotive was permitted to place loaded goods trucks there for pick up by NSWGR goods trains. Inwards traffic was placed on the sawmill siding, though engines were not allowed to operate outside the goods yard boundary. Instructions were issued to NSWGR railway employees that they were to ensure the State Sawmills locomotive was safely on its own side of the railway boundary before permitting any Departmental engine to work the back road.<sup>12</sup>



The Craven Sawmill was located alongside the North Coast Railway. Rail facilities were fairly basic, consisting of a loop siding with the sawmill complex in the centre. NSWGR wagons were shunted alongside the mill to load sawn timber but were not used on the forest railway.

## **GCSS** operations

Saw logs and hewn timber cut in the Craven State Forest were dragged to the rail terminus at The Glen by bullock teams. The GCSS owned a herd of some 214 bullocks for this purpose, and also hired in private teams to supplement operations. It appears that steam log haulers were not used because the good stands of timber in the forest were not sufficiently concentrated to allow for their economical operation.

A small number of four-wheel flat-top standard gauge wagons were used to transport timber from the forest to the mill. These were supplemented at a later date by the addition of three bogie flat-top wagons. Locomotives ran bunker-first out to the forest, funnel-first on the return trip. There were no turning facilities on the line; run-around loops being provided at both ends to position engines at the head of their trains. It is believed that 529X was the primary motive power used on the logging line, working up to three round trips a day, while PWD 32 was based at the mill to shunt the log yard, timber loading platforms and the mill siding.

The GCSS had been lavishly equipped for large-scale operations with nearly  $\pounds 60,000$  being invested in the Craven side of the enterprise alone. During the first three years of operation, from 1918 to 1920, timber prices were buoyant and the GCSS returned good profits. It was successful in securing large government contracts to supply hewn timber for railway, bridge and wharf construction, and sawn timber to government departments. Large quantities of sawn and hewn timber were railed out between 1919 and 1924, and there was also a significant amount of inwards log traffic. During the peak of operations over 150 wagon loads of sawn and hewn timber a month were being dispatched by rail.

When the No. 1 Sawmill at Craven was destroyed by fire in June 1920, production barely hiccoughed. No expense was spared to rapidly install an electric light plant so that the No. 2 Sawmill could be worked at night on a double shift basis. The No. 1 Mill was quickly rebuilt on a no expense spared basis.

It became apparent, however, that the local timber supply chain was inadequate to supply the enterprise with enough timber to meet the big contracts entered into. The use of bullock teams to feed the line was the weak link. Wet weather restricted their operations inside the forest, while periodic dry spells involved expensive hand-feeding. On two occasions the whole herd was railed off to outside districts for agistment until local conditions improved.

The rate of log supply from the local forest decreased as the timber around the rail head at The Glen was cut out. Bullock teams had to haul mill logs over increasingly longer distances thus slowing down the delivery rate. The NSW Auditor General's reports show that the GCSS began purchasing increasingly larger numbers of logs each year from outside the Gloucester district to meet their contractual obligations. In 1923, for example, the annual cutting capacity of the Craven sawmills was recorded as 3.8 million super feet of timber, but the logging railway only managed to supply 730,000 super feet of this. Outside purchases of logs to make up the deficit substantially added to the cost of running the business.

During the early 1920s the local hardwood timber industry went into the doldrums due to the importation of large quantities of cheap oregon timber from North America. After 1920 the GCSS began to sustain increasing trading losses. These were made worse by the substantial interest and depreciation charges levied by the State Treasury on the  $\pounds$ 90,000 of capital that had been invested in the enterprise.

An additional big loss occurred in 1922 when the Commonwealth War Service Homes Commission cancelled a lucrative timber contract without notice and with little compensation.



The centre section of the standard gauge Craven Forest Railway followed the serpentine course of Wards River upstream to the Craven State Forest. Earthworks were quite substantial and there were six trestle bridge crossings within a 2-mile section.



The Craven Forest Railway was dismantled by the liquidators of the GTEC in 1936. This is one of the smaller bridges across Wards River, probably the last one before The Glen forest terminus. The condition of the remaining sleepers suggests a date in the late 1930s. Photo: Unknown photographer per Alan Hancock

The expensive practice of purchasing saw logs from locations up to 100 miles away and railing them to the mill inevitably meant that the GCSS became uncompetitive. In an effort to reduce the high cost of outside log supply, the government was requested in 1922 for  $\pounds 5000$  to extend the Forest Railway another two miles into the forest to tap fresh supplies. With so much money already sunk in the enterprise, this request fell on deaf ears and no extension was authorised.

The final nail in the coffin for the GCSS came in 1922 when the NSW State Labor Government was voted out of office and replaced by a liberal coalition of Nationalists and Free Traders. They were ideologically opposed to public ownership of industry. Most of the state enterprises were sold off during their first years in office. The GCSS was no exception and it was put up for sale by tender in November 1923.

### **The Gloucester Estate Timber Company**

JH Shedden again emerged as a big winner, this time from the demise of the GCSS. He had previously owned the sawmills at Craven and Gloucester which were sold to the State for a handsome profit in 1917. He had then enjoyed a lucrative career as the General Manager of the GCSS enterprise. Now, seven years later, he tendered for and purchased the profitable parts of the business — the Gloucester sawmill and the Wickham retail timber yards.

There were no bids received in 1923 for the loss-making assets at Craven. In April 1924 Shedden floated the private Gloucester Estate Timber Company (GETC) of which he was a majority shareholder and chairman. When the Craven assets were again advertised for sale by tender,<sup>13</sup> he made a fire-sale offer of  $\pounds 20,000$  for the whole of the plant, including the logging railway. No other offers were received and as the state government was determined to sell, the offer was accepted on 30 October 1924. The resulting audited loss to the State was in excess of  $\pounds 64,000.^{14}$ 

JH Shedden unfortunately did not enjoy his success for very long, as he died two years later, in November 1926. He was succeeded as chairman by his son James Puidulles Shedden. The GTEC continued to operate the sawmills and the logging railway at Craven although it is suspected on a less ambitious scale and on a more economical basis than before.

The onset of the Great Depression spelt the beginning of the end for the GETC and it went into liquidation in 1933. An auction sale of the Craven assets was held at the mills on 27 January 1934. Among the lots put up for auction was Lot 67:

Saddle-back water-tank 6-wheel locomotive, double cylinder, 18in stroke by approx. 12in bore, coal bunker 6ft 6in x 3ft x 2ft, 79 tubes 8ft by 2in. Engine 20ft long, 8ft wide x 10ft high. Fitted with springs, spring buffers and spring drawbars. Standard 4ft  $8\frac{1}{2}$ in gauge. This engine, except for funnel and front of firebox, is well preserved, and the general condition of both engine and boiler is good. (All mountings complete) <sup>15</sup>

Some poetic license appears to have been used in this description of 529x, as photographs from this period show a battered and work-worn locomotive missing its leading side-rods and one of its front buffers.

Three standard-gauge bogie table-top trucks were also listed in the sale. As well there were 330 tons of 45lb and 60lb rail laid in four miles of track, and 125 tons of 80lb rail laid in one mile of track and mill sidings together with points and crossings.

## **Frank Viggers Ltd**

The established timber firm of FrankViggers Ltd purchased the Craven sawmills as a going concern and continued to operate them. Some time later it appears that operations were rationalised and the No. 1 Sawmill was either removed or demolished.

However the logging railway, locomotive 529x and the rolling stock were not part of the purchase.Viggers were using motor lorries to haul logs to their mills and had no use for what had become an expensive white elephant.

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Craven Station was a modest affair dating from 1913. There was a single short platform with a waiting room, ticket office and a small 12-lever signal box. The yard layout featured a crossing loop, goods loop siding and a back loop siding, as well as the junction points for the Craven Sawmills railway. Both station and goods sidings were abolished and removed during the 1980s, and today only the CTC-controlled crossing loop remains. McNair photograph per Gerald McCalden

The line appears to have remained in situ for another couple of years until 1936 when it was dismantled and the rails sold by the liquidators of the GETC. It is believed that this is also when 529x was sold to the Mackay Harbour Board. The fate of the bogie flat-top wagons is not known. The private rail siding to the mill was retained and was renamed in departmental records as F Viggers Ltd Siding. It was finally booked out of use in 1962 and lifted sometime after that.

Viggers went into receivership in 1968. In an ironical footnote of history, the Craven sawmill then passed back into the hands of Allen Taylor & Co, some 50 years after they had disposed of it to Shedden on less than friendly terms. The mill continued to operate until 1978 after which date milling operations were centralized back at Gloucester.<sup>16</sup>

The closure of the mill saw an exodus of many of the villagers and a decline in the fortunes of Craven village. The school closed in 1978 followed by the Post Office a year later. The general store and the union church followed in the next few years.

Rail services and facilities at Craven were scaled back. The back-road goods loop siding was abolished in 1980. Rail passenger services were discontinued and the railway station and station master's residence were demolished in 1984. The crossing loop was retained, however, and is still in operation today, under CTC control.



Craven station in the 1980s with a north-bound XPT passing a goods train refuged in the crossing loop.

McNair photograph per Gerald McCalden

## **Postscript.**

At the time of writing (2009) Craven has reverted to a scattered rural community, quiet and peaceful, a village in name only. An open grassed paddock next to the railway line marks the site of the once-bustling GCSS complex. Craven remains as an unattended, CTC-controlled crossing loop on the NSW North Coast Railway, but the station and goods sidings are only a distant memory.

The remnants of the logging railway are a little better preserved. Where the line passes through private property along Wards River, many of the cuttings and embankments can still be seen as a reminder of this ambitious forest railway. And in a park in Gloucester the rear buffer beam of PWD 32, the railway's construction locomotive, stands guard at the entrance gates.



The rear buffer beam of PWD 32 (VF 801 of 1877) at the entrance gates of Gloucester Park. It had previously been donated to Craven Public School in August 1933 after the Gloucester Timber Estate Company went into liquidation. Photo: Alan Hancock

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South Bulli Colliery D 2 (EMB serial 2047.2 9.68) was returned on 29 October 1991 and photographed loaded on a semi-trailer at Rooty Hill. Photo: Craig Wilson

## Westfalia Becorit Pty Ltd Mining business 1991-1995

by Craig Wilson

## **Merger impact**

From 15 August 1991 the two Australian group companies were merged and operated thereafter under the name of Westfalia Becorit Pty Ltd.<sup>1</sup> At one level the merger with Klockner Becorit Pty Ltd had little impact, as the product lines were complimentary. Longwall tendering from the very beginning had been a process of tendering the various specialty components and Westfalia had on a number of occasions tendered jointly with Klockner Becorit. Physically it meant a number of new staff located at Rooty Hill. The managing director of Klockner Becorit, Andrew Richmond, became the joint managing director of the combined company and there was a increased emphasis on the American connection and longwalls as the primary focus of the company. However beneath those high level changes the Baldwin business continued to supply a base of work and profit to the new company.

## **Industry outlook**

Over the two years following the Baldwin takeover, the industry had continued to experience a gradual decline. Many of the entrepreneurs that had purchased underground mines were struggling to survive. For long-term business, this situation gave little prospect of ongoing activity for the Baldwin rail business. However in the short term, equipment was to come onto the second-hand market at a fraction of its replacement price and give a number of mines the opportunity to modernise their equipment. For the sales team, each colliery was to be a separate effort for business.<sup>2</sup>

## Bellambi Coal Co Ltd, South Bulli Colliery

The program of Fox man car overhauls continued. The first job under the new operator name recorded by the author was for Fox car 1A. This was for a full rebuild and was to be the only recorded visit of this car to Rooty Hill. Seven more Fox man cars were to follow by June 1995. Most cars came for full refurbishment but a number of cars had multiple jobs when minor modifications or warranty work was undertaken.

South Bulli diesel locomotives also went to Rooty Hill. However there were omissions reflecting changes at the colliery. With the tandem controls on D1 and D2 not being authorised, interest lessened in maintaining these smaller, less powerful locomotives. D1 was withdrawn in 1992. D2 continued in service longer and was repaired at Rooty Hill in 1991 and again in 1993. It was ultimately withdrawn from service in 1994.

In late 1992 D4 was at Rooty Hill under repair leaving D3 and D2 to handle a planned longwall changeout. Allan Brown suggested the hire of a suitable locomotive to ensure no problems were encountered. Elcom Collieries Pty Ltd had a number of surplus locomotives at their Wyee State Mine, and Westfalia Becorit hired D6. It was brought to Rooty Hill for fitting of Willison couplers and side chains before being shipped to South Bulli Colliery in November 1992. The loco operated successfully and colliery management expressed interest in its purchase. In January 1993 Steve Lewry, on behalf of the colliery, offered \$30,000 to purchase D6.<sup>3</sup> The offer was accepted and D6 returned to Rooty Hill on 2 February 1993. On job 17296 a number of minor repairs were carried out before D6, which was not renumbered, was returned to its new owner.

Further work on the three South Bulli locomotives was limited to general repairs though there was one feature added to D3 prior to 1993. This was a winch mounted in the inbye cab. Thomas Ward Winch Industries Pty Ltd supplied the





**Above:** AIS 19 (EMB serial 7744.19.78) under repair on 29 October 1991. Left: In December 1992 Westfalia Becorit reduced staffing to approximately 40 as part of an international group reduction of expenditure. Frank Baldwin, who had been a full time consultant, left on 11 December 1992 and is pictured here with Chain Valley 3410 on that day. Maurice Baldwin, who had been similarly employed, left early in the New Year, bringing to an end the involvement of the brothers at Rooty Hill. Below: In the Assembly area at Rooty Hill on 25 May 1992 was Chain Valley Colliery 3411 (EMB serial 10597.3 10.84) and the two Wallarah Colliery locomotives 3406 (EMB serial 3811.1 6.73) and 3405 (EMB serial 3811.2 6.73). Photos: Craig Wilson



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winch, which was rated at 30,000 lb. It was used principally for winching loads onto flat tops in the mine and also found occasional use with D3 dumped at the top of a grade remotely winching flat tops up the grade.

There were some new arrivals with the Westfalia built man cars being sent for repair. The first man car, SBC 22 was only two years old and consequently the work undertaken was minor. SBC 23 followed shortly after. There was also a Baldwin man car, number 14 (EMB serial 3652.2 12.71) which came to the Works in 1994 for brake repair. This was the first of the Baldwin man cars rostered by the colliery to come to the Rooty Hill Works.

## **Al&S, Nebo Colliery**

Nebo Colliery had never been a Baldwin customer before the Receivership. However AIS 19 (EMB serial 7744.1 9.78) had been delivered to Corrimal Colliery and on Corrimal's closure had moved to Nebo to work the coal and materials trains.<sup>4</sup> So alone of the Nebo rail equipment, the workshop staff were to send AIS19 back to Rooty Hill for repairs. In September 1991 it came to Rooty Hill with a cracked head on its Caterpillar 3406PCTD engine. It was promptly sent outside for repair. AIS 19 also needed new tyres and some attention to its Niigata transmission. Both of these latter items were attended to in the workshop.

On 13 May 1992 AIS 19 returned again for work on its bogies. This visit was a warranty job as one of the tyres fitted in the previous year had worked loose. It was the last time AIS 19 came to Rooty Hill as the daily service it saw on coal trains at Nebo Colliery would cease within a year. Nebo and Wongawilli Collieries were jointly worked as Eloura Colliery and rail transport at Eloura was limited, so AIS 19 saw little use thereafter.

#### **AI&S, Appin Colliery**

Appin Colliery was a new customer for Westfalia Becorit. While Appin Colliery still rostered the three Fox locomotives that Baldwin had repaired in 1984 and 1985, the work was not in respect of them. The order obtained by Steve Lewry was for the rebuilding of ten Fox man cars over the following three years. The man cars had been part of a batch built by Fox in 1975-76 and originally had fibreglass modular cabs to reduce noise. After a decade in service overhauls were required and this had been undertaken by Domino Industries Group Pty Ltd. They had replaced the fibreglass cabs with steel and built new frames but had not changed the basic design or equipment.

After another decade of service, Westfalia Becorit won the order for the next refurbishment. The first of the man cars for overhaul arrived almost immediately in October 1991. In those days of restricted budgets, ADC 93 was to serve as the pattern for the remaining nine cars. It was proposed only ADC 93 was to come to Rooty Hill and be rebuilt in its entirety. The replacement frame incorporated a longer wheelbase, which gave greater accessibility to the engine bay, satisfying one of the major complaints of the colliery fitters. There was also a larger and repositioned air bag suspension and finally, on the mechanical side, the conversion from chain to cardan shaft drive.

When ADC 93 was completed it was to be reviewed by Westfalia and Appin staff. As all the man cars were identical, Westfalia would then build the remaining nine frames and fit them out to a point before returning them to Appin Colliery. There, maintenance staff, in quiet periods, would work on the installation of the motors (which had been separately overhauled by different sub contractors), the equipping of the two cabs and the final piping up of the man cars.<sup>5</sup> For this first unit the work went as planned. A special jig was made to mass produce the frames and by February 1992 ADC 93 had been completed and awaited return to Appin. The arrival of AIS 87, the next man car for overhaul, should have been straightforward job. A mainframe was available from the jig, it was fitted out with wheels, braking, final drives and dump suspension. Then the cabs were fitted. Unhappily they didn't fit. While the cabs provided by Domino should have been identical and interchangeable they weren't, and investigation of the remaining man cars showed a large degree of variation. To use the existing metal cabs, each mainframe would need to be individually manufactured. Discussions were held between the parties and it was agreed that the cars would come to Rooty Hill complete. The engines were still sent out for overhaul by a sub-contractor but on return the man car would be fully fitted out at Rooty Hill.6 This change worked successfully and a further two cars, AIS 83 and AIS 102, arrived to be worked on under Job 15884. While the final six were also grouped under a single job number, Job 17324, they were to arrive either singly or in pairs over the next two years. The last car to leave was AIS 84 in September 1994. This order was to be the only rail work undertaken for Appin Colliery.

#### **Al&S, Cordeaux Colliery**

Cordeaux Colliery continued to send to Rooty Hill the two Hexham built diesel locomotives for repair. AIS 23 and AIS 24 had limited repairs in 1991 and 1992 and, unusually for this customer, on Job 20683, AIS 24 was given a major overhaul in 1994.

## Coal & Allied Industries Ltd, Wallarah Colliery (Coal Operations Australia Ltd from April 1994)

Like Cordeaux Colliery, Wallarah Colliery only sent their two Baldwin diesel locomotives to Rooty Hill. Even then the scope of work undertaken was limited. In May 1992 both locomotives had their transmissions removed and sent to Twin Disc for repair. Both again returned in November 1993 for minor repairs.

#### Newcastle Wallsend Coal Co Pty Ltd, Ellalong Colliery

Warranty work on the rack gearboxes was the initial reason for the return of both of the Westfalia rack locomotives to Rooty Hill. In October 1992, No. 2 (Westfalia serial 14526.13.92) was the first to return, only months after its delivery. The bearings in the rack gearboxes had failed and had to be replaced. Locomotive 1 (Westfalia serial 14460.1 1.92) which had preceded No. 2 into service by some months fared better. Its gearbox bearings also failed but it did not need repair until November 1993.<sup>7</sup>

The rack locomotives were not the only work to come from Ellalong Colliery. Travel distances for the miners had grown with the development of the mine. Man transport so far had been done with rubber tyred vehicles over relatively short distances. Steve Lewry and Allan Brown were keen to change this to rail transport. The easiest way was to sell to the colliery a cheap second-hand man car that would illustrate the time-savings with rail transport. Arrangements were made to purchase one of the South Bulli Colliery Baldwin man cars, their number 13 (EMB serial 3652.1 12.70). In September 1994 it came back to Rooty Hill and on Job 20853 was overhauled before dispatch to Ellalong. The sale was a success with the man car adequately meeting its new role.





Above: Metropolitan Colliery DMC 01 has defied identification despite checking with colliery staff and records. It was a Baldwin product and the reinforcing of the cab panels follows Coal & Allied Industries practice. This was confirmed from checking its specification details which indicate it was likely built on Job 3022. Pictured in the assembly area on 16 September 1994. Left: Chain Valley Colliery sent only one of its model 17BE man cars for refurbishment at Rooty Hill. No 2763 was built by Hexham Engineering (HE serial 680 of 1988). Below: The Metropolitan Colliery dolly car at the top of the materials drift on 13 May 1995. Westfalia Becorit overhaul of non-powered rail vehicles and rubber tyred vehicles was part of a strategy to strengthen ties to existing customers.. Photos: Craig Wilson



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#### Metropolitan Collieries Ltd, Metropolitan Colliery

The first work done was not unusual, with DMC 03 repaired on two jobs during 1993. These jobs were followed by a work order on DMC 01. The colliery had purchased DMC 01 in the 1980s but there is no indication in colliery records of when and from whom. From close inspection it can be identified as one of the six built on Job 3022 for Coal & Allied Industries Ltd. The repairs on DMC 01 were completed in September 1994. The balance of work over this period was motivated by a desire by Rooty Hill sales staff to hold onto their customers. One of the ways to maintain and increase the loyalty of customers was to widen the work sought to machinery outside the traditional powered rail equipment. Three alternate orders were now undertaken. The first, on Job 19550, was to overhaul their dolly car and two drift man cars. The repair of the dolly car was to proceed as planned but the two drift cars remained in storage at Rooty Hill until scrapped. That job was followed by two orders for conversion of flat top cars to carry longwall chocks. This work following upon the successful placement of a Westfalia Becorit longwall at the Colliery. On job 21825 six cars were modified to carry longwall chocks and later, on job 22431 a further car was modified. This period also saw efforts to place further man cars on the Metropolitan roster. Again it was the South Bulli Colliery and their Baldwin cars which supplied the necessary equipment. The first man car to Rooty Hill for repair was ex-South Bulli No 19 which arrived in September 1994. It became DMC 05 on the Metropolitan roster.8

## Coal & Allied Industries Ltd, Chain Valley Colliery (Coal Operations Australia Ltd from April 1994)

Chain Valley Colliery continued to be a source of orders for major overhauls of equipment. New work was to come with a contract to upgrade and overhaul the three Baldwin locomotives working at the colliery. The first of the three to arrive was 3411 in February 1992. The overhaul process began with the stripping of the locomotive down to the bare frame. This was sent away for sandblasting and painting with an anti rust epoxy paint. The equipment stripped off was cleaned, tested and repaired or replaced as required. The Caterpillar motor was sent away for evaluation and overhaul. This process took several months until the frame, now surrounded by a number of pallets of returned equipment was judged ready for re-erection. This started with the placement of the wheelsets and the dump brake system and worked up through the installation of air bottles and compressors. By this time the final issues from the stores department would be arriving. These were items like the lexan windows and all piping and fittings. Their arrival would see the final month of work as the locomotive was piped up and finally tested up and down the track alongside the works. 3411 was returned to Chain Valley by October 1992. 3410 arrived in September 1992 and 3409 followed in June 1993. Both of these locomotives, in addition to the overhaul, were fitted with winches in their inbye cabs and tandem air controls.

The next arrival was for an order that had been foreshadowed in Westfalia days. The colliery had planned to refurbish the four battery man cars on its roster. The disposal in June 1992 of the sole Titan man car had reduced the order to the three Hexham cars of Baldwin design. 2763 was the first to arrive for major overhaul in January 1993. It was also to be the only one, with the sale of the colliery probably the being reason for not proceeding with further battery car overhauls. This left only the first order received by Westfalia for the rebuilding of six Baldwin diesel man cars for completion. Two cars, 2631 and 2635, were received for a major overhaul on Job 21842. Work was just beginning on them when the company structure and name changed again in June 1995.

### Newcom Collieries Pty Ltd, Angus Place Colliery

While this order was invoiced to Angus Place Colliery, the indication was that Elcom Head Office on the Central Coast had allocated the order to Westfalia Becorit, as this was the only order to come to Rooty Hill from this colliery. The equipment covered by the order was 70, the first Baldwin designed locomotive built by Hexham. It was delivered to Elcom Collieries Newvale No. 1 Colliery in December 1986 but the locomotive became surplus as the mining activity at the colliery reduced. It came to Rooty Hill for overhaul in 1993 and on its completion was transferred to Angus Place Colliery on 24 January 1994.

## AI&S, Wongawilli Colliery

Job 18797 for alterations to a flat top trolley was to be the sole known work coming from Wongawilli Colliery. By November 1993 when the order was raised the Colliery had officially merged with Nebo and been renamed Eloura, and rail work of all kind was limited. Wongawilli Colliery, while it had rostered Baldwin man cars from 1968 for nearly a decade, sent rail work by preference to local South Coast workshops such as Vernier Engineering and EME (Electrical Mining & Engineering).

## **Newcom Collieries Pty Ltd, Cooranbong Colliery**

While it has not been previously mentioned, Cooranbong Colliery was not a new customer. There were over the years a number of small orders received for which the supply of spare parts to the Colliery was sufficient. In early 1994 an order was gained for an overhaul of number 69, one of the Hexham locomotives. Like a number of other locomotives and man cars transferred in this period, it had been rostered at Newvale No. 1 Colliery where it was now surplus and available for transfer or sale. On completion of the overhaul, 69 was transferred to Cooranbong Colliery.

## Liddell Joint Venturers, Liddell Colliery

In 1990 when Westfalia Pty Ltd had relaunched the Baldwin rail equipment business Liddell Colliery had been expected to generate work. This had proved illusory, so it was a surprise when, in March 1994, an order was received, especially given that there was an expectation of the impending closure of the mine.9 Carried out on man car 2649, the work was for modification of the brakes. This man car had only arrived at the Colliery a year before from West Wallsend Colliery and illustrates the situation in the industry at this time. With so many rail systems closing (as with the West Wallsend Colliery) equipment could be cheaply bought or swapped for other surplus equipment at a fraction of its true value. This meant that often it was cheaper to purchase second-hand equipment offered than to undertake major overhauls on existing owned equipment. This is what effectively happened at Liddell Colliery when numbers of surplus man cars were brought in and in this case only needed minor repair. To continue in operation, even though closure was imminent, further repair jobs were required. Man car 2644 (the roster number shortened to 44 on the car), a second-hand car ex-Lambton Colliery, was repaired in September 1994 and in 1995, only months before the May disposal auction, locomotive 3408 had tyres and torque converter repairs.<sup>10</sup> There was also a further job in those first months of 1995. Hexham-built man car 2641 received an overhaul that included full refurbishment of the cabs and motor. While taken as a Liddell Colliery order, it was not to return to service there and was sold to Ellalong Colliery.11

## Elcom Collieries Pty Ltd, Awaba State Mine.

Awaba State Mine had not been a customer for Baldwin products for thirty years and had a modern fleet of Gemco battery man cars and locomotives. In February 1995, number 14 (Gemco serial 3296.3548 267.87) arrived at the works and over the following months was given a major mechanical overhaul. Awaba State Mine operations had been reduced with staff cut back to sixty in 1993 and a reduced annual production capacity of 300,000 tpa. These changes resulted in the transfer of two of the three man cars at Awaba with No. 14 remaining to undertake all man transport requirements at the colliery.

## **Oceanic Coal Australia Ltd, Teralba Colliery**

In May 1995 Oceanic Coal Australia Ltd was the latest operator of Teralba Colliery. The colliery had gone through a name change and a number of operators after being sold out of BHP. On the roster were a number of Baldwin man cars that were sent for overhaul to a local Boolaroo firm. ATF Overhauls, a division of Metal Manufacturers Ltd. So the arrival at Rooty Hill in February 1995 of BHP DT11 may have surprised. No obvious repairs were undertaken on the man car and it appears that while it was onsite it may have been used to develop the documentation for upgrading the existing Mines Department approval on the Perkins 4.182 engine to the new Diesel Engine System (DES) approval standard. Certainly this project had been ongoing for many months with the approved drawings for the system being dated from August 1994 through to June 1995. The engine system was approved for DES standards on 20 July 1995.<sup>12</sup>

## **Elcom Collieries Pty Ltd, Munmorah State Mine**

The next order again reflected the changes in the industry. Wyee State Mine had worked the Great Northern Seam using rail transport for men and materials haulage. Mining had switched to the Fassifern Seam for which only rubber-tyred vehicles were used. Rail access was maintained into the early 1990s until the seam was sealed. The surplus rail equipment was then available for re-use. Locomotive 64 arrived at Rooty Hill for the fitting of Hexham couplers and side chains before being transferred to Munmorah State Mine.

#### **Singapore Mass Rapid Transit**

Westfalia Becorit was to also build a standard gauge crane on which, for the completeness of this story, the following details are given. Construction of the crane under carriage was first noted in July 1992 and it was last seen, completed, in January 1993. The crane weighed 60 tonnes. It could be towed at 60 kph or could travel under its' own power (with a diesel hydraulic transmission) at 6 kph. The lifting capacity of the Favco crane was 4 tonnes at 16 metres.<sup>13</sup>

## **Another merger**

Overseas developments were again taking a hand in the Australian subsidiary's name and activities. On 19 June 1995 the name of the Australian subsidiary was changed to Mine Technik Australia Pty Ltd.

## References

1. ASIC Return dated 14 August 1991

2. The bulk of the information in this story has been taken from notes recorded during eighteen visits by the author to the Rooty Hill Works during the period that Westfalia Becorit was operational and numerous telephone conversations held with Westfalia Becorit staff on rail equipment at the Works. To avoid repetition, references of the authors' observation have been omitted. 3. D. Jehan telephone conversation notes 29/1/93

4. On Job 12613, AIS 19 was overhauled at Rooty Hill. This was during the period of the Receivers appointment to EM Baldwin & Sons. Nebo Colliery sent a Willison coupling to Rooty Hill for fitting to AIS 19 in January 1986. See Colliery Loading Report 10/1/86. The locomotive was transferred to Nebo on completion of the overhaul

- 5. B. Watts interview 27/5/1994
- 6. B. Watts conversation notes 8/1/1992
- 7. B. Watts interview 27/5/1994
- 8. C. Wilson observation at Metropolitan Colliery 8/5/2001
- 9. A. Richmond conversation notes 18/3/1993

10. Production ID label detail on locomotive. C. Wilson observation at Liddell Colliery 22/5/1995

- 11. D. Hearne conversation notes 4/8/1997
- 12. Engineering Safety Services- 18DH DES upgrade report
- 13. Westfalia Becorit Newsletter December 1992

## Westfalia Becorit Pty Ltd Job list, August 1991-June 1995

Serial		Model	Customer	Roster	Built as
14865.1	91		Bellambi Coal Co Ltd, South Bulli Colliery	1A	Fox PC
14982.1	91		AI&S Ltd, Nebo Colliery	AIS 19	EMB 7744.1 9.78
14991.1	93		Singapore Mass Rapid Transit	HCV	
15078.1	91		AI&S Ltd, Cordeaux Colliery	AIS 24	HE 658
15095.1	91		Bellambi Coal Co Ltd, South Bulli Colliery	D2	EMB 2047.1 9.68
			AI&S Ltd, Nebo Colliery	AIS 19	EMB 7744.1 9.78
15104.1	92		AI&S Ltd, Appin Colliery	ADC 93	Fox PC 361 of 1976
15104.2	92		AI&S Ltd, Appin Colliery	AIS 87	Fox PC 350 of 1975
15176.1	92		Bellambi Coal Co Ltd, South Bulli Colliery	D3	EMB 7750.1 3.78
			C&AIL, Wallarah Colliery	3406	EMB 3811.1 6.73
			C&AIL, Wallarah Colliery	3405	EMB 3811.2 6.73
			NWCCPL, Ellalong Colliery	2	WB 14526.1 3.92
			Metropolitan Coll. Ltd, Metropolitan Colliery	DMC 03	EMB 8899.1 12.79
15424.1	92		Bellambi Coal Co Ltd, South Bulli Colliery	7A	Fox PC
15539.1	92		Bellambi Coal Co Ltd, South Bulli Colliery	14A	Fox PC
15615.1	92		C&AIL, Chain Valley Colliery	3411	EMB 10597.3 10.84
15690.1	92		Bellambi Coal Co Ltd, South Bulli Colliery	18A	Fox PC
15884.1	92		AI&S Ltd, Appin Colliery	AIS 83	Fox PC 346 of 1975
15884.2	92		AI&S Ltd, Appin Colliery	AIS 102	Fox PC
16045.1	92		Bellambi Coal Co Ltd, South Bulli Colliery	10A	Fox PC

Sorial		Madal	Customor	Destar	<b>Duilt</b> oo
<b>JENNE 1</b>	02	Wouer	C&All Chain Valloy Colliery	2/10	EMR 10507 2 0 9/
10445.1	52		Bollambi Coal Co Ltd. South Bulli Colliony		EMB 8/00 1 7 70
1697/1	02		Bellambi Coal Co Ltd, South Bulli Colliery	D0	END 0400.1 7.75
1720/11	02		Bellambi Coal Co Ltd, South Bulli Colliery	D4 D2	EMB 7750 1 2 78
17204.1	03		C&All Chain Valley Colliery	2763	LIVID 7730.1 3.70
17220.1	02		Matropolitan Coll. Ltd. Matropolitan Colliany	2703 DMC 02	EMD 9900 1 12 70
17206 1	02		Bollambi Coal Co Ltd. South Bulli Colliony		EMB 8/00 1 7 70
17230.1	03		Al&S Ltd. Appin Colliery	۵۵ ۵۵ ۸D	END 0400.1 7.75 Fox PC 352 of 1975
17324.1	03		Al&S Ltd. Appin Colliery	85	Fox PC 3/8 of 1975
17324.2	03		Al&S Ltd. Appin Colliery	AIS 103	Fox PC
17324.0	93		Al&S Ltd. Appin Colliery	AIS 86	Fox PC 349 of 1975
17324.4	0 <i>1</i>		Al&S Ltd. Appin Colliery		Fox PC 3/7 of 1075
17324.5	94		Al&S Ltd. Appin Colliery	94	Fox PC 362 of 1976
17555 1	92		Bellambi Coal Co I to South Bulli Colliery	34	Fox PC 328 of 8 73
17712 1	92		Bellambi Coal Co Ltd, South Bulli Colliery	D2	FMR 2047 1 9 68
17894 1	93		Bellambi Coal Co Ltd, South Bulli Colliery	15Δ	Env PC
17895 1	93		Bellambi Coal Co Ltd, South Bulli Colliery	SBC 22	W/ A 13800 1 4 91
17926 1	93		C&All Chain Valley Colliery	3409	FMB 10597 1 6 84
17934 1	93		Bellambi Coal Co I to South Bulli Colliery	14Δ	Enx PC.
17969 1	93		Bellambi Coal Co Ltd, South Bulli Colliery	D6	FMB 8400 1 7 79
18072 1	93		Bellambi Coal Co Ltd, South Bulli Colliery	D3	EMB 7750 1 3 78
18110 1	93		Al&S Ltd. Cordeaux Colliery	AIS 23	HF 657
18123.1	93		Bellambi Coal Co I to South Bulli Colliery	SBC 23	W/ A 13800 2 5 91
18201 1	93		Bellambi Coal Co Ltd, South Bulli Colliery	D4	Fox Tyrant
18318 1	93		Metropolitan Coll 1td Metropolitan Colliery	DMC 03	FMR 8899 1 12 79
10010.1	00		C&All Wallarah Colliery	3406	EMB 3811 1 673
18609 1	93		Newcom Coll Pty Ltd Angus Place Colliery	70	HF 654
18670 1	93		Rellambi Coal Co I to South Bulli Colliery	11Δ	Fox PC 229 of 1968
18671 1	93		Bellambi Coal Co Ltd, South Bulli Colliery	SBC 23	W/ A 13800 2 5 91
18797 1	93	Transnorter	Al&S Wongawilli Colliery	00020	WA 10000.2 0.01
18801 1	94	indhoportor	Bellambi Coal Co I to South Bulli Colliery	D3	EMB 7750 1 3 78
10001.1	01		C&All Wallarah Colliery	3405	EMB 3811 2 6 73
18972 1	94		Newcom Coll Pty Ltd. Cooranbong Colliery	69	HF 655
19045 1	94		NWCCPI Filalong Colliery	1	WA 14460 1 92
19139 1	94		Bellambi Coal Co I to South Bulli Colliery	14	FMB 3652 2 12 70
19550.1	4.94	Dolly Car	Metropolitan Coll. Ltd. Metropolitan Colliery		
19805.1	94		Metropolitan Coll. Ltd, Metropolitan Colliery	DMC 01	EMB PC
19806.1	94		Metropolitan Coll. Ltd. Metropolitan Colliery	DMC 05	EMB 3652.7 4.71
20077.1	94		Bellambi Coal Co Ltd, South Bulli Collierv	D6	EMB 8400.1 7.79
20331.1	94		Bellambi Coal Co Ltd, South Bulli Colliery	3A	Fox PC
20485.1	94		Liddell Joint Venturers, Liddell Collierv	44	EMB 10229.12 4.83
20683.1	94		AI&S Ltd, Cordeaux Colliery	AIS 24	HE 658
20853.1	94		NWCCPL, Ellalong Colliery	2	EMB 3652.1 12.70
			Liddell Joint Venturers, Liddell Colliery	2649	EMB 10229.14 4.83
			Bellambi Coal Co Ltd, South Bulli Colliery	14A	Fox PC
20971.1	94		Liddell Joint Venturers, Liddell Colliery	2641	HE 689
21011.1	94		Liddell Joint Venturers, Liddell Colliery	3408	EMB 5556.2 6.75
21139.1	95		Elcom Collieries Pty Ltd, Awaba State Mine	14	G 3296.3548.267.87
21196.1	94		Bellambi Coal Co Ltd, South Bulli Colliery	14A	Fox PC
21209.1	95		Oceanic Coal Australia Ltd, Teralba Colliery	DT 11	EMB 10229.8 3.83
21393.1	95		Coal Operations Aust Ltd, Chain Valley Coll	3410	EMB 10597.2 9.84
			Bellambi Coal Co Ltd, South Bulli Colliery	4A	Fox PC
21529.1	95		Bellambi Coal Co Ltd, South Bulli Colliery	D6	EMB 8400.1 7.79
21752.1	95		Metropolitan Coll. Ltd, Metropolitan Colliery	DMC 05	EMB 3652.7 4.71
21807.1	95		Bellambi Coal Co Ltd, South Bulli Colliery	D4	Fox Tyrant
21819.1	95		Elcom Coll. Pty Ltd, Munmorah State Mine	64	NM 95572 of 1979
21825.1	95	Flat top	Metropolitan Coll. Ltd, Metropolitan Colliery		
21842.1	95		Coal Operations Aust Ltd, Chain Valley Coll	2635	EMB 10398.3 2.83
21842.2	95		Coal Operations Aust Ltd, Chain Valley Coll	2631	EMB 9838.2 11.81
22431.1	95	Flat top	Metropolitan Coll. Ltd, Metropolitan Colliery		



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West Australian Railscene e-Mag

## QUEENSLAND

## Sucrogen sale

The sale of the Sucrogen CSR sugar milling assets to Wilmar International was completed on 22 December. *Townsville Bulletin* 23/12/10

## **Northern Milling Joint Venture**

#### 610mm gauge

The north Queensland sugar milling joint venture of Maryborough Sugar Factory (Mulgrave Mill) and Bundaberg Sugar (South Johnstone, Babinda and Tableland mills) came into operation on 1 December. On 13 December, Maryborough exercised its option of acquiring the 50% of the joint venture owned by Bundaberg Sugar for \$50m. *North Queensland Register* 14/12/2010

## BUNDABERG SUGAR LTD, Bundaberg district

(see LR 216 p.24)

610mm gauge

It was announced in early December that Bingera Mill will remain open for at least another year as a result of an encouraging trend in cane being made available for crushing. The company is also pledging to upgrade its rail system "with an emphasis on the long-haul high-volume tracks to improve speed and transport economy".

Bingers Mill's Com-Eng 0-6-0DH *BURNETT* (AH2667 of 1963), based at Wallaville, was out of service there in mid-November with a broken front axle. The spare loco at Wallaville, Com-Eng 0-6-0DH *INVICTA* (A1513 of 1956 rebuilt Bundaberg Foundry 2001) then suffered a derailment so EM Baldwin 0 6-0DH *RUBYANNA* (3406.1 1.70 of 1970) was at work hauling cane at Wallaville on 24 November.

Wet weather interruptions meant that about 60,000 tons of cane were stood over.

Hayden Quabba 11/10; Mitch Zunker 11/10; Lincoln Driver 10/10, 11/10; *Bundaberg News-Mail* 31/10/2010 & 10/12/09

## DOWNER EDi RAIL, Maryborough

1067mm gauge

Walkers B-B DH DH73 (718 of 1974) was sold by QR National from Yukan near Sarina in November and is believed to be destined for use as a shunter at the former Walkers works at Maryborough.

Carl Millington 11/10

## **MACKAY SUGAR LTD**

(see LR 216 p.26)

610mm gauge Mackay Sugar is proposing to take over the disused Queensland Railways Netherdale branch between Marian and Racecourse for conversion to a cane railway. The first stage, proposed for use in 2011, would see a 16km direct connection between Marian and Pleystowe, bypassing the current circuitous route via North Eton. A later second stage would see a further 16km linking Pleystowe and Racecourse. It would be anticipated that these new more direct links could see the elimination of some parallel cane railways.

Wet weather forced a premature end of crushing around the end of November with about 15% of the crop unharvested.

Locomotive transfers from Farleigh to Marian noted during the season have been EM Baldwin 4wDH 57 (5.774.1 2 64 of 1964), Clyde 0-6-0DH DEVEREUX (67-568 of 1967) and Clyde Old 0-6-0DH PALMS (70-708 of 1970). The correct name of DEVEREUX is as shown here. It was formerly named DEVEREAUX but was renamed in about 2000. (This change has not always been honoured in these pages.) Continuing wet weather interruptions meant that PALMS, the last locomotive in the old Pleystowe Mill colours, had been repainted in the Mackay Sugar green and yellow livery by late November. The four locomotives recently offered for sale that were more lately in use are stored at Pleystowe Mill. These are Com-Eng 0-6-0DH locomotives SEPTIMUS (A2128 of 1958) and OAKENDEN (FB3169 of 1963), Clyde 0-6-0DH 43 CHELONA (59-201 of 1959) and EM Baldwin 4wDH 10 (4529.3 11.72 of 1972, rebuilt EM Baldwin 8860.1.8.79 of 1979, rebuilt Marian Mill 1980). Com-Eng B-B DH FINCH HATTON (NA 59112 of 1977) is stored at North Eton pending possible refurbishment.

The numbers that were applied to Mackay Sugar locomotives are no longer in use and most of them have lost them from the cabsides with the exception of those with metal numbers that were originally part of the Marian Mill numbering scheme.

Scott Jesser 11/10, 12/10; Carl Millington 11/10; *Daily Mercury* (Mackay)19/11/2010



Bingera Mill's Walkers B-B DH KOLAN (633 of 1969 rebuilt Bundaberg Foundry 1996) heads a train towards the mill on 6 November 2010 through the section of track at Pitts Hill that has been upgraded in recent years. Photo: Lincoln Driver





Above: The 2010 cane crushing season in Queensland was one of the most badly affected by wet weather ever. Farleigh Mill's Walkers B-B DH locomotives CEDARS (693 of 1972 rebuilt Walkers 1997) and DULVERTON (690 of 1972 rebuilt 1997) contemplate this unfortunate state of affairs on 8 November. Photo: Brian Webber Left: Surprisingly for a Saturday, Marian Mill's Com-Eng 0-6-0DH ETON (FB3170 of 1963) heads a navvy train north towards hill country on the Mt Jukes line at Jukes 2 siding on 27 November. Photo: Scott Jesser **Below:** With cheery crew members on board, Marian Mill's Eimco B-B DH NARPI (L256 of 1990) heads west towards Mirani with empty bins at Boldon Hill on 1 December. The sodden conditions do not hold out much promise for further harvesting. Photo: Scott Jesser



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# THE MULGRAVE CENTRAL MILL CO LTD, Gordonvale

(see LR 216 p.26)

610mm gauge

In spite of the wet weather, only a small amount of cane was stood over.

Flood damage in the Little Mulgrave area over the Christmas period included the track across the Mulgrave River bridge on Fairweather's branch being peeled off. Peet's bridge, which crosses the river on the main line, was strewn with flood debris but was otherwise intact, although the approaches to the bridge were heavily blocked with soil and plant matter. Luke Horniblow 12/10; Chris Stephens 12/10; Tom Porritt 12/10

## SUCROGEN (HERBERT) PTY LTD, Herbert River Mills

(see LR 216 p.29)

610mm gauge

Repeated wet weather interruptions meant that just under a million tonnes of cane was left to stand over, approximately 20% of the harvest. Victoria Mill continued to crush after Macknade finished on 2 December and Macknade cane was shuttled across for crushing at Victoria until crushing finished there on 12 December.

EM Baldwin B-B DH *DARWIN* (6171.1 9.75 of 1975) had its engine removed at Macknade Mill and was towed over to Victoria Mill in the first week of December for a major overhaul to be carried out. Another locomotive to be fitted with a new engine during the slack season is expected to be Clyde 0-6-0DH *LUCINDA* (65-436 of 1965). EM Baldwin B-B DH *GOWRIE* (7135.1 7.75 of 1975) was noted under repair at Victoria

Mill in November following the collision that it was involved in during August.

Hudswell Clarke 0-6-0 *HOMEBUSH* (1067 of 1914) was in use giving rides to family members at the Victoria Mill social club Christmas party on 4 December.

Luke Horniblow 11/10; Chris Hart 11/10; 12/10

## SUCROGEN (KALAMIA) PTY LTD SUCROGEN (HAUGHTON) PTY LTD, Invicta Mill

(see LR 215 p.27) 610mm gauge

On 20 December, three of the Burdekin mills were crushing in an attempt to get off some

more of the district crop, of which about a quarter was left unharvested. Cane from the Kalamia Mill area was being brought to Browns Road 7 on the dual gauge section where it was handed over for haulage to Invicta Mill. Scott Jesser 12/10

## SUCROGEN (PIONEER SUGAR) PTY LTD

(see LR 210 p.27)

1067mm gauge

On 4 December the ex-Mount Isa Walkers B-B DH 5803 (682 of 1972) was noted at the head of a molasses train at Pioneer Mill. The normal locomotive for these duties, Walkers 0-6-0DH 583 of 1968, ex Aramac Tramway, was under repair in the workshops. Scott Jesser 12/10

## **TULLY SUGAR LTD**

(see LR 216 p.29)

610mm gauge

A takeover bid has been received from Bunge Agribusiness Singapore Private Ltd to purchase a minimum of 50.1% of Tully shares which will require a change in company rules that currently restrict share ownership by any one party to a maximum of 20%. The offer has been recommended by the Tully Sugar Board, and is substantially in advance of the previous Maryborough Sugar Factory offer. The Bunge group is a US-based agri-business with sugar milling and refining interests in Brazil.

Luke Horniblow 12/10; *The Australian* 24/12/2010

## VICTORIA

### AGL HYDRO PARTNERSHIP, Bogong Creek (see LR 209 p.22)

915mm gauge

A visit to the Bogong Creek Tramway on 2 January began at the rail depot near Clover power station. Here there was a variety of vehicles including Motor Rail 4wDM 7366 of 1939, the "Jeep" 4-wheel battery electric railcar from Rubicon, a 'garden shed on wheels', a disused passenger car, sundry wagons based on Robert Hudson underframes, and the Maximove 4wDM railcar in the shed.

The aqueduct itself is currently out of order as a result of having been blocked by a number of recent landslips, but the tramway alongside it is intact and has seen recent use. It appears that all wooden sleepers have been replaced with steel ones, except under some sets of points. The steel sleepers are stamped Trak-Lok 25-03-03 and are punched for 2ft gauge track as well as 3ft. Along the route was a siding containing a couple of tip skips and a couple of tankers.

About 6km along the tramway at the siding at the Big River Fire Trail was Ruston & Hornsby 4wDM 296070 of 1950 and a wide flat wagon loaded with sleepers. The Ruston appeared to be in working order. Beyond this the aqueduct was closed off. Some walkers said that there were major landslides along the section to Bogong Creek that had brought down trees and at one point destroyed a tramway bridge. Trevor Staats 1/11

In horrendous weather conditions, Kalamia Mill's Walkers B-B DH RITA ISLAND (625 of 1969 rebuilt Goninan Mackay 1996) heads a short train of cane at Airdale 2 on 20 December as the season stumbles to an end. The cane will be taken over the Pioneer Mill dual gauge line to the Invicta Mill system for crushing at Invicta Mill. Photo: Scott Jesser





**Above:** Pioneer Mill's ex-Mt Isa Mines Walkers B-B DH 5803 (682 of 1972) at the head of a molasses train at the mill on 4 December. Photo: Scott Jesser **Left**: Flood damage to the line on Fairweather's Bridge across the Mulgrave River at Goldsborough on 28 December. Photo: Luke Horniblow **Below:** Victoria Mill's Hudswell Clarke 0-6-0 HOMEBUSH (1067 of 1914) making steam in preparation for a test run on 3 December to be ready for the mill social club party the next day. The leading diesel is Walkers B-B DH CAIRNS (681 of 1972 rebuilt Bundaberg Foundry 1997) with its Corradini brake wagon. Photo: Chris Hart



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## WESTERN AUSTRALIA

## **BHP BILLITON IRON ORE PTY LTD**

(see LR 216 p.29) 1435mm gauge Recent namings of Electro-Motive Canada locomotives are as follows:

## No. Builder's number Date Name

4315	20058712-002	2006	MIJARRPA
4321	20058712-008	2006	PANTARANGU
4346	20078915-013	2008	SOUTHERN
			CROSS

The selection process for the names to be applied to the 18 new locomotives delivered this year has been completed and those chosen are:

BLACK ROCK	PRIDE
CAPRICORNIA	RED DOG
CHUGGALUGA	SESQUICENTENNIAL
DESERT PEA	SPIRIT
ENDEAVOUR	THE PILBARA PRINCESS
INDIAN OCEAN	THOMAS
IRON ORE	WESTERN AUSTRALIA
KOKODA	YARRIE
NELSON POINT	YULE

A further 10 similar locomotives numbered 4374 to 4383 are on order for delivery in August/ September 2011.

The newly duplicated 63km main line section between Hesta and Yandi Junction was commissioned in mid-November 2010. From 1 December the BHP Billiton iron ore railway has come under the jurisdiction of the Western Australian Rail Safety Act 1998 and the



## Australian Railway Heritage Guide – 2010 Edition

## by Robert McKillop

Published 2010 by ARHSnsw. 320 pages, maps and photos, card covers. Available from the ARHSnsw bookshop, phone (02) 9379 6633, or on-line at www.arhsnsw.com.au Recommended retail price \$35.00

The latest edition of this handy guide is now available — and welcome indeed it is; the previous one was published last century and had become somewhat out of date! A quick comparison shows how things have changed over the last decade. The new one weighs in at near 600 grams and has 320 pages packed with info, maps and hundreds of selected photos. With handy small-format pages, this book fits nicely Occupational Health and Safety Act. The Office of Rail Safety will now monitor all rail operations. Three of the lesser iron ore miners, Atlas Iron, Brockman Resources and FerrAus, have been seeking an arrangement for BHP Billiton to haul their ore to port and have been involved in negotiations about this, with various degrees of success.

Brett Geraghty 11/10; Toad Montgomery 12/10; *WA Railscene e-mag* 108, 111, 113; *The Australian* 18/11/2010; Sky News 10/12/2010

## COOTE INDUSTRIAL, Maddington, WA

(see LR 196 p.29)

Eighteen remaining ex-Pilbara iron ore locomotives stored for years at the former GTSA Engineering site were cut up during December. Two locomotives are still in the yard complete, the AE Goodwin Co-Co DE rebuilds that were being prepared for use on the initial phase of the Fortescue Metals railway construction but never delivered: DR8405 (G-6014-04 of 1968 rebuilt Com-Eng 1984) and ex-Hamersley 3008, which was to be DR8406 (G-6014-01 of 1968 rebuilt Com-Eng 1984).

WA Railscene e-mag 116; Editor

#### **THE PILBARA INFRASTRUCTURE PTY LTD** (see LR 216 p.29)

#### 1435mm gauge

Fortescue Metals has announced the expansion of its port and rail facilities to triple production from 55 to 155 million tonnes per annum by early 2013. This will include duplication of 120km of existing railway and the construction of 130km

into car glove-boxes, big coat pockets, back packs etc. All entries have been updated, the layout is easy to consult and the print is clear. Initially divided into states and territories, each chapter is then sub-divided into the standard tourist regions and lists the various rail-orientated museums, preserved railway operations and heritage features. Each entry includes relevant details, prices etc., but as these can alter, contact details and web addresses are included for the reader's convenience.

Considering the vastness of the subject and the huge amount of information contained, it would be near impossible to have every entry right up to date - for example, the ARHS Vic Div museum at North Williamstown has been closed since late February 2010 (whilst they install ugly crowd barriers to stop the patrons from patting the engines. Presumably static locomotives are more dangerous than ones in steam - viz. Puffing Billy where the time-honoured practice of "patting the engine" is allowed!) No doubt readers will also note some locations omitted a good number of mining museums have some rail material. Other, more relevant, locations omitted that come to mind include Byron Bay and the 88-year-old Simplex loco, preserved by the council (whose shed will be opened by the custodian upon request), and the pleasure railway at Wycliffe Well that uses a 1972 Alwyn Zinn loco. I'm sure the editor, Bob McKillop, will be most pleased to receive readers' suggestions



of new rail line to the Solomon Project near Wittenoom. The latter line will involve bridges over the BHP main line and the Great Northern Highway. Meanwhile, Brockman Resources has offered to fund a \$500 million branch railway in return for access to the Fortescue rail network to allow the development of Brockman's Marillana iron ore project.

David Bromage 11/10; Richard Montgomery 11/10; *The West Australian* 17/12/10

## PILBARA RAIL

(see LR 215 p.31)

## 1435mm gauge

United Rail group announced on 1 November that an order had been placed by Rio Tinto for the supply of a further nine Model ES44ACi locomotives to be constructed by General Electric in the USA. These will be numbered 8154 to 8162 with delivery anticipated in the second half of 2011.

WA Railscene e-mag 108

LRRSA ONLINE DISCUSSION GROUP Have you joined the LRRSA's email discussion group yet? See: http://au.groups.yahoo.com/group/ LRRSA/ and click on "Join This Group"!



and further information on any locations that readers consider relevant, for the next guide.

Mention must be made of the maps – or rather diagrams. Mostly they are simple, effective and clearly mark the locations mentioned in each listing. They are not designed as road maps but are a very useful addition to the text. However, I noted the Melbourne region map to be somewhat deficient. The scale is incorrect, and some railway lines are in the wrong place, as are some suburbs. Some symbols (ie. for rail trails) are included on the map but the actual track is omitted. A couple of minor errors in the text where the proof reading failed were noted and on various other maps there are some minor errors in status of government railways — some closed lines are indicated as open — but these are very minor quibbles and don't detract from the overall usefulness of this guide.

A good index in included but I suspect most readers will prefer to use of the format of the book to locate areas of interest. As mentioned, considering the time since the last guide, the huge amount of information to be sifted, checked and collated, and the all-encompassing nature of the guide, I can definitely recommend this book to all with an interest in railways and their infrastructure – both industrial, heritage, preserved and government-owned.

My recommendation — don't leave home without one! Phil Rickard

## The Buderim–Palmwoods Tramway

## by Garth Fraser & Neil McGarvie

A4 size, 104 pages with card cover. Profusely illustrated with colour and black & white photographs and with many maps and diagrams. Published 2010 by Buderim—Palmwoods Heritage Tramway Inc., PO Box 923, BUDERIM Q 4556. Recommended retail price \$29.95.

The Buderim Tramway was an 11.5 kilometre 762mm gauge line operated by the Maroochy Shire Council between 1914 and 1935. It connected the Queensland Railways station at Palmwoods with the township of Buderim, a fertile upland farming area overlooking the ocean just south of Nambour. On it operated Australia's largest Krauss locomotive and a Class A Shay. In 1914, the Council was shortly to extend the Moreton Mill's Dulong line to Mapleton and take it over as the Mapleton Tramway. This of course was 610mm gauge. The wider gauge for Buderim may have been chosen for sound technical reasons or it may have been done with the parochial attitude of preventing future interconnection with the Moreton Mill network, as Neil McGarvie suggests. History may have taken a different turn if the decision had been otherwise.

The two locomotives still exist – the regauged Krauss has been cosmetically restored by the Buderim–Palmwoods Heritage Tramway while the remains of the Shay lie mostly buried in the main line railway embankment at Palmwoods.

The majority of Neil McGarvie's contribution to the book focuses on the story of the conservation of the tramway's physical remains, including a heritage walking track. Garth Fraser records in detail the excellent cosmetic restoration of the Krauss by a team led by him. Many photographs show the progress of this project. Regauged for use at Bingera Mill, the locomotive had been saved by Mike Loveday in 1967 and was obtained in incomplete and indifferent condition in 2004. It has now been put into a condition that would enable it to be on public display and it is hoped that this will soon eventuate. Only a fraction of the book -15 pages - is devoted to the tramway's history, written by Neil McGarvie. This is a fairly sketchy outline mostly featuring oral sources. Frustratingly, most of the historical photographs are reproduced at a very small size. This is an interesting and informative book. Copies may already be hard to come by as it is understood that the print run was very small.The definitive history of the line remains to be written.

John Browning

# **DVD** Review

## 7A at Walhalla

Rob Murphy Productions for the Walhalla Goldfields Railway Inc. Running time 35 minutes. RRP \$29.95; online orders \$24, plus \$4 P&H (per order). Funds raised from sale of the DVD support the Walhalla Goldfields Railway; www.walhallarail.com

As featured in *Light Railways* 214, the operation of the Puffing Billy NA class 2-6-2T locomotive on special trains on the Walhalla Goldfields Railway to mark the centenary of the opening of the line on 29-30 May 2010 was an eagerly awaited event among narrow gauge railway enthusiasts. Locomotive 7A was transported to Walhalla on Wednesday 26 May and several test trips were made on the following two days. For these trips and the first day of public operations on 29 May, the loco carried number plates for 9A as this was the locomotive that hauled the first official train into Walhalla on 15 May 1910.

This beautifully photographed and neatly edited DVD captures the sights and sounds of this memorable event as a tribute to the efforts of the Walhalla Goldfields Railway volunteers who have restored the spectacular Walhalla to Thompsons River line through the Stringers Creek Gorge, the Puffing Billy Railway and its crew who made the steam operation possible, and the passengers and supporters who contributed to the success of the event.



A magic scene with 7A enveloped in steam as it is moved in the morning mist opens the DVD, followed by brief text outlining the events with effective background music. Thankfully, there is no voice over by an over-excited enthusiast talking up the subject; the sights and sounds of the locomotive, its train, workers and passengers, backed where necessary by brief texts identifying each sequence, tell the story most effectively.

Things get under way with an early morning sequence of the crew lighting up the locomotive. getting up steam and polishing the brass work. 7A, alias 9A, moves past a rugged cliff face to be coaled and then sets out for a series of weight testing runs with various configurations of carriages. There are some delightful scenes as the smoke and steam hangs low in the heavy morning air and the sharp bark of the loco and its whistle echo off the steep mountains. This is followed by a light engine run from Happy Creek to Walhalla 'just for fun', with the camera apparently mounted on the cab roof. This sequence could have done with some additional cutting, but it gives the viewer a detailed appreciation of the rugged terrain of the gorge and the many curves, cuttings, viaducts and bridges required to build the line through this remarkable section.

The public running on Saturday 29 May commences with passengers boarding at Walhalla station, a warning bell, the station mistress waving her flag and the train's departure. Trains are photographed en route from a variety of angles, and while there are some excellent shots in the awe-inspiring setting, in the opinion of this reviewer there are too many attempts at 'artistic shots' in this sequence, and some of the 'results' are confusing to the viewer. Admittedly, poor lighting in some of the gullies made photography difficult.

The text tells us that heavy rain caused a rock-fall that caused a delay in train schedules on Sunday 30th and the next film sequence opens with discussion among volunteers on the clearing tasks. That is kept short, and we are soon into scenes of passengers braving the elements on trains hauled by 7A, now with its correct identity plates. The good humour of the passengers in the difficult conditions pervades the film. The final run of the day ---"the wettest and most memorable" --- features a winter-like scene of the loco headlight illuminating the darkness as the train approaches the camera through an S-bend and passes close by. Clearly conditions on the day posed great difficulties for the photographers, but somehow the camera operator in this instance managed to keep things in focus as the train rolls by. We are then treated to a grand finale, taken on the Saturday, with patches of blue sky and some sunlight, as the train rides over impressive bridges, slips on the wet rails, then climbs the 1in 30 grades with its exhaust beat echoing off the walls of the gorge. In spite the reviewer's minor reservations noted above, this is a very fine production indeed, and is thoroughly recommended as a memento of one of the great events in recent Australian narrow gauge railway history. Bob McKillop

## **OBITUARY** Ray Graf (1944–2010)

Ray Graf, a generous and respected member of LRRSA, passed away at his home in Orange, NSW, shortly after Christmas 2010. His death was discovered on 30 December after police were notified that he had not been seen or heard of for a few days. In recent years he had become a diabetic and was under treatment for high blood pressure and prostate cancer.

Ray grew up in Melbourne and lived at Ringwood before moving to Orange. He had been employed as a technician by Telstra and its hived-off successors before accepting a redundancy package that enabled him to concentrate on his true love: light railways in all their forms.

He was passionate about the use of narrow gauge railways for construction and mining projects and was a wealth of information about places that no one else bothered to visit or even knew about. Ray covered the country widely in his well-travelled grey Holden panel van or yellow ute, each on their umpteenth engines, and was heavily involved with the narrow gauge preservation projects at Menangle south of Sydney and at Alexandra in Victoria. He also seemed to know of and to have visited every private 2ft gauge railway in Australia, even those whose owners tried to keep a well-kept secret. He extended his passion to the ownership of battery electric and diesel locomotives that he kept at the Menangle Narrow Gauge Railway, where his commitment extended to serving for six years as the railway representative on the Board of Directors for the Campbelltown Steam and Machinery Museum, spending time both as Chairman and Secretary. He helped plan the extension and operating of the railway and energised working bees through his enthusiasm.

Ray joined LRRSA around August 1966, holding membership No. 27. He is remembered as one of the highly active young railway enthusiasts to be seen on all the fan trips at the time. Following his move to Orange, he attended LRRSA meetings in Sydney and helped organise a number of tours for the Society, including the April 2008 tour to his beloved Menangle, as well as taking part in many LRRSA Victorian tours.

Despite his electronics background, Ray was somewhat of a Luddite, never owning a computer or using email, and eschewing such devices as digital cameras. Nevertheless, he was a prolific photographer, and the editors of *Light Railways*, and before that *Light Railway News*, were often grateful to receive packages containing photographs, photocopies of pages from obscure publications, and tourist railway and local history brochures, often accompanied by semi-legible notes seemingly composed in Ray's own special version of hieroglyphics. It was his own way of sharing his knowledge with a wider audience.

Ray was unassuming, generous and thoughtful. He took pleasure in a joke, a chat and in banter with fellow enthusiasts. He was always ready to share his knowledge with those he considered reliable, but he had little time for officialese in any form, a trait that often left him frustrated, as the 'Graffy' method of doing things did not always accord with the ways preferred by regulators. Ray Graf made an invaluable contribution to the recording of information about light railways in Australia as well as to saving and conserving light railway equipment. He will be sorely missed.

Contributions from:

Peter Evans, Andrew McVey, Frank Stamford, John Browning, Bob McKillop and Phil Rickard





## LRRSA NEWS

## **MEETINGS**

## ADELAIDE: "The SAR EPD layout"

We will be travelling to Cheltenham to view the SAR EPD layout, followed by our meeting and an Abt Railway video. Members are invited to make contributions at the meeting on any light rail topic, and suggestions of topics for future meetings are welcome.

Location: 53 Stroud St. North, Cheltenham Date: Thursday 3 February at 7.15pm. Contact Les Howard on (08) 8278 3082.

BRISBANE: 'Danny Sheehan presents...". Danny Sheehan will show slides and photos from his extensive collection. 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 11 February at 7.30pm. Entry from 7pm.

## MELBOURNE: "Special LRRSA Fiftieth Anniversary Night"

A slide presentation recording the history of the Society, its activities, achievements, "sensational revelations" and great discoveries. A special supper and 50th Birthday cake will be provided. Don't miss it; the next meeting of this type will not be until February, 2036. Location: Ashburton Uniting Church Hall, Ashburn Grove, Ashburton. Date: Thursday 10 February at 8:00pm

## SYDNEY: "The Burning Mists of Time"

Mr. Philip Hammon, co-author of the recently published book, 'The Burning Mists of Time' will talk about the history and development of the oil shale and coal mining industry at Katoomba, in the Blue Mountains of NSW. The period to be discussed will be from 1888 through to 1940. Phil has uncovered many very interesting new facts and photographs to illustrate the industrial light railway systems, and aerial tramway, which serviced these mining enterprises in the Jamison Valley. Come along for a very entertaining evening. Location: Woodstock Community Centre, Church Street, Burwood, (five minutes walk from Burwood railway station). Date: Wednesday 23 February at 7.30pm

Ray in typical pose in 2009 on a photographic assignment at Campbelltown. Photo: Andrew McVey



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,

Zoo trains (LR 155, 182, 183, 184, 185) From about the year 2000, some correspondence was published about zoo trains, but knowledge of the Melbourne Zoo train was sparse.

On a recent visit to Seymour Victoria Station, I observed in the waiting room an early VR poster inviting passengers to travel by train to the zoo, and it shows the train. The loco has features similar to the streamlined S Class locos, so it must have been after 1937.

Also in the waiting room is a collection of railway historical photos.

Keith Vanston Delacombe, Vic

#### Dear Sir,

#### Mt Lyell 7<sup>1</sup>/<sub>2</sub>-ton 610mm gauge Krauss 0-4-0 tank locomotives (LR 153)

I have recently been reading the half-yearly reports and other correspondence of the Mt Lyell Mining and Railway Company, which are now held by Melbourne University Archives. These and some other information that I have come across over the years have amplified a few of the entries in Bruce Macdonald's very comprehensive history of Australian Krauss locomotives in LR153.

Mt Lyell purchased five 7½ ton Krauss locomotives and numbered them 2 to 6 in their Krauss series. Their maker's numbers were respectively 3267 of 1895, 3549, 3644 and 3729 of 1897 and 4387 of 1900. In addition the North Mt Lyell Copper Co bought a 7½-ton engine (4087 of 1899) to work the line between the North Lyell mine and the summit station of the Mt Lyell main haulage line.

The half-yearly report of the Mt Lyell General Manager (Robert Carl Sticht) for 30 September 1908 noted that 'one of the older' 2ft gauge locomotives had been sold. I think this must have been No. 1, the only 6<sup>1</sup>/<sub>2</sub>-ton Krauss, which Bruce records as going to Wadey and Co for Heatherton Asylum in 1908.

However, I am slightly uneasy about the fact that in his report for 31 March 1909 Sticht referred to 'a further' 7-ton locomotive being sold and replaced by 10-ton Krauss No. 9 (5988 of 1908). Sticht identifies the  $7\frac{1}{2}$ -ton locomotive as No. 2 in two letters in February 1909. It was traded to Lohmann and Co as an offset against the cost of No. 9 and after an overhaul it was shipped from Regatta Point to Melbourne on the *Wainui* on 22 February 1909. My concern is with the word 'further' since No. 2 was in fact the first  $7\frac{1}{2}$ -ton Krauss to be disposed of. However Sticht may have overlooked the fact the No. 1 was actually a 6  $\frac{1}{2}$ -ton locomotive. Bruce records No. 2 as going to Wadey and Co for Heatherton Asylum in 1908

The only other sale of a 7½-ton Krauss that Sticht records up to 1915 is in the half-year ending 30 September 1910. I think this must have been the first No. 6, which Bruce records as going to Wadey and Co for Metropolitan Abattoir construction in Adelaide in 1910. In his report for 31 March 1911 Sticht records that it was replaced by 10-ton Krauss No. 10 (6067 of 1910).

In 1963 the workshops manager at Queenstown told me that No. 4 Krauss was sold on 18 December 1914. The sale is not mentioned in the half-yearly report, but Sticht was overseas at this stage and his position was being filled by the Local Superintendent, Basil Sawyer, who may not have been so interested in Krauss disposals. Bruce records No. 4 as going to Palms sugar mill in 1911, but hopefully there might be some flexibility in this date.

The remaining two 7<sup>1</sup>/<sub>2</sub>-ton locomotives purchased new by Mt Lyell (Nos 3 and 5) are best considered together. No. 3 has always been the mystery engine. There is a very long tradition going back to the early years of the Australian Railway Historical Society Bulletin that No. 3 was scrapped after an accident in 1909. I have never found any evidence for this claim, although by 1909 if a 71/2-ton locomotive suffered frame or cylinder damage in even a minor incident it might have been dismantled for spare parts rather than repaired. Against this there is evidence that No. 3 was working at Mt Lyell long after 1909. Bruce noted that its boiler was inspected at Mt Lyell in 1920, while the workshops manager told me in 1963 that his records showed No. 3 as going to North Lyell in 1920.

The 1915 Mt Lyell guidebook said that they had eight 610mm gauge locomotives, which presumably consisted of 10-ton locomotives 7 to 10 and 7½-ton locomotives 3, 4 and second 6. Walch's Tasmanian Almanac showed Mt Lyell as having seven 610mm gauge locomotives in each year from 1920 to 1927, after which Walch only showed 1067mm gauge locomotive totals. We know that 7 to 10 and second 6 were there in the 1920s, so the other two were presumably 3 and 5. However Walch tended to carry information forward from year to year unless the originator updated it, so it is not always entirely reliable.

I did find a report in the Hobart *Mercury* of 23 March 1928 of a Krauss derailing on the North Lyell line the previous day. The crew were thrown clear, but the engine

'toppled' 50 feet down an embankment. The extent of the damage was not reported. The derailment sounded serious, but if the Krauss slid rather than rolled down the bank it might have escaped without major damage.

Bruce noted that No. 5 was sold to the Great Boulder Mining Coy in circa 1933, although he suggested that this locomotive might in fact have been No. 3. The one definite fact is that one of the Mt Lyell 7<sup>1</sup>/<sub>2</sub>-ton locomotives ended its days at Mt Lyell, since it was never recorded elsewhere. One possibility is that Nos 3 and 5 were merged at some stage. No. 5 must have been a bit of a hybrid from the beginning, as it was on the steamer Grafton (along with Abt locomotive No. 2 and machinery for the smelters) when she was wrecked at Macquarie Heads in June 1898. Mt Lyell bought the cargo from the insurers and managed to salvage some of it. However the two locomotives could not be put into service until replacement parts were received from Europe. The Mt Lyell handbook issued in August 1934 stated that there were five 610mm gauge locomotives, so second 6 must have been the only 7<sup>1</sup>/<sub>2</sub>-ton locomotive left by then.

The North Lyell engine (4087 of 1899) arrived in about April 1900 and passed to Mt Lyell when the companies merged in 1903. At some stage after that it became the second No. 6 in the Mt Lyell Krauss series. The line carried North Lyell ore until the North Lyell tunnel and underground electric railway began operation in 1928. It may have remained in use for some time after 1928, as the Institution of Engineers party walked along it in February 1934 (see LR181). The half-yearly report for 30 September 1910 noted that a new boiler had been fitted to the 2ft gauge locomotive in use by the Company's Mine Department.

Operation of the main 610mm gauge system in the Queenstown/smelters area was taken over by the Mt Lyell Railway Department in 1898, but the North Lyell locomotive was apparently regarded as part of the mine machinery, which may explain why it took a long time for it to be numbered in the Mt Lyell Krauss series. Jack Southern recorded it as No. 6 outside the locomotive shed at Queenstown in 1937; it appeared to be in good condition although not necessarily in use. It was sold to Renison Bell during the Second World War and later rebuilt with parts from Zeehan Krauss 5800 of 1907.

Finally I would like to pay tribute to the work that Bruce has put into the Krauss history project over half a century. It is one of the outstanding pieces of Australian light railways detective work and it has enabled others to fit further bits of the jigsaw together as they come across them. I began corresponding with Bruce about Tasmanian Krauss locomotives in 1964, so it is nice that bits of new information are still turning up occasionally!

Jim Stokes

Curtin, ACT



## LRRSA researchers and the internet

The tremendous opportunities available to researchers through the new search engines such as Trove and Picture Australia, together with some of the pitfalls, have been amply demonstrated through recent postings on the LRRSA email discussion groups in recent months. A members' query posted on the LRRSA Yahoo Group on 13 November 2010 regarding the locomotives used at the Kiama Quarry in NSW generated most interesting postings from others providing information from their personal records. Importantly, several of the contributors highlighted that the source of information on various locomotives was not known and its accuracy should be regarded with scepticism, while another contributor provided information from fusible plug records at the quarry, which provided the boiler records for the three steam tram motors used there.

On 20 November Richard Horne, a regular UK contributor, circulated images from Picture Australia of three dam construction projects - Rocklands on the Glenelg River and Eppalock on the Campaspe River in Victoria, and Glenbawn on the Hunter River in NSW ---to a group of LRRSA members. The photos showed unusual small internal combustion-engined construction locomotives. John Browning responded that the image captioned 'Eppalock' was probably Ruston & Hornsby Model 30DLU 285342 of 1949, but the photo was almost certainly taken at the Tatara pre-cast concrete plant. The two locos at Rocklands were Malcolm Moore products of 3ft 6in gauge being their L47 or L48 models, and the Glenbawn Dam loco was a PWD Ruston & Hornsby Model 20 DL. This led to further exchanges regarding the incorrect captioning of many

images held by major Australian archives, a pitfall that researchers need to be wary of.

The LRRSA Yahoo Group has been set up for people interested in industrial and narrow gauge railways and their preservation. The group is open to members of the LRRSA and any other interested people. To join, open the group at: http://au.groups.yahoo.com/group/ LRRSA/ Editor

## LRRSA Iron, Whiskey and Wombats Tour Report

It was inevitable that the long run of great weather which has blessed the LRRSA's recent Victorian tours would come to an end. Luckily for our water catchments, Victoria has received a significant increase in rainfall this year.

So despite a very ordinary weather forecast, the *Iron, Whiskey and Wombats* tour on 13 and 14 November

lining the chimney. The rain had set in so the group drove back to the Lal Lal Falls picnic shelter for lunch.

After lunch we headed to Barkstead and visited the Anderson mill site, which was built on piers above the ground in the late 1860s. This was the building practice at the time, but unfortunately there is little in the way of remains apart from sawdust. A walk along the Anderson tramway showed it was originally formed using large bearer logs in place of sleepers around 12 feet apart.

The group completed the planned Saturday itinerary, but the steady rain meant that most members ended up fairly wet by the end of the day. Miraculously the rain stopped around 7pm for the rest of the weekend. The Spa Country Tourist Railway at Daylesford hosted the group to a barbeque dinner, a rail motor ride and slide show equipment. There is a modern electric mill on site as well as the remains of the 1950s steam-powered mill which operated until 1998 when the boiler registration lapsed.

The group spent almost three hours looking at all the interesting equipment that had been collected over the past 60 years. Brian personally hosted the group and related a number of stories about the local industry and the Wombat forest. He is currently restoring the 610mm gauge 0-4-2T steam locomotive (John Fowler 16340 of 1924), which previously operated at the Marsden Weir Steam Museum, Goulburn, and has partly laid a circular track around the perimeter of his property for its operation. Brian's sawmill is also home to the Ruston & Hornsby 0-4-0DM (B/N 305328 of 1954) that was previously at the Sandhurst Town Railway (see LR 209, p 24).



Scott Gould photographed the John Fowler 0-4-2T (B/N 16339 of 1925) under restoration by Brian Boase at his Dalyesford sawmill on 14 November 2010.

2010 had a good turnout of 25 members. The group met at the old bluestone Lal Lal station and the first activity was an investigation of the remains of the firewood siding and tramway terminus close to the station. We then travelled several kilometres to the Lal Lal iron mine site to view the workings and substantial blast furnace. The mine operated in the late 1880s and provided pig iron to the new colony (see LR 34, pp 4-25).

The group walked several kilometres of the iron tramways then had a close look at the blast furnace which has an opening where you can see the fire bricks

which was well received. The rail journey to Musk featured several photo stops in the failing light. Unfortunately several members had to return to Melbourne after the Saturday evening entertainment.

On Sunday the remainder of the group assembled at Jubilee Lake to look at the former Victorian Railways bridge across the lake spillway before walking a section of Henderson's tramway along the Cockatoo creek through some interesting countryside.

Following lunch, we visited Brian Boase's sawmill in Daylesford to see his collection of portable engines, old boilers, trucks and assorted logging We would like to thank Scott Gould for arranging another memorable tour. Thanks are also extended to Stuart Thyer, Norman Houghton, Colin Harvey, Phil Rickard and Peter Evans for their assistance with organising the tour and providing material for the notes.

Simon Moorhead and Scott Gould

LRRSA ONLINE DISCUSSION GROUP Have you joined the LRRSA's email discussion group yet? See: http://au.groups.yahoo.com/ group/LRRSA/ and click on "Join This Group"!

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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

## THE WORKSHOPS RAIL MUSEUM, Ipswich

610-1067mm gauges The Workshops Rail Museum was named the winner of the Heritage & Cultural Tourist category in the 2010 Queensland Tourism Awards held in mid-November. Accordingly, the museum will progress to compete against interstate winners at the Australian Tourism Awards to be announced in Perth on 11 March 2011.

As a lead up to its annual 'Day Out With Thomas' event from 26 December 2010 to 30 January 2011, the museum hosted the world record attempt to run the longest toy train track ever built. Pallets of Fisher-Price Thomas and Friends Trackmaster sets were flown in especially and erected at the lpswich site, with 20 people taking 24 hours to build the track. The record attempt was made before 700 fans on 6 November. who watched THOMAS travel over 2.014 kilometres of track (364 metres longer that the previous record set in Japan in 2006) in just under three hours.

The Workshops Rail Museum will host the 10th Australian Narrow Gauge Convention on 23-24 April 2011. Andrew Moritz, the Museum Director, said that "as the birthplace of rail in Queensland, the Museum was a fitting location for the convention." He went on, "This will be an experience that will surely provide great inspiration for the delegates. The Convention will also be an important forum to exchange ideas and expertise, share skills and contribute to the ongoing development of narrow gauge modelling in Australia."

*Big Noise*, TWRM Newsletter, Summer 2010-11; Tracks, ATQR newsletter, Vol 5, issue 2

## **DURUNDUR RAILWAY, Woodford** 610mm gauge

## Australian Narrow Gauge Railway Museum Society Inc.

ANGRMS volunteers were kept busy with work tasks associated with extension of the track and reconfiguration of the yard at Woodford during the latter months of 2010. In order to construct a new display area for them, the ex-Australian Army 4wPM (Malcolm Moore 1031 of 1943) and whole-stick cane truck were placed on temporary display on the head shunt in November 2010. Former Pleystowe Sugar Mill 0-6-2T No. 5 (Bundaberg Foundry 5 of 1952) underwent its annual boiler inspection on 11 November 2010 and was passed by the inspector.

ANGRMS is refurbishing its ex-Mourilyan Mill ballast wagon for use in the work train. This wagon was one of four built for the CSR Condong Mill in NSW. Following closure of the Condong Mill tramway, this wagon and two others were sold to QR for the Innisfail Tramway in 1974. It came into the ownership of Mourilyan Mill when the Innisfail Tramway was sold to South Johnstone and Mourilyan Mills in 1977. During its time there, it was significantly modified by adding a work platform one end, altering to side and middle dump, and moving the operating wheels to one end.

ANGRMS decided to refurbish this wagon for use in the work train As it had a lot of rust in the body, it was decided to send it to Tony Hewitt's Engineering Works to have the body rebuilt with an all-steel replacement. This work was completed in early December 2010 and the wagon has been returned to the Durundur Railway for further work and accreditation. It is anticipated that the refurbished wagon will eliminate a lot of the manual shovelling of ballast.

Terry Olsson, 11/10

## QUEENSLAND PIONEER STEAM RAILWAY, Swanbank 1067mm gauge

Following the return to service of ex-OR 4-6-0 PB15 448 in July 2009, 0-4-2T *KILRIE* (Perry Eng 265 of 1925) has been the standby locomotive, although it doubledheaded trains with PB15 448 on several occasions during 2010. In late 2010 *KILRIE* was moved to the No. 3 road at the Flat Box depot to have its water tanks removed. The locomotive will have extensive maintenance work done on its boiler and injectors, the cab roof will be raised and the loco will be repainted.

*QPSR Newsletter*, October 2010

### AUSTRALIAN SUGAR CANE RAILWAY 610mm gauge Bundaberg Steam Tramway Preservation Society

The record flood at Bundaberg in December swamped the Botanic Gardens, reaching a peak on Wednesday 29th. Two hours notice was given of the coming flood to a few members of the ASCR who were at the loco storage facility prior to the gardens being closed. Thanks to their quick thinking the computer and records were lifted to higher places within the office, and most electrical tools were moved to the tops of cupboards. At that stage, no idea had been given as to what height the flood would eventually rise to.

On New Years Day, ASCR members went to the gardens to find approximately 300mm of water right through the station. At the loco storage facility and new training room the water swirled through, and was measured on residue at heights varying from 200 to 400mm. The track was fully submerged, and EM Baldwin 0-4-0DH VALDORA, despite having been moved to the highest point in the gardens, was immersed up to its axles!

All storage cupboards were damaged, and the carriages and locomotives all required work to dry out and re-lubricate axle bearings. It took five hours to pump water and mud from the pits, using a borrowed generator, as power had been turned off to the gardens. Mud had to be shoveled and then hosed from the storage facility.



The Australian Sugar Cane Railway's 4wDH VALDORA (EM Baldwin 8/1258.1.6.65 of 1965) is in a sea of water during the Bundaberg flood on 29 December, despite being stored at the highest point of the track. Photo: Tom Dowell

The new training facility, only finished in October, had all walls damaged and mud had to removed from filing cupboards, desks and chairs. Fortunately all items raised up prior to the flooding were safe. A working bee on 7 January saw 19 members working on locos, the storage facility and the track to start the long process of repairing the damage. As a result of the flood, many running days were been lost - a first since operations began 22 years ago. Weather permitting, it was hoped to have the track repaired and VALDORA hauling trains prior to the end of the Queensland school holidays, Sunday 23 January.

Wendy Driver 01/11

## **MIRANI MUSEUM**

610mm gauge

## **Mirani Shire Council**

Jim Sign, the Track Inspector at Mackay Sugar, handed over the 4wDH locomotive ALLANDALE (EM Baldwin 4-473-1-3-63 of 1963) to the Mirani Museum on 12 October 2008. The locomotive was built for the North Eton mill and was transferred to Pleystowe Mill in 1988 following the closure of North Eton. The small navvy locomotive was referred to as a 'Simplex' by Mackay Sugar. The hand-over included a paper on its history during its service at the mills.

Jim Sign, 12/10

## **New South Wales**

#### **ILLAWARRA TRAIN PARK.** Albion Park 610mm gauge Illawarra Light Railway **Museum Society Ltd**

The 'Tongarra Train Fest' at the Illawarra Train Park on Sunday 14 November served as grand finale to end a great year for the ILRMS. The event was sponsored by Tourism Shellharbour and was planned to offer a special treat for families and train buffs to attend the ILRMS grounds for a great day of train-related activities. A number of community groups participated in the event, displaying wares that ranged from vintage cars, the historic fire trucks of the local Rural Fire Service and stationary engine preservation groups, through to camp fire cooking, while the NSW Railway Band performed frequently throughout the day.

The event attracted good crowds with all internal parking being full by 10.30.

All of the ILRMS steam fleet made sterling appearances throughout the day and the diesel locomotives were also on public display. providing great photo opportunities. There were tours of the locomotive shed and the Otford signal box, together with displays in the Ken McCarthy museum, which included a new feature: a HO gauge model of the ILRMS site named Yallah.

Train operations got under way at 10.00 with 0-6-2T TULLY 6 (Perry Eng 7967/49/1 of 1949) in charge of the passenger train. The 0-4-0ST BURRA (Hawthorn Leslie 3574 of 1923) operated a demonstration train of coal skips at 11.45, with 0-6-0 CAIRNS (Hudswell Clarke 1706 of 1939) taking over the passenger services at noon. The 0-4-0ST KIAMA (Davenport 1596 of 1917) joined the other steam locos

## **Coming Events**

#### **FEBRUARY 2011**

3-7 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

5-6 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.

5-6 Redwater Creek Steam Railway, Sheffield, TAS. Narrow gauge steam train operations on the first weekend of every month.Information: www.redwater.org.au

6 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

6 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.

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.

13 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.

#### **MARCH 2011**

12-14 Redwater Creek Steam Railway, Sheffield, TAS. The 2011 SteamFest, Tasmania's largest annual display of agricultural heritage, narrow gauge steam train operations, the Foden steam wagon 'Ethel' and many other attractions. Check details on: http://www.redwater.org. au/steamfest/steamfest-2011

12-14 Alexandra Timber Tramway, VIC. Narrow gauge trains hauled by petrol locomotive with markets on Saturday and steam train operations on Sunday and Monday 1000-1545. Diesel-hauled trains on Labor Day, Sunday 27 March. Information and group bookings: 0427 509 988.

13 Cobdogla Irrigation Museum, SA. Open day with narrow gauge steam train operations. Phone (08) 8588 2323.

#### **APRIL 2011**

9-10 Alexandra Timber Tramway, VIC. Narrow gauge trains hauled by petrol locomotive with markets on Saturday and steam train operations on Sunday 1000-1545. Information and group bookings: 0427 509 988.

23-24 Workshops Rail Museum, Ipswich: 10th Australian Narrow Gauge Convention with hands-on workshops, demonstrations, lectures, clinics, competitions and social activities for all narrow gauge modelling enthusiasts. Details under the 'Coming Events' of the WRM website: http://www.theworkshops.qm.qld.gov.au/

23-25 Alexandra Timber Tramway, VIC. 'Easter Steam Festival' with narrow gauge steam-hauled trains each day 1000-1545. Information and group bookings: 0427 509 988.

24 Cobdogla Irrigation Museum, SA. Humphrey Pump and narrow gauge steam train operating day. Phone (08) 8588 2323.

Note: Please send information on coming events to Bob McKillop rfmckillop@bigpond.com – or the Editor, Light Railways, PO Box 674, St Ives NSW 2075. The deadline for the April issue is 25 February.

for the 'Four in Steam Run-by' at 13.45, then passenger services resumed at 14.00 with KIAMA and CAIRNS double-heading before CAIRNS carried through to 16.30. Special arrangements were made for railway enthusiasts to be escorted to non-public areas in the bush to photograph the trains, but few took advantage of this.

A number of special quests attend the event and there was a formal ceremony at which Wolf Schwanties was awarded life membership to the ILRMS by the Hon Matt Brown, MLA for Kiama. John Garaty, 10/10; Peter Neve, 10/10; Brad Johns, 12/10

## LITHGOW STATE MINE RAILWAY 1435mm gauge

Former AI&S steelworks B-B DE D23, which had been in use as a shunting loco at the Lithgow railway workshops, was to be transferred back to the State Mine Railway in late October. It was noted outside the Eskbank goods shed on SMR tracks on 6 November, but had presumably returned to the former State Mine site by 5 December 2010. Brad Peadon and Editor, 11/09

## HUNTER VALLEY TRAINING **COMPANY, East Greta Junction**

1435mm gauge

The two former SMR 10 Class Beyer Peacock 2-8-2 locomotives 10 (5520 of 1911) and 18 (5059 of 1915) were transferred in steam from the Hunter Valley Railway Trust base at North Rothbury back to Telarah on the afternoon of Friday 5 November 2010. They made the journey back to the HVTC base at East Greta Junction the next morning. The locos remained is steam there to give enthusiasts the opportunity to walk through their cabs while in steam between noon and 4pm. The HVTC chairman, Milton Morris AO, said "These locos are part of the Hunter's rich industrial history and I feel privileged to be part of their restoration and long awaited return to the workshop where they were loyally serviced over their working lives '

HVTC media release, 2 Nov 2011

## **TIMBERTOWN HERITAGE RAILWAY, Wauchope** 590mm gauge

## **David and Alison Waite**

Updating the report in LR 214 (p 35), the Timbertown Heritage Railway has been refurbished and the track, locomotives and rolling stock

## Heritage &Tourist

reportedly regauged to 590mm. Following its closure for 18 months. the railway was officially re-launched on Wednesday 15 December with the former South Johnstone Mill 0-4-2T No. 10 (John Fowler 17881 of 1928) back in action as motive power. Special visitors and booked enthusiasts, including the Federal member for Lyne, Rob Oakshott and his family, travelled on the train on its maiden journey. Public train operations commenced the following day with five trips over the 1.8km track scheduled each day. Train rides are \$10 for adults, \$8 seniors and \$5 for children. Further reports on the renewed operations at this site would be appreciated.

*Port Macquarie News*, 17 December 2010, courtesy Michael Marczan

## Victoria

## ALEXANDRA TIMBER TRAMWAY 610mm gauge Alexandra Timber Tramway & Museum Inc.

Led by Bryan Slader and Bruce Alsop, with assistance from Stefan Rebgetz, Carl Hopkins and Peter Medlin, the project to restore the Hudswell Clarke 0-6-0 (B/N 1098 of 1915) made significant progress in the latter months of 2010. The axle bearings, axle boxes, axles and wheels were fitted along with the springs, compensating rockers and other suspension parts. This has given the project a rolling chassis. The brake components were also examined; repaired as required, cleaned and painted. A labourintensive job was the manufacture and welding in place of two clevis lugs on the brake cross shaft, while new brake blocks have been obtained. Machining of the brake blocks to fit out the brake rigging was almost complete by early December. The smoke box spreader plate has been examined and found to be in good condition. It, together with the steam supply pipes and exhaust pipes will be cleaned, painted where appropriate and fitted to the chassis. Though the project has a long way to go, the restoration team can now see that significant progress has been made.

*Timberline* 116, December 2010

## PUFFING BILLY RAILWAY, Belgrave 762mm gauge

**Emerald Tourist Railway Board** Bever Garratt 2-6-0+0-6-2 G42 (Bever Peacock 6268 of 1925) returned to service on Saturday 18 December after an 18 month absence for a 'D' overhaul when, suitably adorned in tinsel, it hauled the 'Santa Special' train to Lakeside and return. The following day it teamed up with its old Colac stablemate, 2-6-2T 14A, to double-head the regular 10.30 am train from Belgrave to Lakeside. [G42 and 14A were the last locomotives allocated to Colac, being withdrawn from there with the closure of the narrow gauge line to Beech Forest on 30 June 1962.] G42 was uncoupled from the train at Menzies Creek and returned to Belgrave to operate the 12.30 pm Lakeside luncheon train.

The Climax restoration crew have made important progress in recent months. At the end of December 2010, the crankshaft housing had been line bored, footplate brackets were being shot blasted and painted, pistons had been made for the brake cylinder modifications, which will involve conversion from steam to air-braking, the engine tie bars were being installed and preliminary machining of the countersunk shaft was 80 per cent complete. Peter Ralph, 12/10; *Puffing Billy Monthly News*, January 2011

## WALHALLA GOLDFIELDS RAILWAY, Walhalla

762mm gauge

The WGR has purchased a second B-B DH locomotive, being former QR unit DH37 (Walkers 619 of 1969), which had served as a shunting loco with QRX from 1994 to 2001 following its withdrawal from QR service. The WGR submitted tenders for each of the four DH locos offered at the sale, and was able to secure DH37 for \$8638. The loco was transported by road to Walhalla, arriving on 19 November and being unloaded the following morning. A full assessment of the loco will be made before any decision is made on a project for its restoration. Frank Stamford, Peter Newett, 12/10

## Tasmania

## IDA BAY RAILWAY, Lune River 610mm gauge

Meg Thornton

The Ida Bay rail motor, which has featured in LRRSA periodicals since the 1960s, and graced the cover of

Light Railways in Autumn 1975, was recommisioned in a ceremony on Saturday 18 December 2010. The rail motor was built in Hobart at the IXL factory in the 1940s for transporting workers to the quarry and was given the number seven on the railway, but saw little if any use since limestone haulage ceased on the line in the mid-1970s. It was eventually stored off the railway before being returned in 2005. Over the next four years number 7 was completely stripped and faithfully restored using the original blueprints, the only obvious modification being modern rear-view mirrors.

In attendance at the ceremony were 130 guests including former quarry workers, former managers of the tourist railway operation, the current management, friends and supporters, media representatives and government officials. After the informative, amusing and quite moving speeches, Judy Donnelly (whose late husband John was one of the trio behind the restoration) cut the traditional ribbon, and all and sundry were treated to a sausage sizzle and rail motor rides around the turning loop, between the 11.30 and 13.30 departures of the regular Malcolm Moore hauled passenger service. Number 7 performed well, although the Chevrolet 'straight-6' ran a little hot due to the slow speeds in first gear. One anecdote recounted by Terry Donnelly is that a modern head gasket kit imported at great expense from the United States leaked water into the engine oil, so the original asbestos gaskets were refitted and still do the job.

Several runs the length of the line to the Deep Hole have allowed fine tuning adjustments and wearing-in of flanges, chains and other new components. In top gear (second) the rail motor lopes along smoothly and relatively quietly, although the original Daimler gearbox, already second-hand when the rail motor was built nearly 70 years ago, is regularly checked because of its age and the lack of availability of replacement parts. A back-up plan to install a Holden gearbox has thus far not been implemented due to the desire to maintain originality, but is a reluctant possible future modification. The rail motor's accreditation process is proceeding smoothly. As reported in LR 215 (p. 37), the intention is to only use the rail motor on special occasions.

There was also opportunity to inspect other recent developments at the railway. Malcolm Moore No. 4 (BN 1052 of 1943) is now complete. the open-cabbed body having been reunited with frame, wheels, engine, and gearbox, though it is not yet running. Extensive resleepering is apparent the entire length of the line. At a rumoured substantial six figure cost (government funded), automatic signals have been installed at the highway crossing but are not yet operational. With up to a dozen trains a day in the summer (five return passenger services, and the railmotor or a works train), Australia's southern most railway crossing is probably also one of Tasmania's busiest!

James Shugg, 01/11

## WEST COAST WILDERNESS RAILWAY 1067mm gauge Federal Hotels & Resorts

0-4-2T ABT No.1 (Dübs 3369 of 1896) was recently returned to service after a heavy overhaul. Several modifications were made to improve reliability and make the loco more 'crew friendly' and robust. Many of the shortcomings from the locomotive's original rebuild have been rectified as a result and it is performing well. 0-4-2T ABT No.3 (Dübs 3730 of 1898) also underwent a light 'tone up' during the year and this resulted in it being returned to service in a glossy black livery lined in red. No. 3 is due to go for a major overhaul in the autumn of 2011 that will bring it up to a similar standard to recently overhauled No.1. It is the longest serving Abt loco and has done a lot of hard work over the years.

Flashing level crossing lights and bells have been installed at both the Urquhart Street and Esplanade crossings. The crossing at Urguhart Street is blind on the train's right hand side when departing Queenstown Station, and is protected by a two-colour proceed signal that activates once the crossing lights are working. Trains are not to pass this signal if it is red. Work has also commenced on a major road project to rebuild Driffield Street to be connected straight through to Conlan Street rather than the rather circuitous route currently via Brown Street and over two level crossings. The initial earthworks have opened up the eastern side of Rigg's Cutting where Queenstown transitions into South Queenstown.

Rob Bushby, 12/10

## Western Australia

## CARNARVON HERITAGE PRECINCT 1067mm gauge

**Carnarvon Heritage Group Inc** The town of Carnarvon experienced its worst floods in 50 years during December 2010. Fortunately reinforced levies prevented the flood swamping the town, but surrounding plantations and pastoral properties suffered heavy losses. The floods destroyed a 220km section of the North West Coastal Highway and tourists travelling north were warned to by-pass Carnarvon. Although the town tramway would be vulnerable to flood damage, it has not been featured in media reports on the floods. Any advice from readers on the impact of the floods on the heritage railway infrastructure would be appreciated. Australian Herald, 22 December 2010; Sydney Morning Herald, 31 December 2010; David Whiteford 01/11

## **CORRECTION**

The news item on the Durundur Railway in LR 216 (page 33) was incorrectly attributed to Mark Gough. It was submitted by Bob Gough, with contributions from Peter Gough.



**Above:** Ex-Australian Army 4wPM (Malcolm Moore 1031 of 1943) and whole-stick cane truck on temporary display at the headshunt on the Durundur Railway at Woodford in November 2010 while its new display area was under construction. Photo: Terry Olsson

**Below:** Flood waters wash through the track of the Australian Sugar Cane Railway in the Bundaberg Botanic Gardens on 29 December 2010. Photo: Tom Dowell







Above: The Rural Fire Service's 1940s Ford 'Blitz' fire tender leaves the Illawarra Train Park on Sunday 14 November at the conclusion of the 'Tongarra Train Fest', while the 4wDM Simplex Goondi (Motor Rail 10219 of 1950) stands by with the ILRMS fire tender. Photo: Robert Marczan Left: Brian Webber captured the Billard 4wDM locomotive in its sparking new livery as it prepares to shunt the Purrey steam tram for another day's operations at the Archer Park Train Museum in Rockhampton. The city was isolated by a major flood in January 2011, but it is understood that the Archer Park Train Museum has been spared serious flood damage. **Below:** Peter Ralph photographed Garratt locomotive G42 and 2-6-2T 14A double heading the 10.30am train from Belgrave as it arrived at Menzies Creek station on Sunday 19 December. G42 is still adorned with tinsel for its duties the previous day hauling the 'Santa Special' train to Lakeside and return.





**Above:** James Shugg photographed rail motor No 7 at the Ida Bay platform preparing for another run around the turning loop during its re-launch celebrations on 18 December. The track layout meant that there was much reverse running, making the non-original rear-view mirrors a sensible modification. Note the recent extensive resleepering that has taken place. Left: Rob Bushby photographed the West Coast Wilderness Railway 0-4-2T ABT No.3 at Queenstown station on 19 December 2010 after it had been out-shopped in black livery lined in red. Below: A West Coast Wilderness Railway train headed by 0-4-2T ABT No.5 (North British 24418 of 1938) returning to Queenstown station crosses the new flashing lights at the Urquhart Street crossing. Photo: Rob Bushby

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