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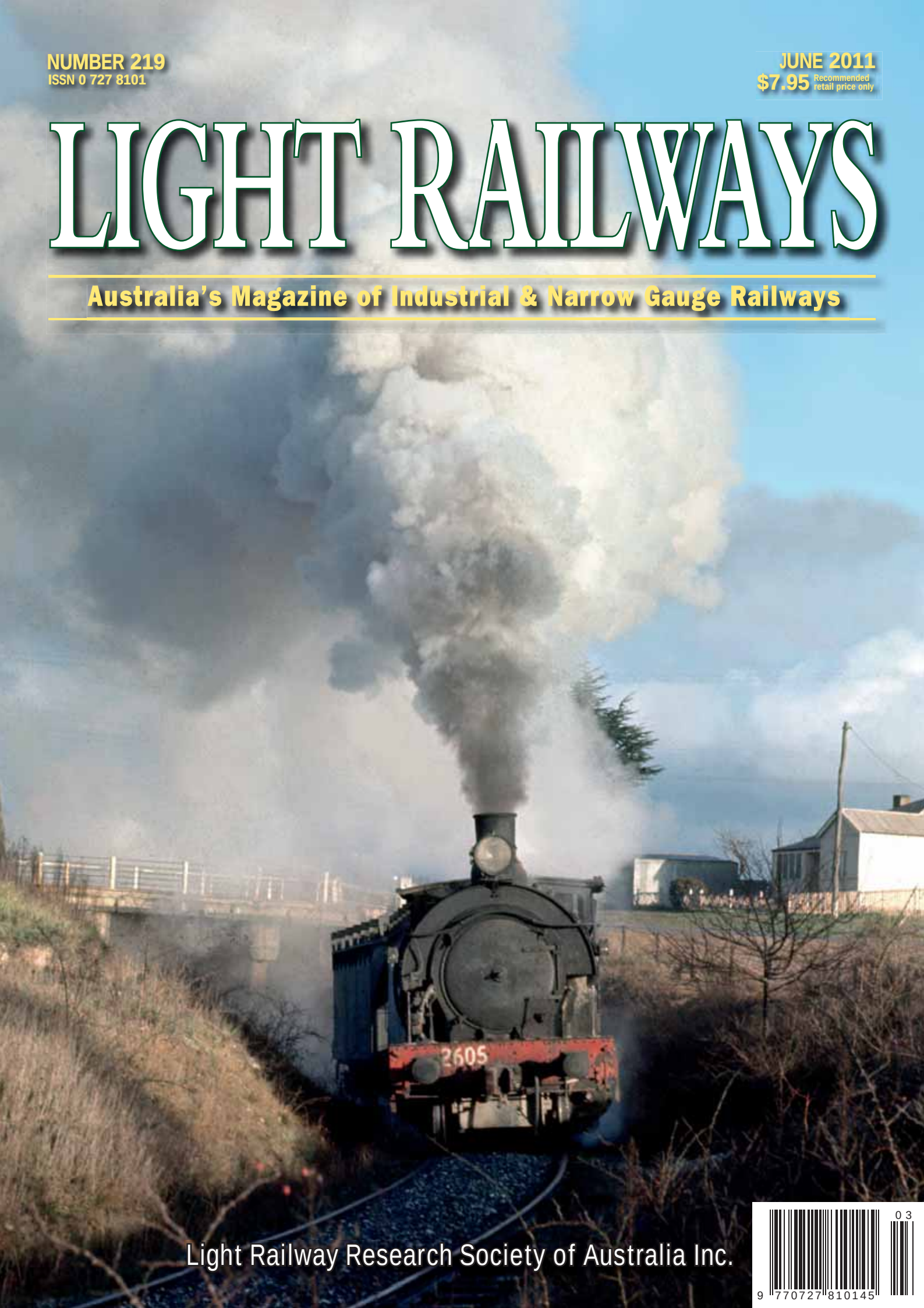
LIGHT RAILWAYS

Australia's Magazine of Industrial & Narrow Gauge Railways



Light Railway Research Society of Australia Inc.

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LIGHT RAILWAYS
Australia's Magazine of Industrial and Narrow Gauge Railways

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

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

Industrial Railway News Editor:
John Browning,
PO Box 99 Annerley Qld 4103

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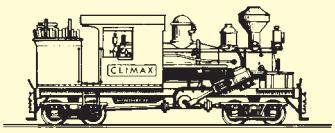

Light Railway Research Society of Australia Inc. A14384U
PO Box 21 Surrey Hills Vic 3127

COUNCIL
President: Bill Hanks (03) 5944 3839
Secretary: Phil Rickard (03) 9870 2285

New South Wales Division
c/o PO Box 674 St Ives NSW 2075
President: Jeff Moonie (02) 4753 6302
Secretary: Ross Mainwaring (02) 9449 2738

South Australian Group
9 Craiglee Dr, Coromandel Valley SA 5051
Secretary: Les Howard (08) 8278 3082

South-east Queensland Group
365 Fairfield Rd, Yeronga Qld 4104
Secretary: Bob Gough (07) 3848 3769

Tasmanian Representative
11 Ruthwell St, Montrose, Tasmania 7010
Ken Milbourne (03) 6272 2823

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Regular meetings are held in Adelaide, Brisbane, Melbourne and Sydney. For dates, times and locations of future meetings, see LRRSA NEWS, page 30.

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Conversions:

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

Contents

Comment

Nearly 14 years ago, in late 1997, I attended my first LRRSA National Conference. Held at Woodstock Community Centre, in Sydney, it was a sombre affair. Society membership, and *Light Railways* readership, had been steadily declining for a while, and we were all painfully aware that something had to be done to arrest this trend. Bob, John and I had just agreed to take over the production of *LR*, and the mock-ups and costings for the proposed new A4-size magazine were presented to the meeting. Happily, they were accepted.

A few weeks ago, on Saturday 7 May, I made it to my second LRRSA National Conference (I didn't miss any, it was just a long time between them) and the mood of the participants this time could hardly have been more different. While there were certainly some issues to address, the mood was upbeat and the discussion lively and productive. A full report will appear in our August issue.

Today, the LRRSA has never been in such good shape – and the total readership of *LR* is almost quadruple that of 1997. As I like to say; '*so far, so good*'! *Bruce Belbin*

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

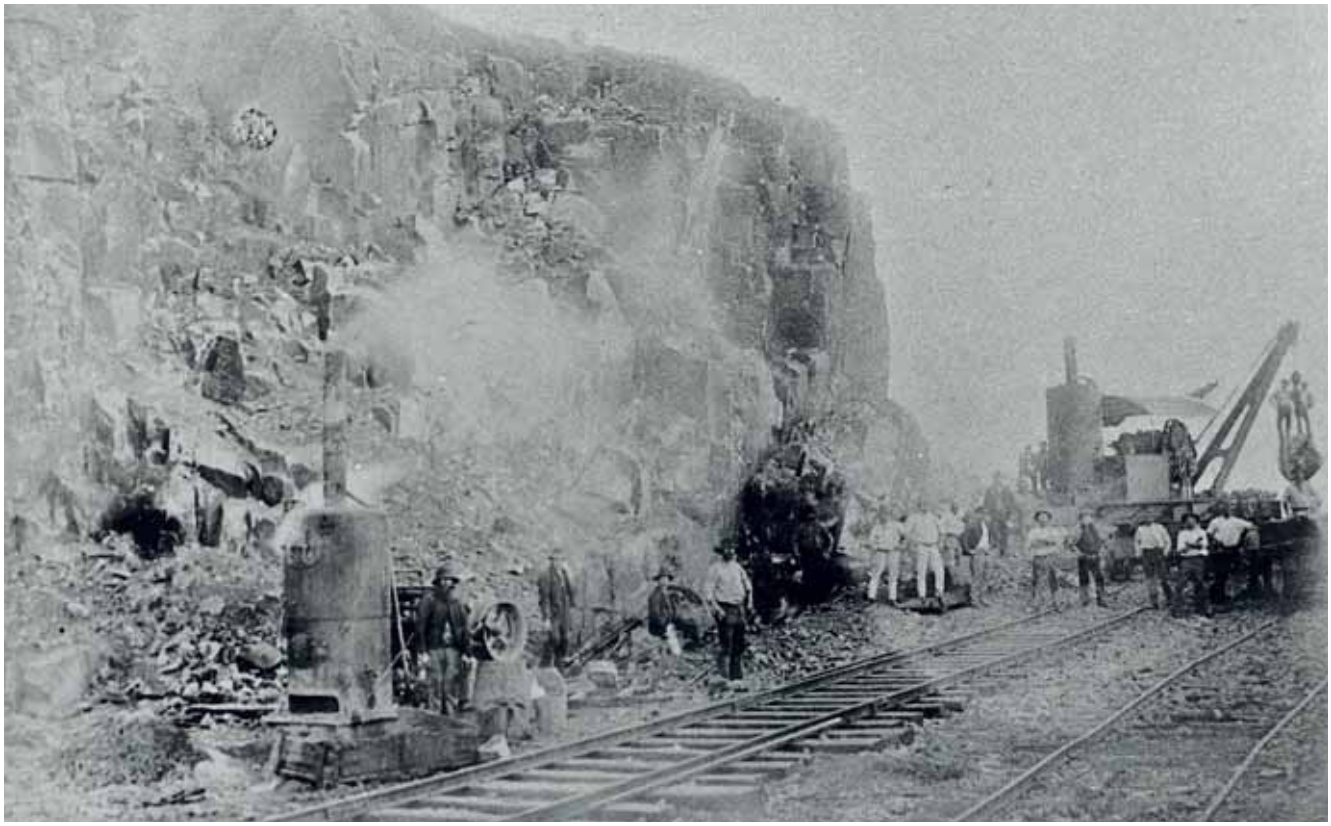
Members are actively involved in researching light railways in libraries and archives, interviewing knowledgeable first-hand participants and undertaking field work at industrial sites and in the forests.

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

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

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

Front Cover: The last hunting ground for steam enthusiasts in New South Wales, after the elimination of steam on the government system, was the industrial sector. One spot was Bunnerong Power Station on the shores of Botany Bay, near the Sydney suburb of Matraville, where a small stable of ex-NSWR 24 class 2-6-0 locos pottered about. Another location was, of course, the Hunter Valley Coalfields with the South Maitland Railways system centred on Maitland and the smaller operation based out of Hexham. Other than those, there was the Portland Cement works, at the small town of the same name about 23 kilometres west of Lithgow, where the transportation needs of the large plant were aided by a trio of small tank engines. At any one time there was usually only one locomotive in operation, and on a mid-winter Saturday in 1975 it was the turn of ex-NSWR 2-6-2ST 2605 (Dübs 2794 of 1891) to do the honours, dragging the loaded bulk cement wagons up the short, sharp grade from the works and then down through the gentle curves over the short distance to the exchange sidings at the Government station on the Mudgee Line. In the last few years of the plant's operation, road transport took over all logistical needs. The good news was that all the plant's steam locomotives were preserved, though none are currently operable. Photo: Shane O'Neil



Crowdy Head quarry was opened up in 1895 to supply rock to build the breakwater walls. Over 600,000 tons was quarried and railed to Harrington over a 30 year period. *Photo: Manning District Historical Society Collection*

The Manning River breakwater railway

Part 1 – The Private Contractor Years (1895-1900)

by Ian McNeil

Introduction

The Manning River Breakwater Railway was a short standard-gauge railway linking a large rock quarry at Crowdy Head to the breakwater walls at Harrington on the NSW mid-North Coast. Few traces remains today, but once it was a key part of one the largest public works schemes of its day — the construction of ambitious breakwater complexes to safeguard river entrances for coastal shipping. During its chequered history, the railway carried hundreds of thousands of tons of quarried rock in support of the ultimately unsuccessful attempt to tame the unpredictable Manning River.

Previous accounts of the Breakwater Railway have appeared in local histories of Crowdy Head and Harrington by local historian Rebecca Linton[1,2], and in a 1948 piece by pioneer rail historian CB Thomas[3]. This article draws in NSW Public Works Department (PWD) records and contemporary newspaper reports to relate the inter-twined history of the Manning River breakwaters and the railway that helped build them.

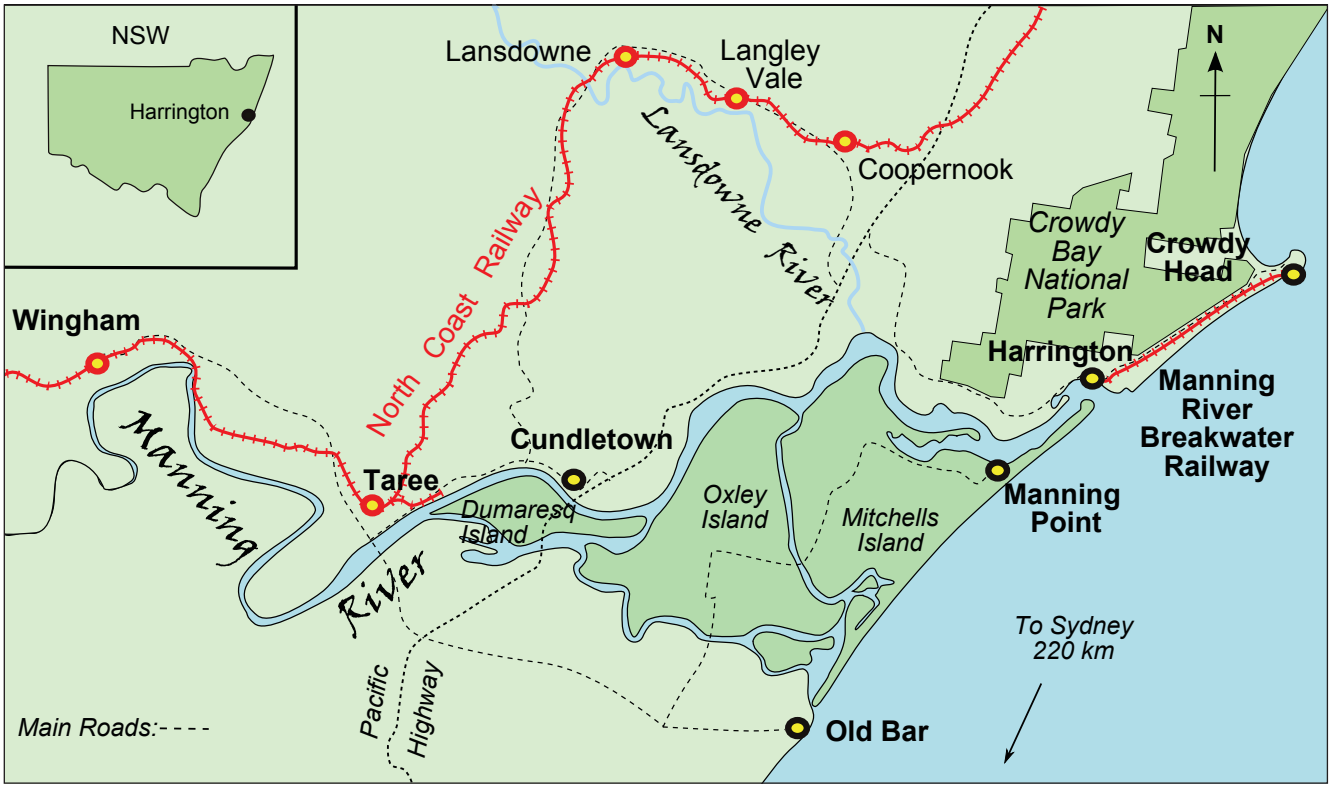
The Manning River

The Manning is 140 sea miles (220 km) north from Sydney and is one of the largest rivers on the NSW North Coast. It drains a wide catchment area east of the Great Dividing Range which includes runoff from winter snowfalls on the Barrington Tops. The river entrance forms a double delta, with the main northern arm entering the sea at Harrington Inlet and a smaller southern arm exiting at Old Bar. Anabranches divide the delta into two large islands, Mitchells and Oxley, plus a number of smaller ones. The main Harrington arm skirts the north side of Mitchells Island, which tapers down to a narrow and unstable sand peninsula at the river entrance.

The Harrington entrance to the Manning was regarded as one of the most hazardous to shipping on the North Coast. It was flanked by wide sandy beaches that offered no protection from heavy seas and storms. Shallow sandbars abounded in the wide river mouth, and the narrow channel between them shifted position unpredictably after storms and river floods. It needed great skill and courage to navigate the early sailing vessels and coastal steamers into the river. Many were wrecked or driven ashore in the early years with a high cost in lives lost. Long delays were common when seas were rough and the weather stormy, with vessels sometimes 'bar-bound' for up to a week or more.

The rich and fertile soils of the Manning valley were well suited to farming, dairying and agriculture. By the early years of the 20th century the district had developed into one of Sydney's major food supply regions. Over 1000 tons of butter and 7500 tons of maize were being sent yearly to the city, as well as tens of thousands of live pigs, chickens and calves destined for city dinner tables. Shipping manifests of the day show a wide variety of other primary produce also exported to the city: bagged potatoes, turnips, wheat, sugar, oysters and bones; cases of eggs, tallow, fruit and fish; cans of honey and cream; hundreds of barrels of millet brooms; animal hides, sheepskins, etc.

Timber exports from the region's extensive hardwood forests reached huge proportions, with millions of super-feet of sawn and hewn timber produced annually for Sydney and overseas markets.



The Manning River is one of the largest rivers on the NSW North Coast. Its multiple delta channels formed natural highways for coastal trading ships and settlers' river craft in the early years.

From the beginning of white settlement, Manning Valley residents were dependent upon coastal shipping links to Newcastle and Sydney for the carriage of their produce, provisions and supplies. The Manning was navigable up past Taree to Wingham, and also up its tributary Lansdowne River past Langley Vale to Lansdowne. The North Coast Steam Navigation Company (NCSNC) and Allen Taylor & Co. operated regular passenger and freight services from Sydney. Smaller enterprises traded independently to the Manning to load cargoes of timber and produce. Before the railway came to Taree in 1913, up to a dozen ships crossed into the Manning River each week.

Safeguarding the river entrance

NSW Government initiatives to improve the safety of the Manning River entrance date back to the 1850s. A Marine Pilot Station was established at Harrington in 1856. It was manned by a pilot and his boat crew who, in 16-foot long rowing boats, were responsible for sounding the entrance bar, marking channels, guiding ships in and out of the entrance, and assisting in rescues. Their 40-foot high flagpole on top of Flagstaff Hill displayed signal flags to advise ships waiting to cross of conditions on the bar. They also manned a rocket gun, able to fire a line out to ships in distress and rescue passengers and crew to safety with a breeches buoy.

A manned lighthouse was built on nearby Crowdy Head in 1879, and its lighthouse keeper became the first permanent resident of this lonely headland. From the early 1880s until after WWII, a subsidised steam tug was stationed at Harrington to tow vessels over the bar and up the river. Dredging operations began in 1889, and over the years a variety of bucket and suction dredges battled to keep the entrance open and the channel navigable up to Wingham.

To effect more permanent improvements at the Manning entrance, the NSW Government engaged the services of Sir John Coode, one of the most distinguished harbour engineers of the time.[4] Sir John inspected river entrances and potential harbour sites along the NSW coast during his 1885 visit to Australia. He requested detailed surveys and soundings to be made, and from these he prepared a series of detailed reports which included his recommendations for harbour improvements.

For the Manning River, Sir John recommended the construction of ocean breakwaters to fix the position of the Harrington entrance, and training walls to define and narrow the main river channel for some distance upstream. Together, he said, these works would concentrate the natural scouring action of tidal currents to maintain a navigable passage across the entrance bar and through 'The Narrows,' the inner bar in the Harrington channel caused by sand driven in from the sea.

Goode's harbour improvement schemes for the NSW Coast were elaborate, and the government relied on raising loan capital to undertake them. Harbour works on the Tweed, Richmond and Clarence Rivers took precedence. Work on the Manning was delayed until September 1894, when the PWD first invited tenders for breakwater construction.

Breakwater Construction: 1895–1900

Sir John Coode recommended two breakwaters for the Manning entrance. The PWD elected to build the northern one first as it was considered to offer more protection against sand washing into the river mouth by south-flowing littoral ocean currents. On 8 January 1895, the first contract was awarded, to Granter and Co of North Sydney, to begin the construction of a stone training wall on the northern side. It was worth £7000 and required the supply and placement of some 38,000 tons of stone in the wall at the rate of 3s 8d per ton.[5]

Granter arrived at Harrington in February 1895, assembled a local labour force, and started work the following month. One of his first tasks was the construction of a 4½ mile railway line from Harrington to the quarry site at Crowdy Head.

Problems were encounted early on when, in mid-April, heavy seas pounded the Manning coast, causing considerable damage at Harrington and washing away parts of his newly-constructed line. Nevertheless, Granter pressed on and opened up a quarry at Crowdy Head on 15 June. By the end of the month some 500 tons of quarried stone had been tipped at the start of the ocean breakwater.

Granter apparently ran into financial troubles fairly soon afterwards. On 17 July 1895 it was reported in the press that "*The harbour works were stopped yesterday. The men refused to work any longer. The navvies are to interview the resident engineer regarding their wages.*" [6]

Granter either forfeited or relinquished his contract shortly afterwards. By September 1895 it had been taken over by George Willcocks, an experienced contractor who had recently completed construction of the Murwillumbah to Byron Bay railway. Willcocks brought in a much larger plant and energetically started work. His resident manager was the experienced William Reading. Reading built a comfortable residence for his family at Harrington, where his position granted him prominence as the leading citizen in the growing township. He was also noted for, or was notorious for, his passion for kangaroo hunting on the Harrington Plains, conducted with horse and hounds along the lines of English fox hunts.

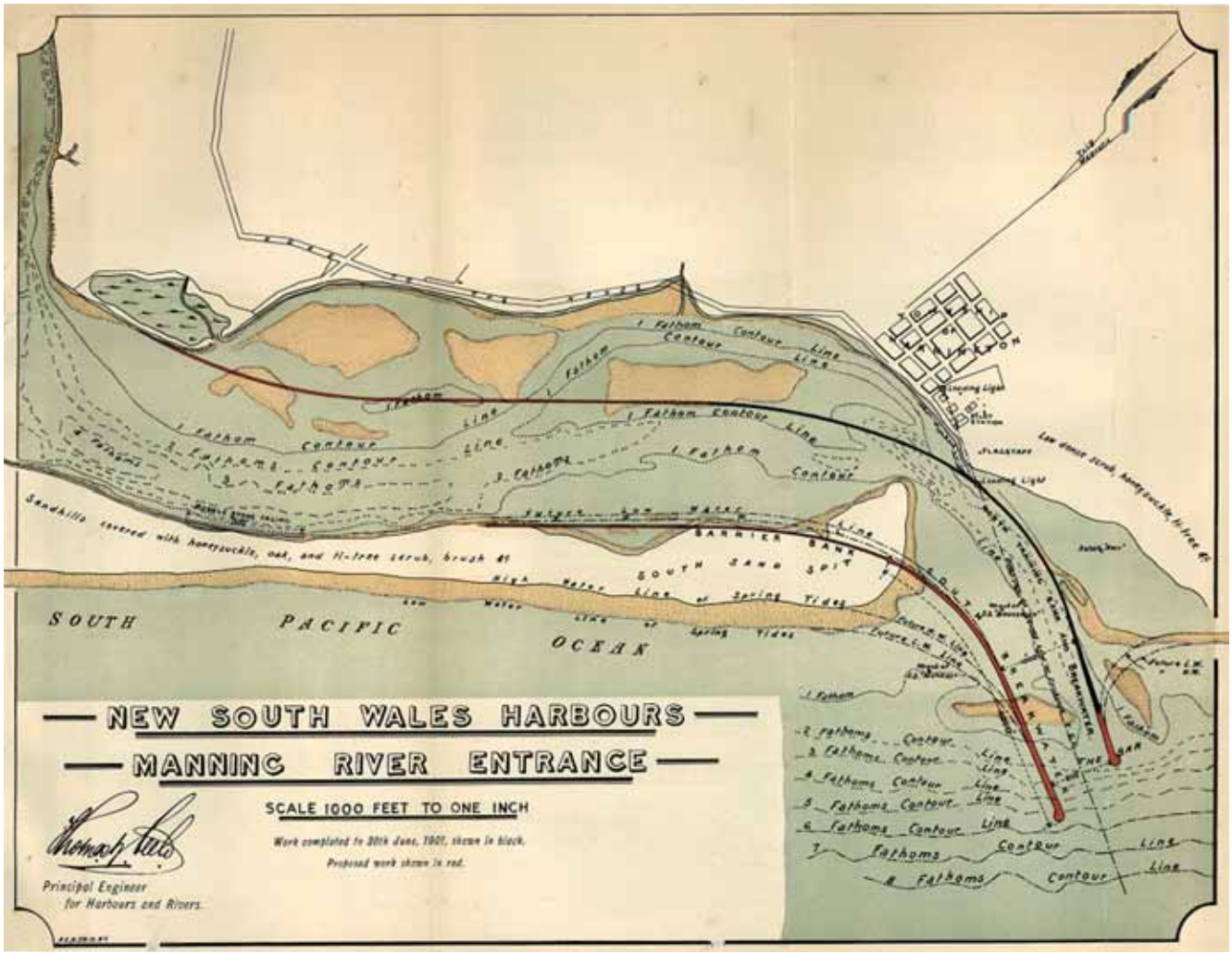
An early description of Willcocks' activities was penned in May 1896 by the editor of the *Wingham Chronicle*. He joined a snapper-fishing excursion at Taree aboard the steam tug *John Gollan* at 4am. Leaving the fishermen to enjoy their sport further out at sea, he disembarked at Harrington, spent a day at the works, and penned his impressions in the following article:[7]

Formerly Harrington was about as dozy a place as one could well find. Now it is all life and activity; and out at Crowdy a complete metamorphosis has taken place.

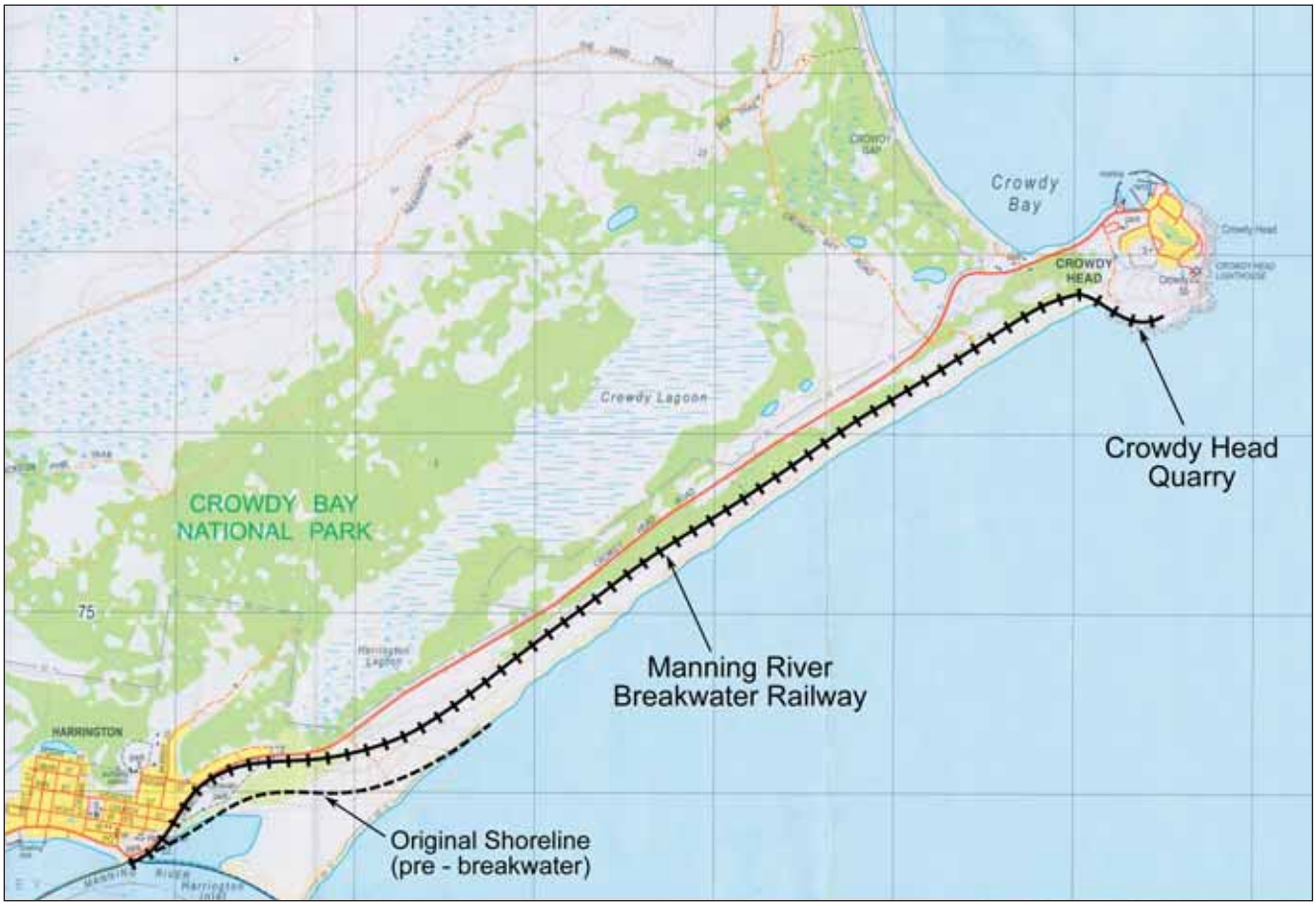
There are now two of the Training Walls in the course of construction, both of them having their base or starting place at the foot of the Painted Rocks, where they join to form an angle thus [shallow "V" shape]. The North, outer wall strikes out at an easterly direction bearing south, and is to extend right out over the point of the South Spit into the first break. The inner wall takes a general westerly direction, bearing also to the south and will extend about 2 miles up the river, to a point of land near Freshwater Creek.

Immense blocks of stone are being used for the outer wall, some of them weighing as much as seven tons; and as far as it is done, the work appears to be of a most substantial character and capable of withstanding any shock of the sea in tempest and storm. Smaller stone is used in the construction of the inner wall, as it is expected to divert the current into a specific channel, and not to suffer the violence of the waves. The material from the walls is drawn from Crowdy Head, about 5 miles away. A railway is laid down, and two traction engines [sic] are used for the work. About 5 loads are brought in per day, averaging nearly 100 tons per load, on about 14 trucks at a time. The modus operandi is as follows:

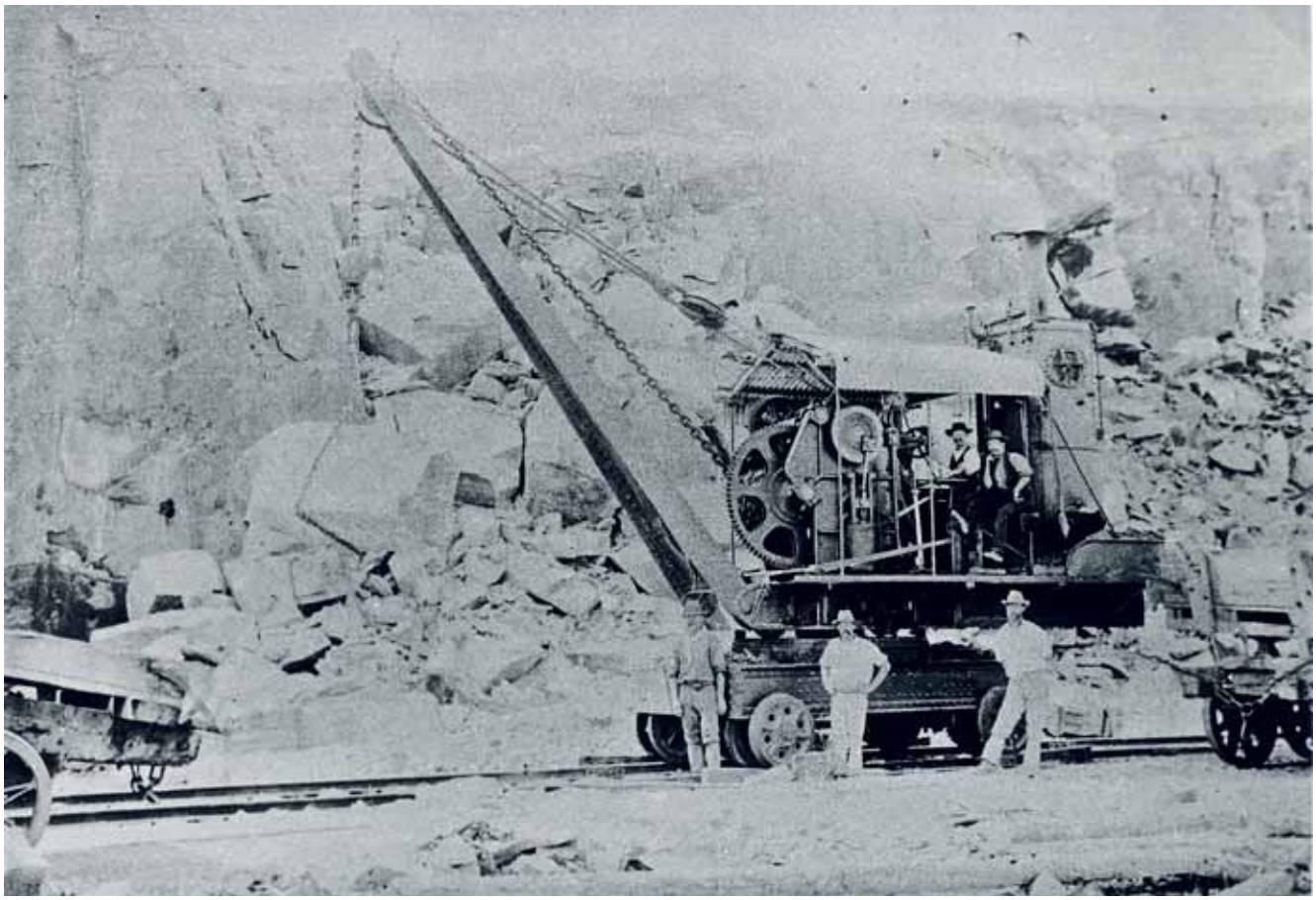
Some 50 or 60 men quarry the stone at Crowdy. The blast of the stone from the face of the cliff is close to the sea; and it is loaded onto a



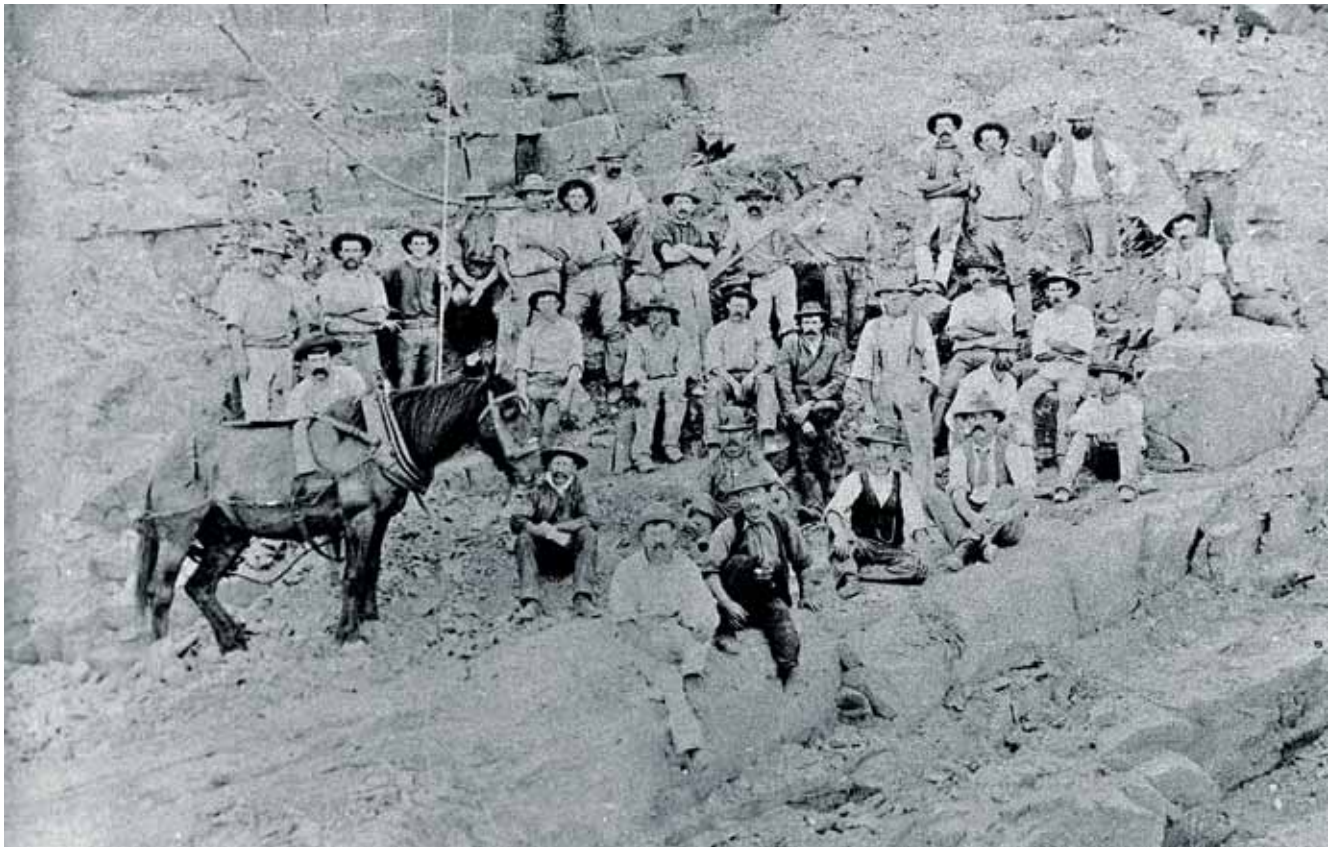
This was the NSW PWD's ambitious plan for ocean breakwaters and river training walls for the Manning River. The northern walls were built as planned, but funding and political will ran out before the southern walls were barely started.



The 7.2km Breakwater Railway was built in 1895 to transport quarried rock from Crowdy Head to Harrington to build the Manning River breakwaters. It ran through thick coastal rain forest behind the beach sand dunes and was plagued by drifting sand for most of its life.



At Crowdy Head quarry, travelling steam cranes loaded rocks weighing up to 12 tons each into stone trucks for the trip to the Harrington breakwaters. *Photo: Manning District Historical Society Collection*



Quarry workers at Crowdy Head, described in 1896 as "a fine stalwart lot of young fellows; very intelligent looking, and some of them with enormous and well cultivated moustachios." *Photo: Manning District Historical Society Collection*

spare set of trucks, the larger block being placed on one kind of trucks, the smaller on to another. For loading a steam crane is used — capable of lifting over 10 tons — which runs on a rail line to wherever the stone may happen to be ready. When filled these trucks are drawn to a siding by a locomotive, and arranged in proper order for tipping onto the inner or outer wall, as the case may be. The other engine returning with a train of empty trucks, takes off with the loaded ones; and whilst it runs them into the walls in construction, the empty ones are again filled — and so on. Work is going on incessantly at the quarry, in night and day shifts — and the quarrymen are a fine stalwart lot of young fellows; very intelligent looking, and some of them with enormous and well cultivated moustachios.

Within half a mile from the walls the weigh bridge is situated, with Mr. John Rye in charge, who seems to have a general oversight of the work, reporting to the Resident Engineer, if the occasion requires. Here the trucks are weighed one by one, and it takes only about 3 or 4 minutes to weigh the whole load. The trucks are numbered, and the tare of each one known. Yet the gross weight and the tare are booked in each case and the net carried out. An entry is also made specifying the contract for which any particular truck of stone is intended. Every fortnight a return of stone drawn is made, and it speaks well for the ability of the clerk, that not a single mistake has occurred in this branch of the business since the work started.

After being weighed the train passes on to the sea, and the stone, whether large or small, is tipped into its destined resting place – the locomotive giving each truck the necessary speed to ensure the "tip". Three or four men only wait on the engine, and assist in the disposition of the stone. By the time the load is tipped, and the train gets back to the quarry, another load is ready. Several men are engaged in keeping the line repaired; and there is a carpenter's shop, and blacksmith's shop, and all the workmen required to make the trucks and keep them in repair. The whole work is under the superintendence of a manager at the quarry; and Mr. Bale is the resident engineer, representing the Government.

Before I close, I must thank Mark for the pleasant trips he gave me on his engine to Crowdy. I never enjoyed a ride, even in a first class railroad car, half so much.

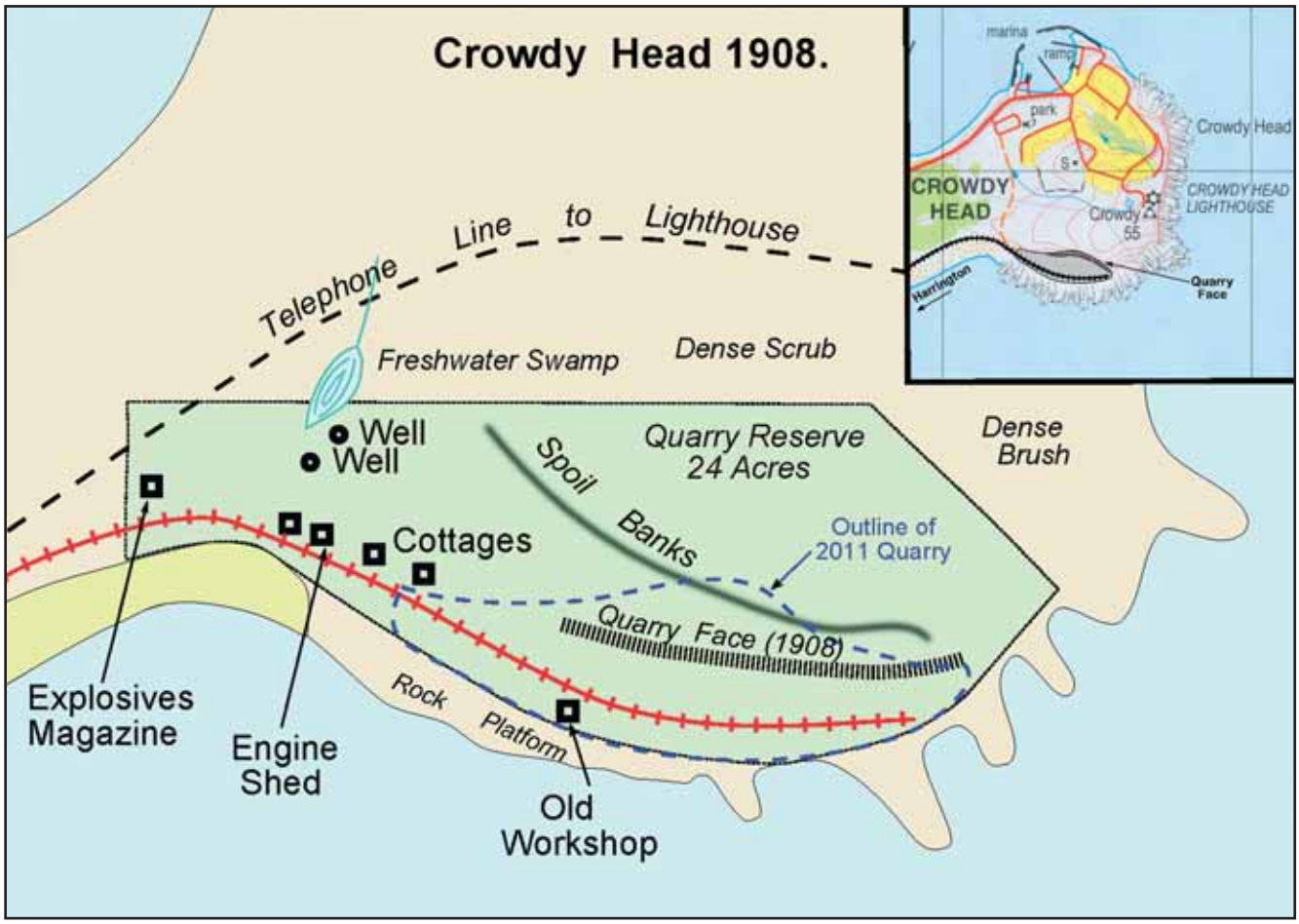
Harrington Village

Harrington traces its beginnings back to 1856 when the Marine Pilot Station was established. Cottages were provided for the pilot and his boatmen, but it remained a small outpost until the breakwater project began in 1895. The number of dwellings grew with the influx of construction workers, resulting in Harrington being gazetted as a village on 26 September 1896. The small school was enlarged, a post & telegraph office built, and the Athletics Community Hall was built by the construction workers. A lively community developed, with a busy social calendar of 'smokos', concerts, dances, card nights and entertainments, plus the annual award-winning Harrington Wild Flower Show. By the turn of the century Harrington was also developing into a popular destination for picnic parties on board chartered vessels from up the Manning. A large guest house run by Mrs Kerkin, the steam tug captain's wife, helped to cater for this early tourist trade.

Crowdy Head Quarry

The nearest suitable source for the large tonnages of stone required for the Manning breakwater walls was at Crowdy Head. This is a small, isolated headland some 4 miles up the coast from Harrington Inlet. The highest point, 55 metres above sea level, is still occupied by the now-automated 1879 lighthouse. Wide beaches flank the headland on both sides and a swampy sandy plain stretches for kilometres behind it. Crowdy Head resembles an island in a sea of sand, and if sea levels do rise in coming years it will become an island.

The southern side of the headland is composed of hard grey sandstone and an area of 24 acres was reserved for the



Crowdy Head quarry was opened in 1895 to supply hard grey sandstone rock for the Manning River breakwaters. It was a bleak place during winter gales when storm waves broke across the quarry floor and sheets of blinding spray lashed the cliffs.

breakwater quarry. Quarrying operations into the hillside began in June 1895, commencing from a natural rock platform beside the water's edge. In December 1899, after four years of quarrying, a *Manning River Times*' special correspondent penned the following description of Willcocks' operations at Crowdy: [8]

At Crowdy the whole of the work is under the supervision of Mr. J. Hedges, who is the foreman at the quarry, and has everything working in "apple-pie" order.

The boring is done by a 15-horse power air compressor, which has been in use for 3 years. This is driven by Mr. H. Willcocks, brother of Mr. G. C. Willcocks, the contractor. The compressor is worked by two boilers of 10-horse power each, which carry 75lbs of steam. There is a reservoir outside this shed - the working pressure of which has a minimum of 80lbs to the square inch. The reservoir is 18ft long by 6ft in diameter. The air is forced through pipes which travel up the hill and down the face of the quarry - a distance of about 30 chains, where the drill, which is of the hand drill type, is used. With this air compressor working at Crowdy, they could bore at Taree, or in any other part of the Manning district for that matter, if it were connected with pipes. Before this machine was used, they had to bore with steam. The average drilling per week is 200 feet. The drilling and boring part of the work is conducted by Mr. F. Ellis.

On Monday last a charge of about 15 kegs of powder were put in, and 15,000 tons of stone were displaced. One of the stones from this blast weighed fully 400 tons, while there were several others from 200 to 300 tons in weight. The stone from this blast will now last until after the Christmas holidays, which start on the 16th inst., and are to extend for a fortnight. The holes bored for this particular blast were 24ft deep. The largest number of kegs of powder ever put in was 22, while the boring sometimes goes as deep as 30 feet.

The magazine where the powder, etc., is stored, is built on the side of the hill. It is a wooden frame structure, covered with corrugated iron, and then with earth for protection.

There is a blacksmith's shop at Harrington, and another at Crowdy. At the engine-room there is an Evans pump which will force the water any required distance. A little further away is a Pulsometer pump which draws the water from a well in the swamp for the use of the quarry, at the rate of 4,000 gallons per hour, if required — forcing the water 200 feet into tanks 60 ft. high.

The quarry is certainly a very wonderful place. It has been worked back a distance of about 3 chains from the water's edge, and is about 16 chains in length, while from the top you look down over a precipice about 60 feet deep. There are about 55 men working at this end of the works, and it presents quite a busy aspect.

The steam crane which weighs about 30 tons is certainly a beautiful piece of machinery. It works on rails in front of the quarry, and swings round at the touch of a lever. It lifts the stone in slings, dogs, and a skip, and places it in trucks underneath, up to the weight of 12 tons each stone. Mr. W. Wilson drives this splendid piece of machinery; and by the time the engine with the empty trucks returns from Harrington, other trucks are ready to be dispatched. A horse named "Old Darkie" is used for "galloping" the trucks into the crane, and he knows his work splendidly – acting as if he were endowed with human reason.

Before any blasting of stone is done the dirt on top of the quarry is removed, and all cleared off and shovelled into tip wagons drawn by two fine horses along about 14 chains of rail, and tipped onto two refuse tips. The average number of wagons tipped per day is 100. The large stones on top, which are cleared out of the dirt, are drawn to the edge of the quarry by a winch and wire rope, and are then pushed over - the smaller ones being thrown over.

Mr. J. Carson is the engineer of the works, and he keeps all the machinery which is under his charge in splendid order.

At the peak of operations there were some 55 men employed at the quarry. Most lived at Crowdy Head itself, but a few commuted from Harrington on pump trollies and railway trikes.

Crowdy quarry could be a bleak and windswept place, wide open to the full force of southerly gales. Storm waves crashing against the rock platform sent salt water and sheets of blinding spray driving across the quarry floor. Blasting operations could be delayed in wet conditions when seepage filled newly drilled shot holes with water.

Working conditions were also dangerous, especially for men employed on the cliff tops. Many workers suffered injuries at the quarry, everything from blasting mishaps and rock falls to sledgehammer strikes and stone truck run-overs. Badly injured workers were taken to Manning District Hospital in Taree for treatment. This usually involved a trip to Harrington by rail – either by stone train or hand-trike – then up the Manning River to Taree on board the steam tug *John Gollan*. The following are some examples from the local newspaper:

16 February 1898. Accident at Crowdy.

A few days ago, while quarrying at Crowdy Head, Mr. Walter Waller met with a rather serious accident to his hand. It appears that while holding a small crowbar for two other men to drive into the rock, he felt some stone giving way, and told his mates to look out, at the same time putting his hand on top of the crowbar, when it was struck by a large sledge hammer, badly smashing the bones. Dr. Curtayne is attending the sufferer.

30 March 1898. Blasting Accident at Crowdy. A Man Severely Injured.

Mr. David McMaster, a single man aged about 35 years, was putting water on to a dynamite charge at Crowdy Quarry on Saturday last, about 12 o'clock, when it exploded. Several of the stones were blown into the air, one knocking his hat off. The earth on the surface struck him on the forehead and round the left eye, severely bruising the parts, several pebbles having to be picked out of his forehead. His eye was also severely bruised, but his sight has providentially not been affected. A wire was sent to Dr. Curtayne to meet the SS John Gollan at Cundletown – the patient being brought up the river in that steamer.

18 December 1901. Serious Accident at Crowdy.

Mr. George Henley, aged 28 years, was engaged with some other men yesterday (Tuesday) morning pulling stone from the face of the Crowdy Head quarry, when a large stone fell and struck him on the hip. He was brought to Harrington in the train, and was pulled up to Taree in the pilot boat – the John Gollan being engaged that morning – and was admitted to the Hospital about 2pm, where he was attended to by Dr. Gormley.

13 May 1903. Accident at Crowdy.

On Friday last, at the Crowdy Quarry, a man met with an accident by a heavy chain swinging and striking him on the head. He was brought to Taree in the SS John Gollan. Dr. Gormley informs us that his injuries are not of a serious nature.

The Crowdy Head quarry to Harrington railway

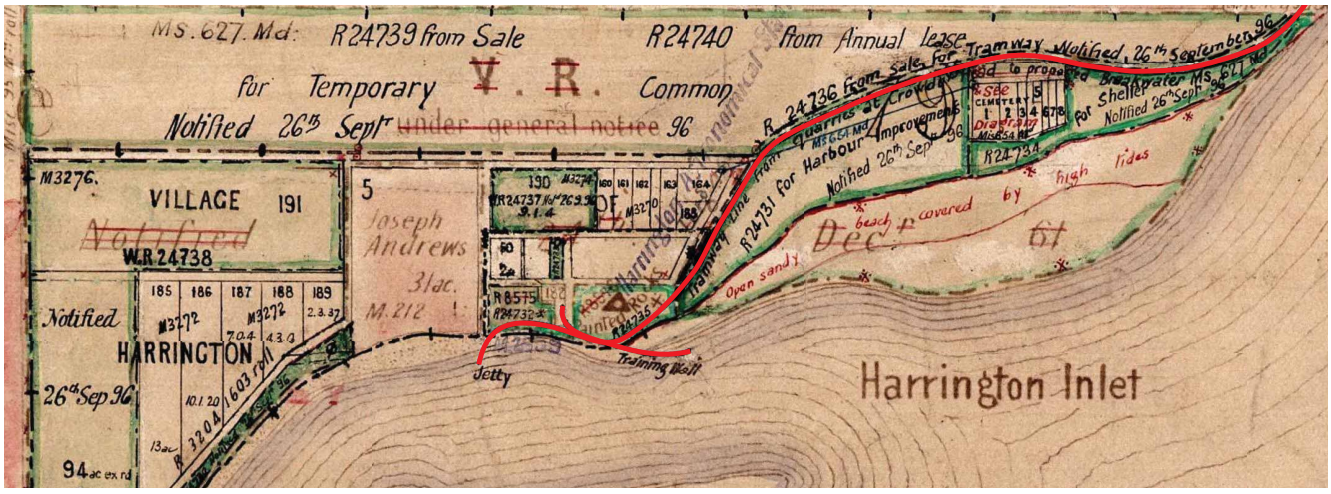
Granter constructed a 4½ mile steel-railed standard gauge railway in early 1895 to transport quarried stone to the Harrington breakwater construction site. Steel rails were shipped in from Newcastle and sleepers for the line were supplied by local contract cutters. The line was un-ballasted, the sleepers being anchored in the sand.

The railway was first surveyed in June 1896, and this plan identifies the Harrington terminus as the contractor's jetty on the Manning River, opposite present-day Coode Street.[9] The line then ran east along present-day Beach Street before curving sharply to pass around the steep southern face of Flagstaff Hill. The side of the hill was cut away to make enough space for the formation to squeeze through beside the shore line. This point was known as the Painted Rocks, because the narrow shipping channel passed so close to the shore that vessels were said to scrape paint off their sides.

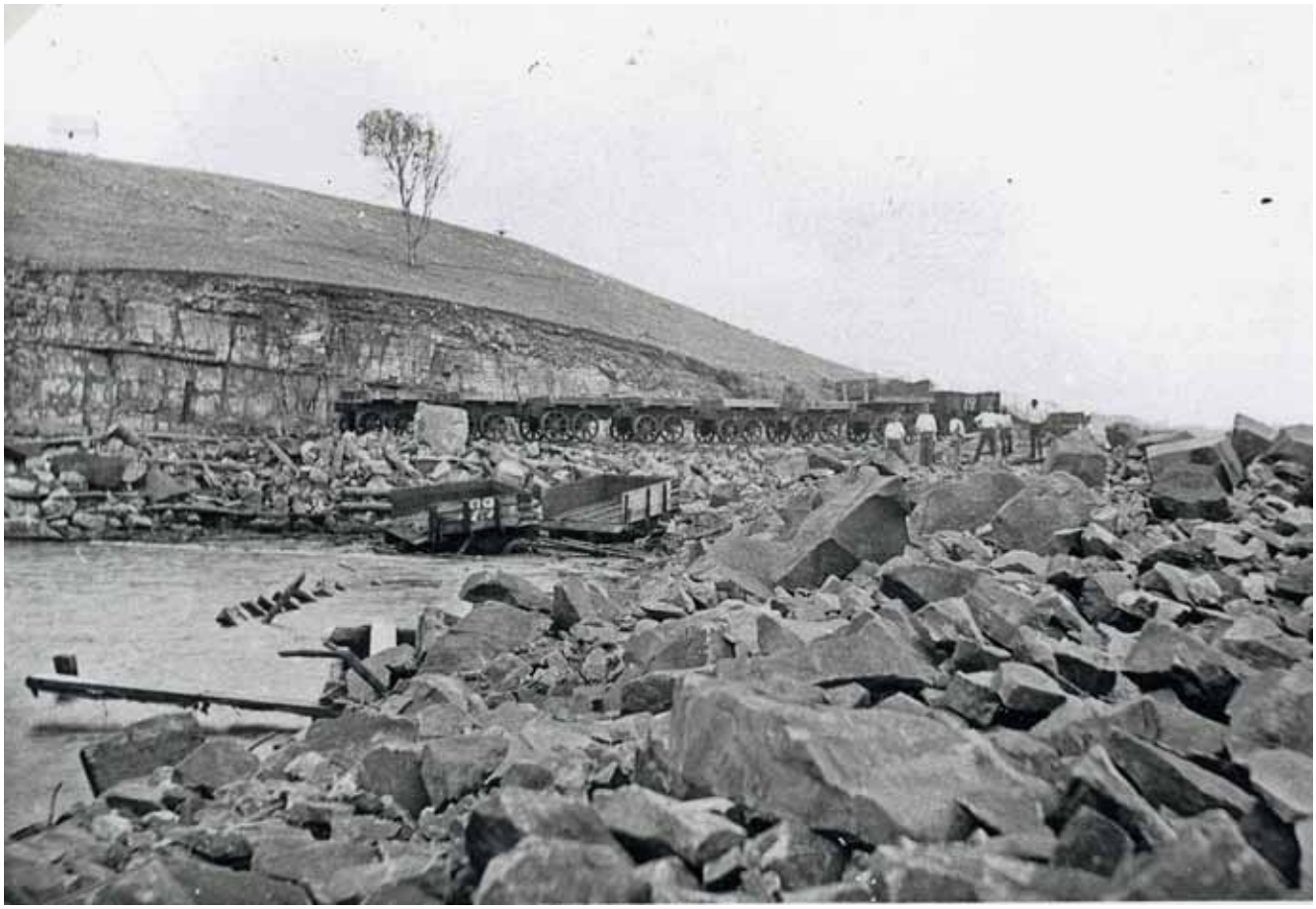
Just past Flagstaff Hill was the site of the PWD weighbridge where loaded stone trucks were weighed and the weights recorded to calculate the contractor's payments. A loop siding is said to have been located in this vicinity, to allow locomotives to be re-positioned either to propel loaded stone trucks onto the river training wall, or to haul empties back to Crowdy Head.

The remainder of the line to Crowdy Head was essentially straight, level and featureless. It ran parallel to the coast through dense coastal scrub and was sheltered from the sea by the sand-dunes backing Harrington beach.

Approaching Crowdy Head the railway curved close to the water's edge to gain the quarry entrance. A set of entrance points on the quarry floor divided the line into a number of sidings running parallel to the cliff face. There was a siding for the steam crane along to the quarry face and another parallel to it where stone trucks were loaded by the crane to await pickup by the locomotive. It is probable there was also a siding for empty stone trucks and another for locomotive run-around purposes.



Harrington Village was gazetted in 1896 and the first survey included the route of the then one-year old breakwater railway through the village. Later sand accumulation behind the northern breakwater moved the shoreline much further eastwards from the village.



Stone trucks stand on the breakwater railway line at the foot of Flagstaff Hill, Harrington as labourers work to retrieve trucks swept off the training wall during the May 1898 Maitland Gale. The side of the hill was cut back to make room for the railway.

Photo: Manning District Historical Society Collection

The curve leaving the quarry was apparently rather sharp, causing problems for loaded stone trains. Two incidents, possibly derailments, were reported in mid-1898, the second being serious enough to cause work to stop for a fortnight while the locomotive was repaired. This curve was eased soon afterwards by moving it closer to the beach "*thus providing an easier grade to bring out loaded wagons*." [10]

When contractor Willcocks took over in late 1895 he established his works depot just off Pilot Street in Harrington, connected to the main line by a short access siding. A triangular junction was constructed at Painted Rocks in 1896 to give rail access to the eastern construction siding along the top of the ocean breakwater, and to the western construction siding along the top of the river training wall.

Some of the rails used for the construction sidings on the breakwater and training walls were imported. For example, in June 1899 it was reported that the schooner *May Laurie* was towed in over the bar by the steam tug *John Gollan* to Harrington wharf where she unloaded her cargo of blasting powder and 50 tons of new iron rails "direct from England" for contractor Willcocks. [11]

By 1897 construction of the river training wall was well advanced. A replacement contractor's wharf was installed at a more convenient location on the inside face of the wall. An access siding was put in to service this wharf and the original rail connection to the jetty opposite Coode Street was lifted.

After the PWD took over breakwater construction in 1900, the old works depot in Pilot Street was closed down and the access siding to it was lifted. It was replaced by a larger one alongside the main line, next to the PWD weighbridge. Old maps show there were at least two sidings within the new works depot which were accessed from the main line through a set of points facing towards Harrington. A short length of the old depot siding was retained as a head shunt, to allow loaded trains from the quarry to be propelled backwards out along the breakwater line to the tip-head.

A description of rail operations was published by the *Manning River Times* in December 1899: [12]

There are two locomotives, each being four-wheeled, coupled. These are driven by Mr. M. [Mark] Bulte, who is a thoroughly competent engine-driver. It has been decided, I am informed, to get another new engine, larger than either of the present ones.

The permanent way is all being re-laid, and when finished it will be a beautifully smooth line. About 2 miles of this has already been completed. This is being attended to by Mr. F. Hooper.

On returning from Crowdy, just before reaching the Flagstaff Hill, all the stone is weighed by Mr. J. Rye, who has charge of the Government weighbridge, which is a fine piece of machinery and well worthy of inspection. In all, there are about 100 men on the works. The Government Resident Engineer is Mr. E. Bale.

The contractor has a wharf, and a steam winch and crane, on the inner training wall, for loading and unloading cargo. All the trucks used at the works are built at Harrington by Mr. R. Love (who is yard foreman), and a large amount of timber is needed for this work alone.

The breakwater is now out a distance of 3,100 feet from the foot of the Flagstaff Hill into the ocean, and already has had 130,000 tons of stone consigned to the deep to form it. The training wall is also a good distance up the river, and has about 110,000 tons of stone in it.

Three loads of 17 trucks each are tipped daily, and the trucks are, after tipping the third load, left ready to take out to Crowdy at 6 a.m. the next day. On arrival of the engine at Crowdy again, the trucks are ready for their return to Harrington. The average amount of stone

tipped daily is about 300 tons, but it has reached as high as 320 and 330 tons. After leaving Harrington there is a run of about 4½ miles along the railway line to Crowdy, which the engine and trucks cover slightly under half an hour when empty.

As well as the regular quarry trains, there was a variety of other traffic along the line. Coal for the steam cranes, water pump and air compressor was regularly loaded into stone trucks at Harrington wharf and railed to Crowdy Quarry.

When a quarry worker was injured, it was usual for him to be taken by pump trolley or stone train to Harrington, en-route to Taree Hospital. On one occasion though, the reverse operation took place. George Whitnall, the Crowdy Head lighthouse keeper fell seriously ill in 1898, so Taree-based Dr Curtayne was summoned by telegraph. He was picked up at Cundletown Wharf by the tug *John Gollan*, steamed down river to Harrington then rushed by horse-drawn trolley to Crowdy Head. The patient was recorded as making a full recovery.

When seas on the entrance bar were too rough for the regular NCSNC Sydney steamer to cross, passengers were sometimes off-loaded in the relatively sheltered waters of Crowdy Bay. If they were lucky they would be conveyed to Harrington by stone truck to connect with one of the company's shallow-draught steam droghers to continue their journey up-river to Taree. If they were no trains running, they had to walk to Harrington.

The breakwater contractor, and later the PWD, also provided the occasional special train for annual school picnics and the like. Temporary seating was installed in the stone trucks on these occasions, and up to 200 children and adults would be taken on the 'Crowdy Head Express' to Crowdy Head for the day.

The fettlers had a number of pump trollies to assist their never-ending job of keeping drifting sand off the line. There seems to have been a fairly relaxed attitude towards the after-hours use of these trolleys with references to them being used by the town's youngsters on fishing expeditions to Crowdy Head. On one occasion a young lad, Charles Klumpp, had the misfortune to fall off the front of the trolley which ran over his leg. He had to be taken up river to Taree Hospital for treatment.

The railway also played a role in emergency repairs on occasion. The main shaft of the steam crane broke in January 1899, bringing work at the quarry to a complete stop. The damage was beyond the capacity of the works blacksmiths to effect repairs, and it was decided to send it to Sydney. The broken shaft was expedited to Harrington by locomotive to catch the steam tug *John Gollan* which, fortuitously, was about to steam up-river to Taree. There it was loaded onto a two-horse buggy which galloped off in pursuit of the Sydney coach that had departed a couple of hours previously.

The dense scrub surrounding Harrington in those days was alive with snakes in summer, giving the fettlers something else to contend with during their never-ending battle against the encroaching sand dunes:

18 November 1899: Yesterday (Friday), as the fettlers were journeying to Harrington from Crowdy on a pumping trolley, they had rather a peculiar experience with two death adders. Fortunately they managed to capture them both — making two less their number.

9 December 1899: About a week ago one of the men working on the railway line threw his oilskin down to sit on while having his lunch. On looking round shortly after doing so, he discovered a very large death adder alongside of him. It is thought that the reptile must have been under his coat and crawled out whilst he was sitting on it.

A typical scene during the hey-day of coastal steamers. The Harrington-based steam tug John Gollan *tows the weekly Sydney steamer* Electra *up the Manning River. The incomplete north training wall together suggests a date around 1898.*

Photo: Manning District Historical Society Collection

Breakwater construction locomotives

Establishing the motive power roster for the Breakwater railway is a challenging task. As many as six different locomotives and steam tram motors, singly and in multiple, have been proposed by researchers at one time or another. Few PWD records with sufficient detail have survived, so it is difficult to state with certainty what is fact and what is speculation. What is clear, though, is that the railway was not a difficult line to operate. It was short, single-tracked and with no grades to speak of. The traffic was light and with modest loadings the motive power requirements were correspondingly modest.

Speculative accounts of multiple engine rosters have been discounted as imaginative and also unlikely given the dwindling funding doled out to Manning breakwater construction after 1900. The available evidence indicates that for most of the railway's life it was operated firstly by a single small 0-4-0ST steam locomotive, then latterly by one ex-Sydney steam tram motor.

Granter, the first contractor, is said to have used horse teams to haul stone trucks over the Crowdy–Harrington line during his short-lived contract, but no clues have been found as to what motive power he actually employed. However, when George Willcocks took over the breakwater contract in mid-1895 he employed two small standard-gauge steam locomotives for the job.

One of these was *BURWOOD*, a small 0-4-0 saddle tank locomotive built in 1878 by JS Rodgers at his Newcastle Foundry, NSW, for service on Edward Merewether's Burwood Estate Railway. It had a copper firebox, drawn brass fire tubes, 12in diameter x 18in stroke cylinders, a 700 gallon capacity water tank, 3ft 6in diameter wheels and cost £1350 new. The full history of this interesting little locomotive has been well documented by NSW light railway researcher John Shoebridge.[13]

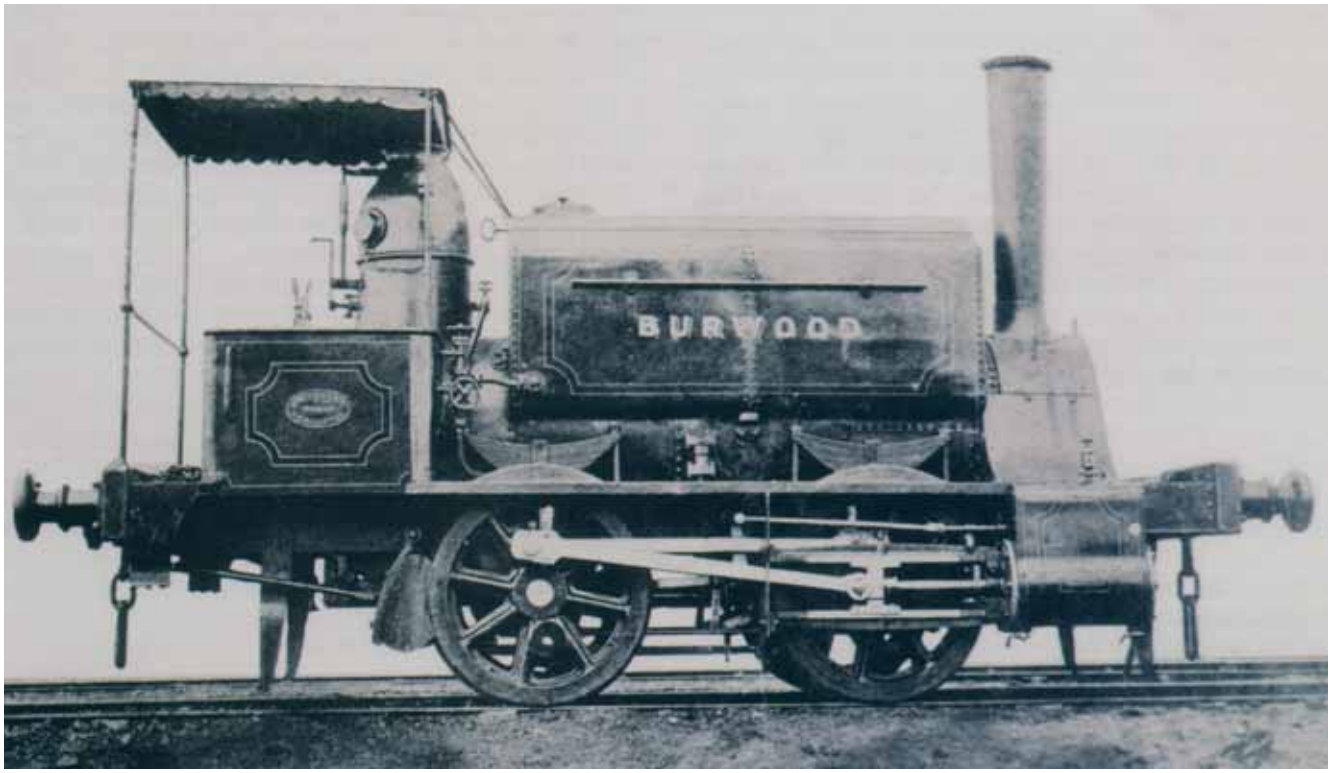
BURWOOD was used mainly for coal haulage on the Merewether Estate, usually on hire to lessee coal companies. By the end of 1889 the little engine was under-utilised and it was advertised for sale.[14] There were no takers until September 1895, when it was sold for £380 to Messrs RG Watkins & Coy, Machinery and Metal Merchants of Kent St., Sydney, who, it is believed, were buying on 5% commission for George Willcocks. The locomotive left Newcastle by ship the same month, bound for Harrington.

The other locomotive brought in by Willcocks was *Tarry*, another small standard-gauge 0-4-0ST. It was built by the short-lived Sydney engineering partnership of Parkinson & Monaghan in 1870 to the order of Messrs Blunt & Williams, railway contractors on the No. 7 contract of the Great Western Railway. An interesting description of its 'official launch' appeared in the 25 June 1870 issue of the *Town & Country Journal*.[15] *Tarry* weighed 11 tons gross, had 9in diameter x 17in stroke cylinders and a 350 gallon capacity tank, giving it a two-hour supply of water.

Tarry's movements after service with Blunt & Williams are obscure, although it has been reported that it was acquired by the Eskbank Ironworks, Lithgow in September 1880. But in May 1896 two 4-coupled locomotives were reported working for George Willcocks on the Crowdy–Harrington line, so it is likely that Tarry was acquired in 1895 along with *BURWOOD*. *Tarry* was also specifically named in a newspaper article in November 1899 when it hauled a picnic train to Crowdy Head on the Prince of Wales' birthday.[16]

Early operations involved both locomotives, one employed as the quarry shunter, and the other hauling stone trains to the embryo breakwater wall at Harrington. But within three years operations had settled down to single-engine operation. This is evidenced by reports appearing in the *Manning River Times* after 1898, of construction work being suspended '*when the locomotive was out of action*'.

By late 1899 horses were being used to shunt the quarry and the remaining steam locomotive was used to haul quarried rock to Harrington. The casualty appears to have been *BURWOOD*, set aside for unspecified reasons.



Builder's photograph of BURWOOD *(Rodgers 1878). After an early career on the Merewether Beach coal railway, Burwood was less successful at Harrington and is believed to have been set aside as early as 1898. Photo: ARHSnsw Railway Resource Centre*

The only known photograph of the small steam locomotive 0-4-0ST Tarry *at Harrington. It appears to have been derailed on a set of points and labourers are preparing to re-rail it. The location is uncertain, but it could be the head-shunt at Crowdy Head quarry.*

Photo: Manning District Historical Society Collection.

When the PWD took over the breakwater contract from George Willcocks in March 1900, they purchased all his plant including the locomotives *Tarry* and *BURWOOD*. It has been reported that ex-NSWGR S29 (Manning Wardle 88 of 1863), a 17-ton 0-6-0ST locomotive from the Fassifern–Toronto Tramway, was purchased by the PWD for use at Harrington in January 1901.[17] And the Manning River Times, which liked to keep a fairly close eye on progress at the harbour works, did indeed report on 30 January 1901 that '*a new locomotive is expected to arrive any day for the harbour work.*'

However there is no further mention of a new locomotive arriving, or operating, at Harrington. The tone of subsequent items submitted to the newspaper is more suggestive of overdue maintenance for the work-worn *Tarry* rather than for a recently received replacement locomotive:

13 July 1901: Tipping stone on the outer and inner walls has been suspended temporarily, owing to the locomotive's wheels being sent to Sydney for re-tyring.

4 September 1901: The locomotive is about to run again.

14 September 1901: Work is once more in full swing and it is like old times to see the engine at her usual occupation. She looks splendid, being newly painted, and in first class order. Messrs. Griffiths, "fitter," and Morgan, boilermaker – both from Fitzroy Dock – had the engine in hand. They have left again for Sydney.

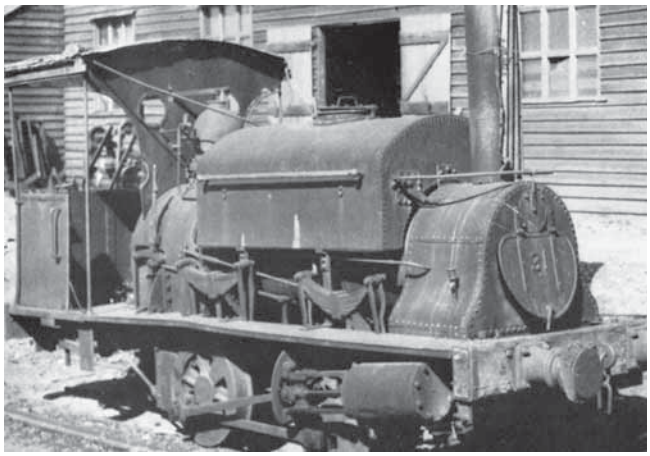
In July 1902 this item appeared in the local newspaper:

After taking a cargo of timber up the river, the steamer Defender *came down to Taree on Saturday morning last, where some passengers embarked for Sydney. She then proceeded down river to Harrington, where one of the locomotives used in connection with the harbour works was taken on board – being lifted with the large crane and deposited in the steamer's hold, which was just large enough to accommodate it. The steamer was bar bound till Monday, when she crossed out.*[14]

This is believed to be the unwanted *BURWOOD*, whose subsequent career is somewhat obscure. An early ARHS article[18] states that it subsequently worked on the Swansea training walls at the entrance to Lake Macquarie between 1904 and 1908, but this is extremely unlikely. PWD Annual Reports show no breakwater or wall construction, or repairs, were carried out after 1895, and the limited funds available after this were only enough for some desultory dredging of the Swansea Channel. Historian JLN Southern suggests that it was included in the PWD plant register as their number 20 and was cut up for scrap around 1914.[13]

Tarry soldiered on as the mainstay of the quarry haulage until breakwater construction was stopped at the end of February 1904. This was a time of economic recession in NSW, with harbour works up and down the coast coming to a halt. *Tarry*, along with the rest of the construction plant, was mothballed at the PWD's Harrington Depot, on the premise that construction work would continue when more funds became available. This did not eventuate, and it stayed there for eight years until winter storms severely damaged the breakwater in July 1912. The quarry and railway were re-activated, and *Tarry* spent 18 months hauling stone from Crowdy Quarry for the repair work.

During this time it was renumbered as PWD's number 31. After the breakwater repairs were completed in mid-1914, the locomotive is believed to have been shipped to Newcastle for storage.



PWD 31 (formerly Tarry*) outside the PWD Workshop at Coffs Harbour on 7 August 1936.* *Photo: Tony Maston*

It was purchased soon after by the NSW Navigation Department for £810 and shipped to Coffs Harbour on the SS *Gunbar* on 25th October 1915. Here it was found to be unable to pull wagons from a standing start around the sharp curves connecting the jetty tramway with the NSWGR sidings. It returned to PWD ownership and worked out its days on harbour construction duties at Coffs Harbour. It was written off in 1938 and possibly cut up for scrap in 1946. [19]

The north breakwater

Construction of the northern ocean breakwater was begun in June 1895, from the river bank at Harrington below the southern tip of Flagstaff Hill. The ocean breakwater had to resist the force of winter storms, and the contract specified large, heavy rocks for its construction. Quarried rocks and boulders, weighing up to 12 tons apiece, were railed from Crowdy Quarry on 4-wheel flat-top wagons hauled by a steam locomotive. A construction siding was built out on the top of the breakwater wall, keeping pace with the advancing tip-head. The junction was arranged so that locomotives could propel loaded stone trains out along the breakwater.

PWD records show that an average of 30,000 tons of stone was tipped each year between 1896 and 1904.[20] Construction progress was initially quite fast but slowed considerably as the tip-head inched out into deeper waters offshore. The first serious setback, and a taste of things to come, occurred during the infamous Maitland Gale in May 1898:

Gale at Harrington – Great Damage Done!

Last night's south-east gale was the most severe and disastrous experienced at Harrington for years, known by the oldest residents. Heavy scudding rain and a mountainous sea were continually driving ashore. At 9 o'clock last night the gale was at its highest and the damage done is very considerable.

Mr. Willcocks is a heavy loser. The tramline on the inner wall, and part of the outer wall, seven trucks, the donkey engine, the contractor's wharf, and a number of girders have been washed away – not to mention other damage. It will be some weeks before the tramline will be working again.

On the outer training wall some of the largest stones have been displaced – the sea being right over it. The railway line has been seriously damaged, and some of the rails twisted as if they were wire. Hundreds of tons of sand have been washed over from the south beach, and is almost level with the top of the outer wall in some places.[21]

One outcome of this destructive event was a decision by the PWD to increase the height of the outer breakwater from 4 feet to 12 feet above high water mark, and instructions were given to the resident engineer to grade the wall 1:50 back from the tip head.

Southerly gales in May, July and August of the following year again pounded the breakwater and washed away sections of the railway line on top of it. A long section of the wall began to subside, requiring thousands more tons of stone to be dumped to build it up again to the required height. There were also problems with the railway between Crowdy and Harrington. Winter gales covered the line with sand, frequently requiring it to be dug out, and periodically to be relaid.

Accidents were not restricted to Crowdy Head quarry, and the work of constructing the breakwaters contributed a fair share of pain and suffering as well:

22 July 1896. Accident at the Manning River Harbour Works.

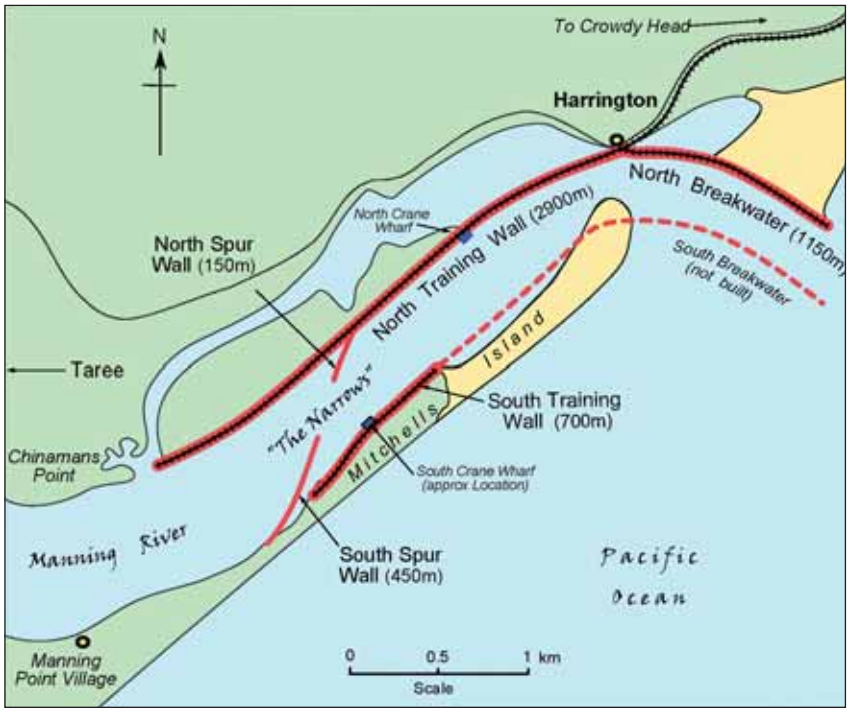
Late yesterday afternoon a man named George Hemmett, employed at the Manning River harbour improvements, met with a very serious accident. He was standing near the end of the breakwater, when a truck, containing a block of stone weighing 6 tons, left the rails, and Hemmett was precipitated into the seas. Considerable difficulty was experienced in getting the injured man on to the breakwater. It was found that his right hand was frightfully lacerated and his right leg broken. He was immediately taken to the Taree Hospital. Little hopes are entertained of his recovery. The doctors amputated the arm this morning.

3 August 1898. A Terrible Accident. Man's Arm Crushed.

A terrible accident happened here yesterday to Mr. David Murdoch, while shunting three loaded trucks. In trying the sprag wheel of the second wagon, he slipped, and fell under the last wagon – the wheels of which passed over his left arm near the shoulder, mangling it to a pulp. No time was lost by his fellow workers in carrying him to the manager's office, where willing hands did all that was possible for the sufferer. He was then conveyed to the M. R. D. Hospital, where he was admitted, and his arm amputated through the shoulder joint by Dr. Gormley, Dr. Curtayne administering the anesthetic.

Construction of the ocean breakwater was a major task. When construction stopped in February 1904 over 230,000 tons of rock had been tipped to create a breakwater 4000 feet long. Some 100,000 tons were needed for the last 700 feet which, being in the deepest water, was built higher and wider to resist the pounding of storm waves.

The breakwater walls became popular with locals and visitors alike for the plentiful oysters growing on the rocks. According to local lore, oysters had been introduced to Harrington when the SS *Diamantina* was wrecked on the bar some years previously. She carried live oysters in her cargo, and the pilot crew got them and spread them around the shore. At times the oyster collectors got a bit too enthusiastic prying rocks off the walls, prompting the authorities to ban the practice from time to time.



Railway construction sidings ran the full length of the breakwater and river training walls. The lines on the north side were worked by the steam locomotive, but the isolated south line was horse-drawn.

Retrieving stone trucks washed into Harrington Lagoon during the 1898 Maitland Gale. Behind the trucks is the steam tug John Gollan *which was washed up onto the beach.* *Photo: Manning District Historical Society Collection*

The North River training wall

Blasting operations at Crowdy quarry produced a large quantity of under-size stone, too small to be used in the construction of the ocean breakwater. This was initially dumped into the sea as waste until, in January 1896, the works contract was expanded to include the construction of a training wall on the north side of the river. As this wall would be better sheltered from the force of winter storms, the smaller size stone could be economically utilised in its construction. The dimensions of the wall were required to be 4 feet above high water level, 6 feet wide across the top and with 1:1 side slopes.

Construction of the river wall began from a junction with the ocean breakwater at Painted Rocks and headed westwards along the northern side of the Manning River. The line of the river wall was some distance out from the river bank, a circumstance which displeased some local landholders who found their access to the river impeded. A small timber viaduct, or bridge, was built into the wall some 300 metres west of Harrington, to allow tidal flushing of the impounded water behind the wall.

A railway siding was extended out on top of this wall, keeping pace with the advancing tip head. Stone used for construction was railed from Crowdy quarry in 4-wheel side- and end-tipping trucks which, it is believed, were propelled out to the tip head for dumping. Without deep water and ocean swells to contend with, construction of the river wall progressed a lot faster than the ocean breakwater.

Punt loads of small stone and gravel were dumped onto the river bed in advance of the tip-head to combat scouring caused by strong currents. By the time construction ceased in February 1904 the northern training wall extended some 9600 feet up the river to Chinamans Point, and over 200,000 tons of stone had gone into its construction.

A wharf on the outer side of the training wall was often utilised by NCSNC steamers when the inner bar at The Narrows was too shallow to cross. Passengers and freight would be trans-shipped to one of the shallow draught steam droghers, often the *Manning*, to continue their journeys up-river to Taree and Wingham. Passengers for Harrington however faced "*a long and rough walk along the wall, and when the trucks are working it is not altogether safe*." [21]

To be concluded…

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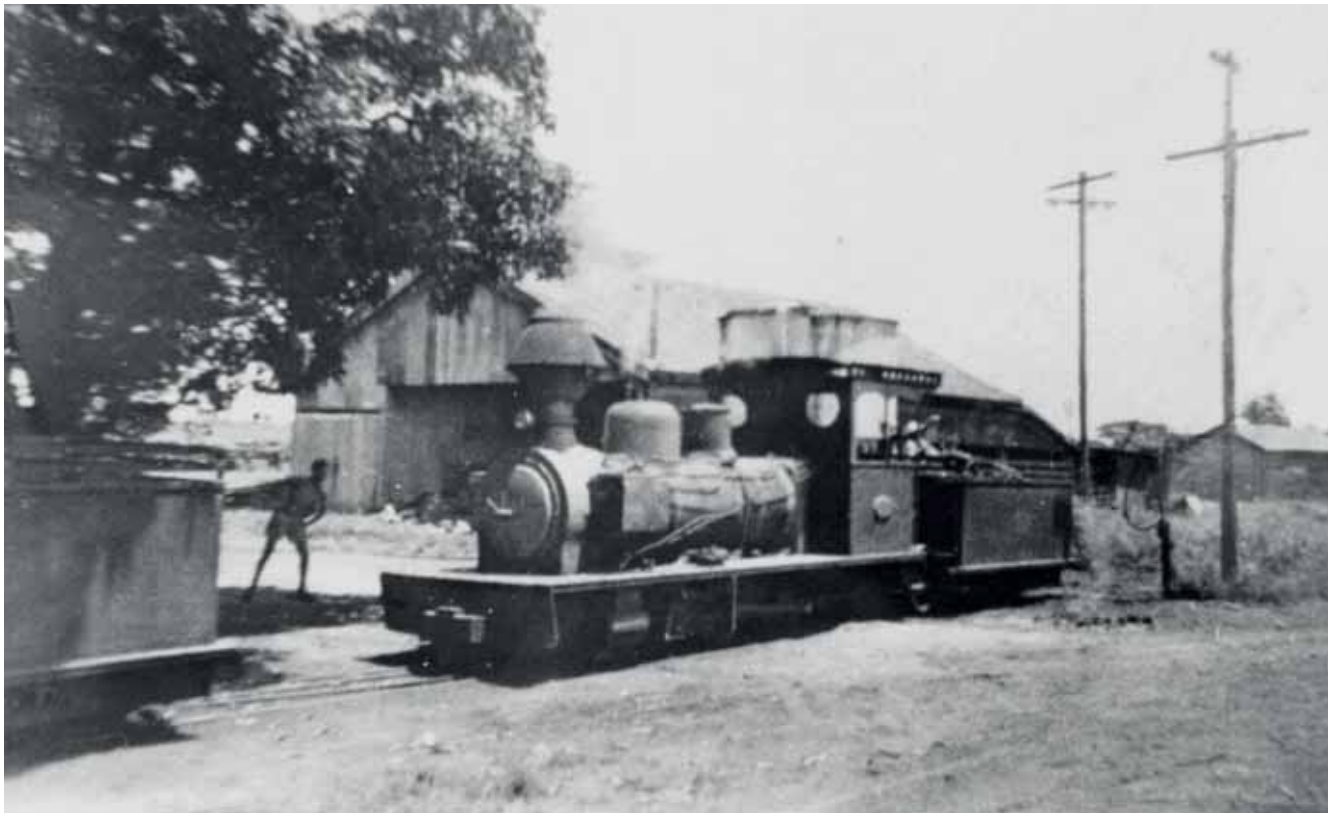


Bill Scott himself took this photo while working at Goondi Mill, showing Number Six parked behind Old Number Two.

Bill Scott's Goondi Mill locomotive characters

John Browning

William Neville (Bill) Scott (1923–2005) was an Australian author, folklorist, songwriter, poet and a collector of bush ballads and Australian folk history. Having read his book, '*Tough in the Old Days*', with its vivid descriptions of working on the steam locomotives at Goondi Mill, a visit to his Brisbane suburban home during the early 1980s seemed essential. Bill was a friendly character with a good memory, who had first worked as a fireman on the locomotives at Goondi in 1947 and returned there in 1951-2. From discussions with him, it was easy to confirm the identity of the locomotives he had worked on and written about.

Goondi was a Colonial Sugar Refining mill that first crushed in 1885 and closed after the 1986 season with its cane railways divided between the neighbouring mills, Babinda and Mourilyan. The mill dieselised early, but it is interesting to note that four of the six locomotive characters referred to by Bill still survive.

By 1952, there were four steam, two large petrol and three 'Simplex' locomotives (two old petrol-engined ones and a diesel new in 1951 that was used as the weighbridge shunter during the crushing season.)

'The Bomb' was number 4, Fowler 7244 of 1894, which had been built as an 0-6-0T locomotive but had been stripped of its side tanks at Homebush Mill to run on light lines with a tender. As a result of this it is no surprise to know that it was light-footed. It came to Goondi from Hambledon in the early 1950s and was soon sent away to Condong Mill in 1955.

'*The Flying Piecart*' was number 5, Fowler 0-6-0T 12271 of 1910, which had been new to the mill. It was replaced by a diesel and sent to Victoria Mill in 1956. It later operated at Timbertown Wauchope as the *THE GREEN HORNET* and is now believed to be somewhere in the Taree area.

'*Old Number Two*' was Hudswell Clarke 1099 of 1915, one of the first pair of classic 9½in x 12in 0-6-0 tender locomotives used in Queensland. The early type drove onto the middle driving wheel. It didn't arrive in Australia until 1919 because of wartime conditions and came to Goondi from Hambledon in 1922. In Bill's time at the mill it worked to the south on the run to Mundoo and Wangan. In 1957 it moved further south to Victoria Mill where it became *TOWNSVILLE* and now resides at the Sugar Industry Museum at Mourilyan, just across the river from Wangan.

'*Number Six*' was Hudswell Clarke 1555 of 1925 and it was new to Goondi, arriving three years after number Two even though number Two had been built ten years before. It drove onto the rear driving wheels. In Bill's time it worked across the north Johnstone River to Eubenangee, Garradunga, and Daradgee. It was the last steam locomotive at the mill and was placed in a local park in 1962. It was taken to Victoria in 1974, and is now in operating condition at a private railway near Broadford.

Bill remembered the steam locomotives as black with dark red frames, with the exception of '*The Flying Piecart*', which was painted green and cream. This impractical livery was later applied to the other steam locomotives.

'*Big Pig*' and '*Little Pig*' were 72hp Hudswell Clarke 0-6-0PM P262 of 1928 and 50hp John Fowler 0-6-0PM 18260 of 1929. They had both been new at Childers Mill. The Fowler had arrived from Childers in 1932 while the Hudswell had been transferred to Lucinda Jetty before arriving in 1935. The Fowler is now on the Durundur Railway at Woodford, while the Hudswell was scrapped.

For those who enjoy reading the accompanying article, published in *The Bulletin* magazine in 1960, I can recommend the more extended treatment of work on the Goondi Mill cane railway that can be found in the author's *Tough in the Old Days*.

Some Characters in Steam

by Bill Scott

(from The Bulletin *2 March 1960)*

For more than half-a-century sugar cane was hauled to the North Queensland mills by fussy, fierce, bucketing little steam locos, but one by one they have been replaced by diesels, which are more efficient, economical — and thoroughly prosaic.

To get my meaning it is only necessary to put a small boy near one of each variety and see which draws him like a magnet. The diesel sits like a lump. The steam loco is alive as he is alive, and there is where he will be found. It breathes, it pants contentedly, it hisses steam from unexpected places. Its personality shows-out in many ways, and locos are as capable of developing personalities as ships.

At one mill where I worked for some years there were four steam locos, all different and all worth knowing. They were the Bomb, the Flying Piecart, Old Number Two and Number Six. There were also two petrol locos, known as Big Pig and Little Pig, but they were such colorless personalities that they deserve no mention.

The Bomb was the most happy-go-lucky piece of machinery in the world. She was as cheerful, well-meaning and unreliable as some of the ladies who once upon a time hung around the waterfront pubs in Cairns. There was nothing fixed about her. In motion she made noises like a travelling-tinsmith's wagon, and she had a penchant for derailing herself when travelling tender-first. Yet, stuck in a hollow with a heavy load, she would clank cheerfully at the grade, finally overcoming the obstacle in a crescendo of noises like a Burmese gong-orchestra.

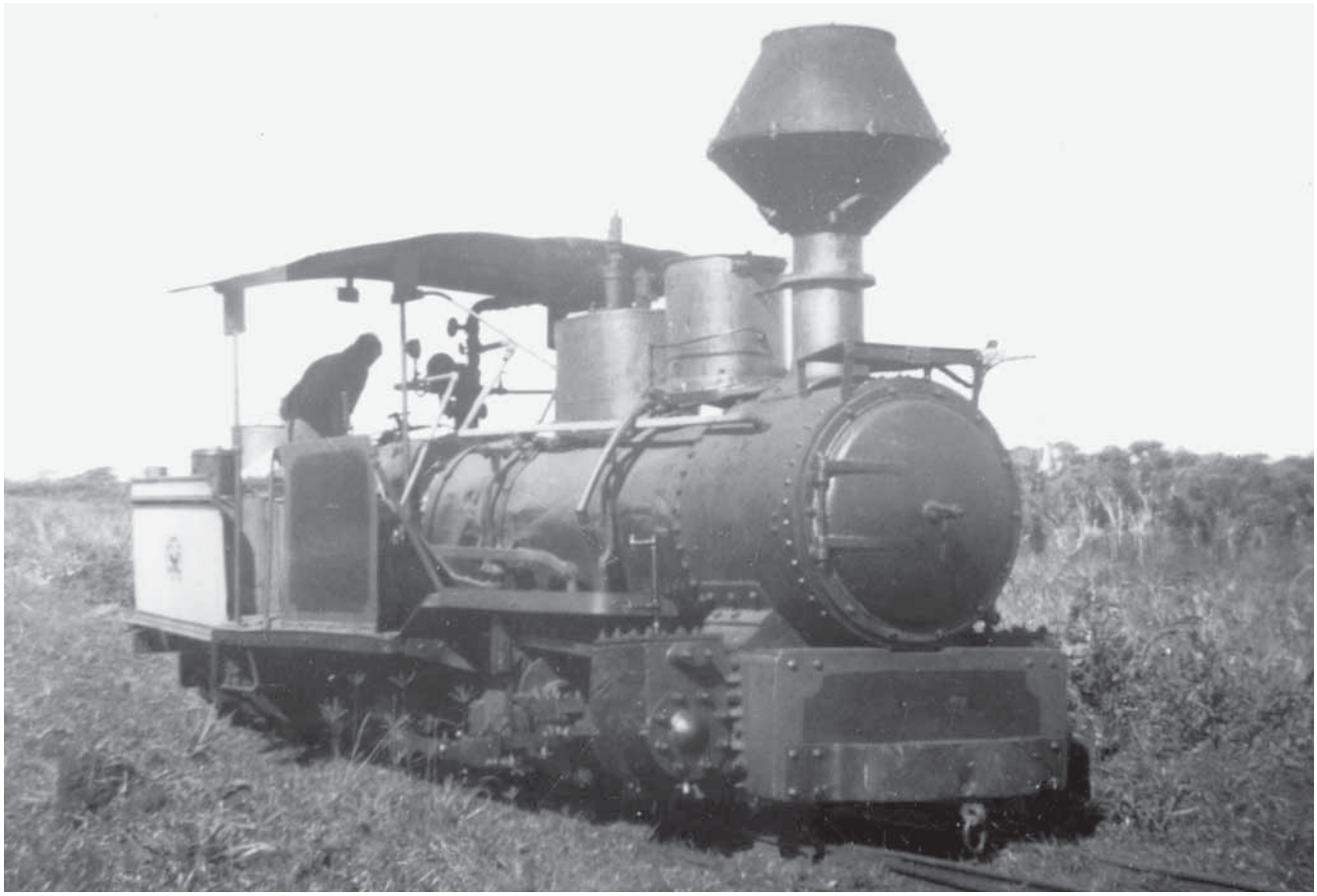
Back at the shed the loco-fitter would grasp the crosshead, rattle it up and down vigorously, yelling, "*Plenty of play, plenty of tolerance there!*" He would squirt some oil over the bearings, and she would be ready for anything again.

Being a lightweight, she worked mainly short-distance nuisance-jobs, close to the mill-yards. On the rare occasions when an emergency sent her further afield, she clanged over bridges, through cuttings, and along embankments in the most cheerful way.

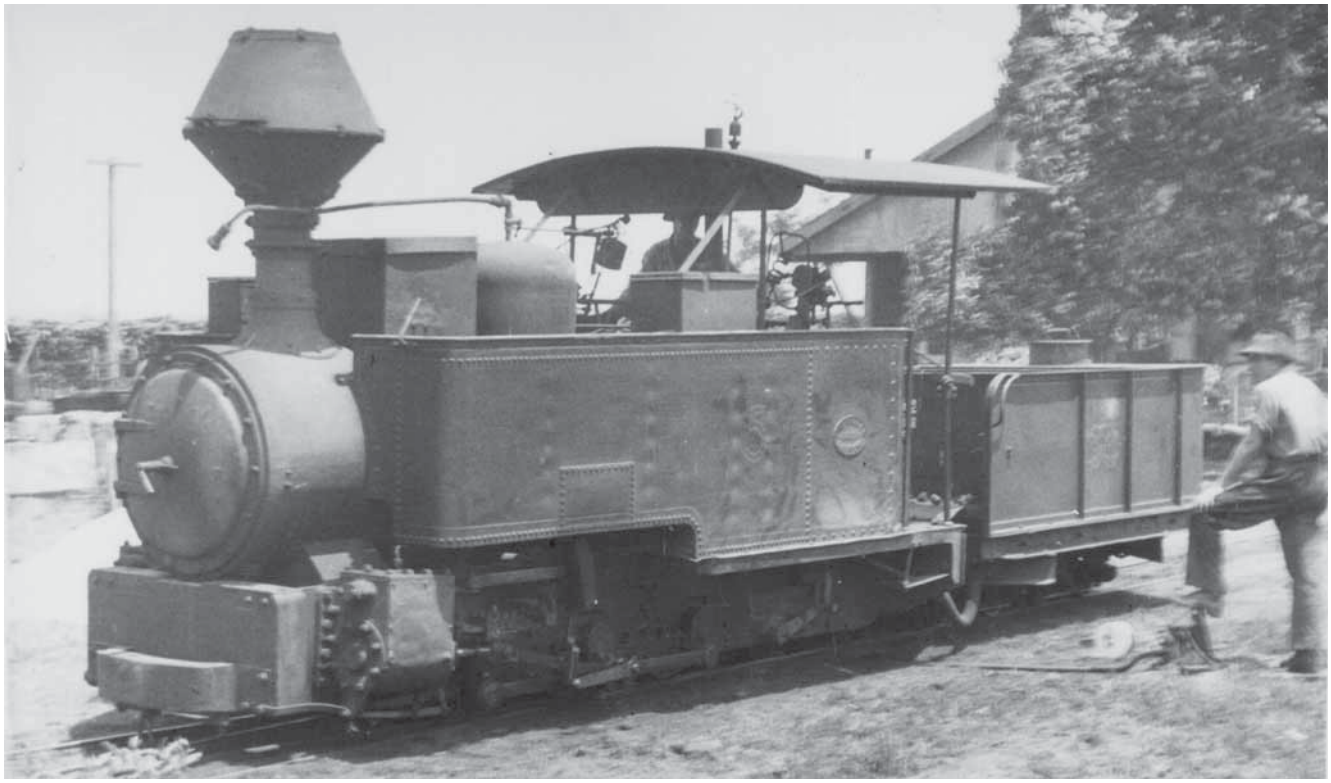
At these times her whole demeanor was that of a child off on a holiday. An excited, exploratory mood seemed to settle over her, and nothing was too much trouble for her. A wondering joy at escaping for a while from the humdrum shunting of the "empties" yard, or the pulling of 20 "fulls" from the Two-mile that were her usual lot.

On her own job she bore-up light heartedly; occasionally piling-up her load more from exuberance than deliberate malice. She was never shame-faced after leaving the rails herself. Once back on the metals she would bound away, as carefree as ever.

On a good running-rail she would pull her heart out; thumping, creaking, determined. But in that humid climate the dew-fall is as heavy as a thundershower; and at two or three in the morning the rail would be as slippery as a codfish. A moment's drowsiness on the part of the driver, a slight wriggle in the rail, and she would leave the steel and bounce to a painful halt, rakishly askew on the sleepers. Then the sleepy fireman would curse wearily, grab his "larrikin" lamp and plod off to the nearest farm to ring the mill for the breakdown gang. I don't think the Bomb liked late nights. She thought her age demanded privileges.



'The Bomb' photographed at Condong Mill in the late 1950s. Its appearance makes it easy to understand how it got its nickname. It has the cream tender with elaborate 'CSR' monogram that came with it from Goondi. This tender appears to have been built on the chassis of a Decauville locomotive. *Photo: David Burke*



Number 5, The Flying Piecart, *photographed at the mill in November 1946. This Fowler locomotive had received a new Walkers boiler in 1937, and a CSR-built tender in 1938.* *Photo: Ken Rogers*

Number Five, the Flying Piecart, was named for the short length of stovepipe chimney that protruded through the roof of the cab. This pipe never carried smoke; it was for shunting clear steam from the safety-valves, which were inconveniently placed on top of the fire-box.

Her personality was in direct antithesis to the Bomb's. She sulked, loafed, skulked, slipped, developed hot-boxes; and was as touchy as a bull in fly-time. When she felt like it she would astound you by pulling a load first try that she had consistently refused to look at every day for the previous fortnight. She always looked neat and well-groomed because she spent so much time over the pit in the loco-shed being repaired.

Some of her tricks were mystifying. At one moment her boiler would be full. Turn away and back again and you would have trouble getting a show in the gauge-glass. Don't talk to me about grades affecting the water-level, either. That's the way it was, and none of the others did the same thing.

She was a driver's heartbreak, a fireman's nightmare and a fitter's despair. She would sulk her way through her shift so long as she wasn't asked to do anything out of the ordinary. But if she felt she was being put upon there would be a broken blast-pipe, leaking tubes, or maybe a bearing would heat and the metal run out without any of the smells of frying oil or sounds of complaining metal that attend this mishap on a normal engine. Let her driver relax, and she would hit the dirt. Let her fireman dream of his lunch for a moment, and he would find himself with a clinkered fire, little steam or water and an upgrade ahead,

Sometimes she came to a standstill despite all vigilance. Once I saw the driver and fireman frantically shovelling dirt into the firebox to choke the fire. Both injectors had refused to function at the same time, and they couldn't get any water into the boiler. Despite her failings, her crews bore her a blasphemous affection. I am sure this sprang mainly from their pleasure in outwitting her. There was nothing lovable in her make-up.

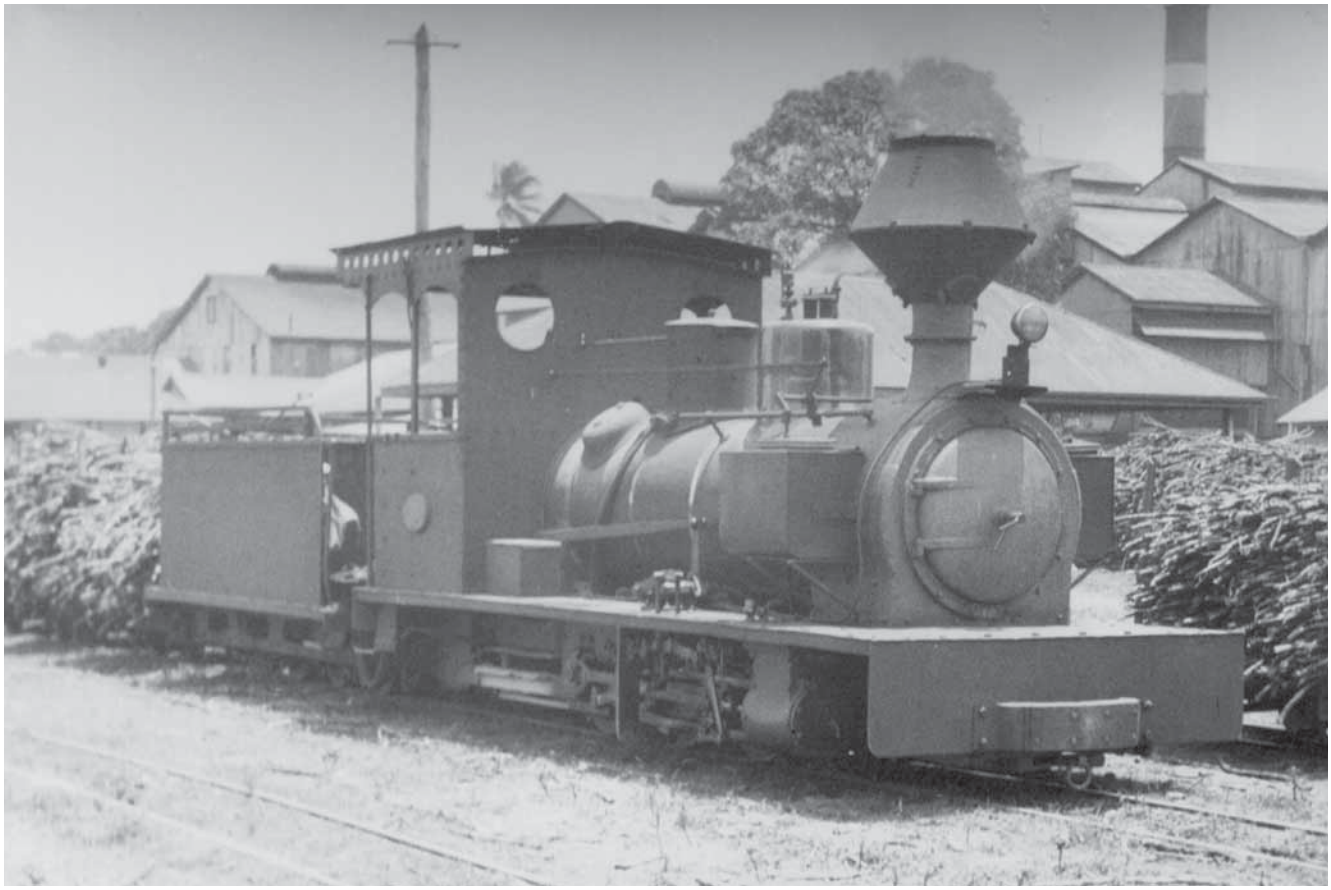
Old Number Two and Number Six were the real workers, the long distance locos. They worked 24 hours a day, five and sometimes six days a week, for seven months of the year. They were the long-haul locos, threading their way on a web of steel far from the mill. They shuttled back and forth, out with empties and back with full trucks in an intricate game of chess.

They made sure that there was enough cane in the yard to keep the giant elevator moving its endless circle, and at the same time ensured that empty trucks were delivered in time to all the far-flung gangs of cutters in the remote mill-areas.

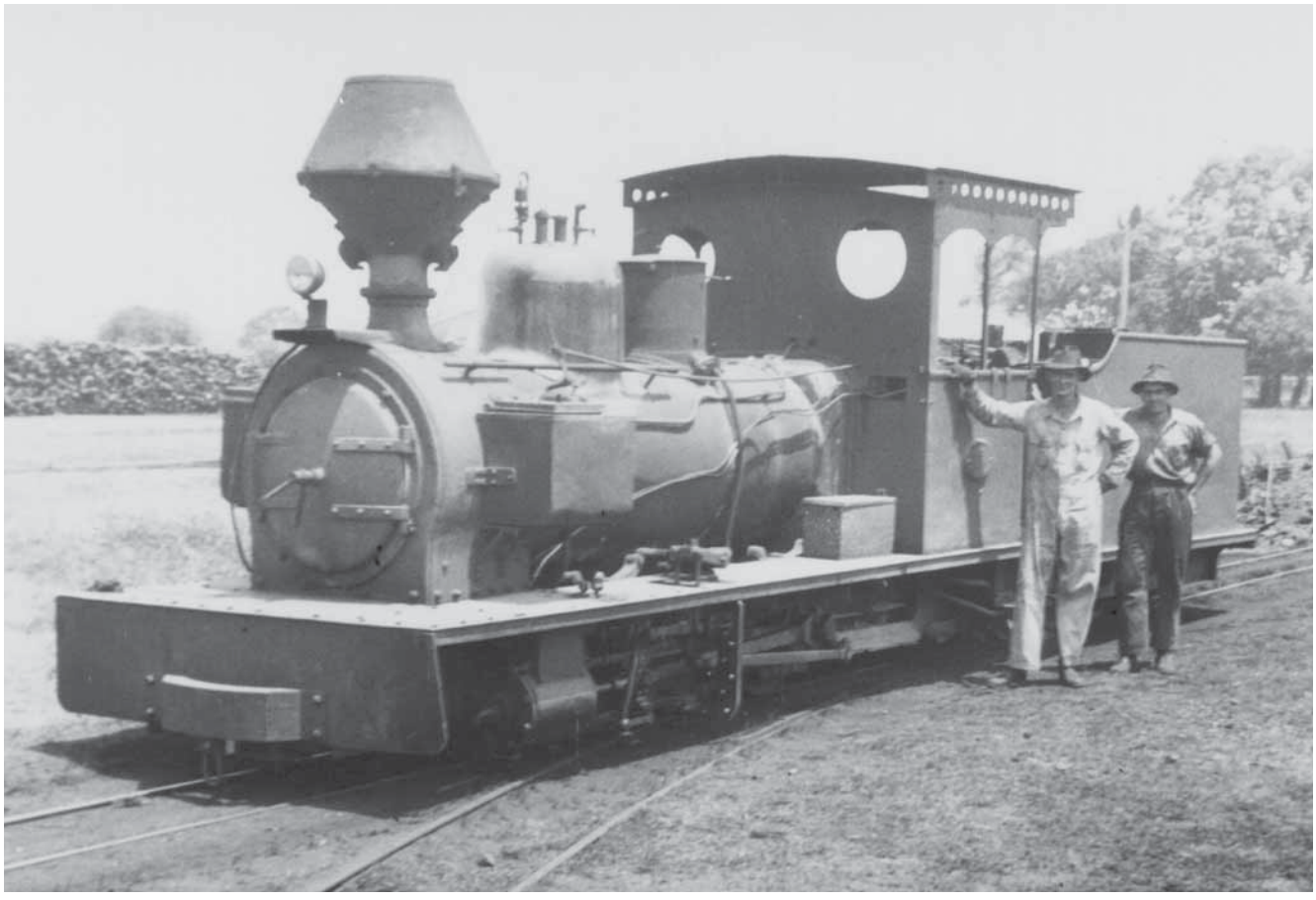
They were sisters in make and model, though Old Number Two was the senior by three years. Some quirk of chance seemed to make her trade on this age. She was incapable of pulling the same weight as her sister. Her puff had a lackadaisical quality compared with that of Six, who coughed with a clear-cut determined bark when pulling hard. Under a full load Two had a more hysterical note, and even her whistle was pitched to a higher, more effeminate scream. But she could pull, and if you treated her right she would respond nobly.

On her long run she usually had her load mustered about five miles from the mill-yard, and those final five miles were always something of a dash. There were two rather sharp upgrades, and if you took the first without bogging, then you could he fairly certain of the second. The real heartbreak was the final winding mile of slight upgrade to the mill itself. Because of the curves it was impossible to make a dash at it, so you went steady, and hoped that the pull would he enough to get you safe on the final stretch of straight running 300 yards from home. The friction of the wheel-flanges on the curves was the killer. This often brought her to a stop with her rake of trucks only halfway round the last bend.

If you could successfully negotiate this last curve there was the delight of thundering past the school with the pupils lining the fence and cheering. They were a critical audience, with a lot of technical knowledge as befitted future drivers. I doubt if there was one future lawyer or doctor among the male pupils!



Above: Old Number Two *hauls a rake of cane into the mill yard in November 1946. It has a "Hudswell Clarke" type 600-gallon tender with coal rails..*
Below: Number Six with a proud crew in November 1946. Note the polished brass dome cover. The locomotive was fitted at this point with a Clyde Engineering 800-gallon tender. *Photos: Ken Rogers*



In 1955, the two Hudswell Clarkes, with number 2 on the left, are both running with Hudswell Clarke tenders in the cream and green livery. The loco shed was demolished in 2006 following Cyclone Larry. *Photo: Ken Rogers collection*

So to roar past trailing clouds of thick smoke, and with the safety-valve lifting, was the aim and practice of every fireman in the mill, and generous applause was always forth coming.

But if one stuck ignominiously at the curve there was the miserable business of splitting the load, pulling the half of it in, then returning for the rest to a barrage of catcalls and reflections on the ability of both driver and fireman.

If the Bomb happened to be in the yard and heard your whistle, she really came into her own. She would bustle and roll fussily down the line to where the bigger loco sat helpless. Then, coupled to the nose of Number Two, she would squeal once, and the two of them would be off in a tremendous din. Slowly at first, then faster; triumph radiating from every lurch of the Bomb, and Old Number Two quietly doing most of the real work behind.

Reliable and uncomplaining, she had only one fault. This was a peculiarity in one of her safety-valves. Occasionally when it lifted it didn't close until she had lost 20lb of steam instead of five. This was not important except on upgrades with a full load, when it meant the difference between making the crest and bogging. I have seen her plugging uphill, dogged as a bullock-team, with her fireman perched precariously on the side of the boiler tapping gingerly at the valve with the handle of the coal-hammer, trying to persuade it to reseat itself. Being an acrobat was one of the necessities of a fireman.

And so to Number Six — efficient, hard-worked and hard-working. The solid determination to do a good job sounded from every beat of her exhaust and showed in every turn of her cranks. She was the Martha of the mill. Not colorful like the Bomb, never temperamental like the Piecart, innocent of any sins like Two's safety-valve, she was a pleasure to work.

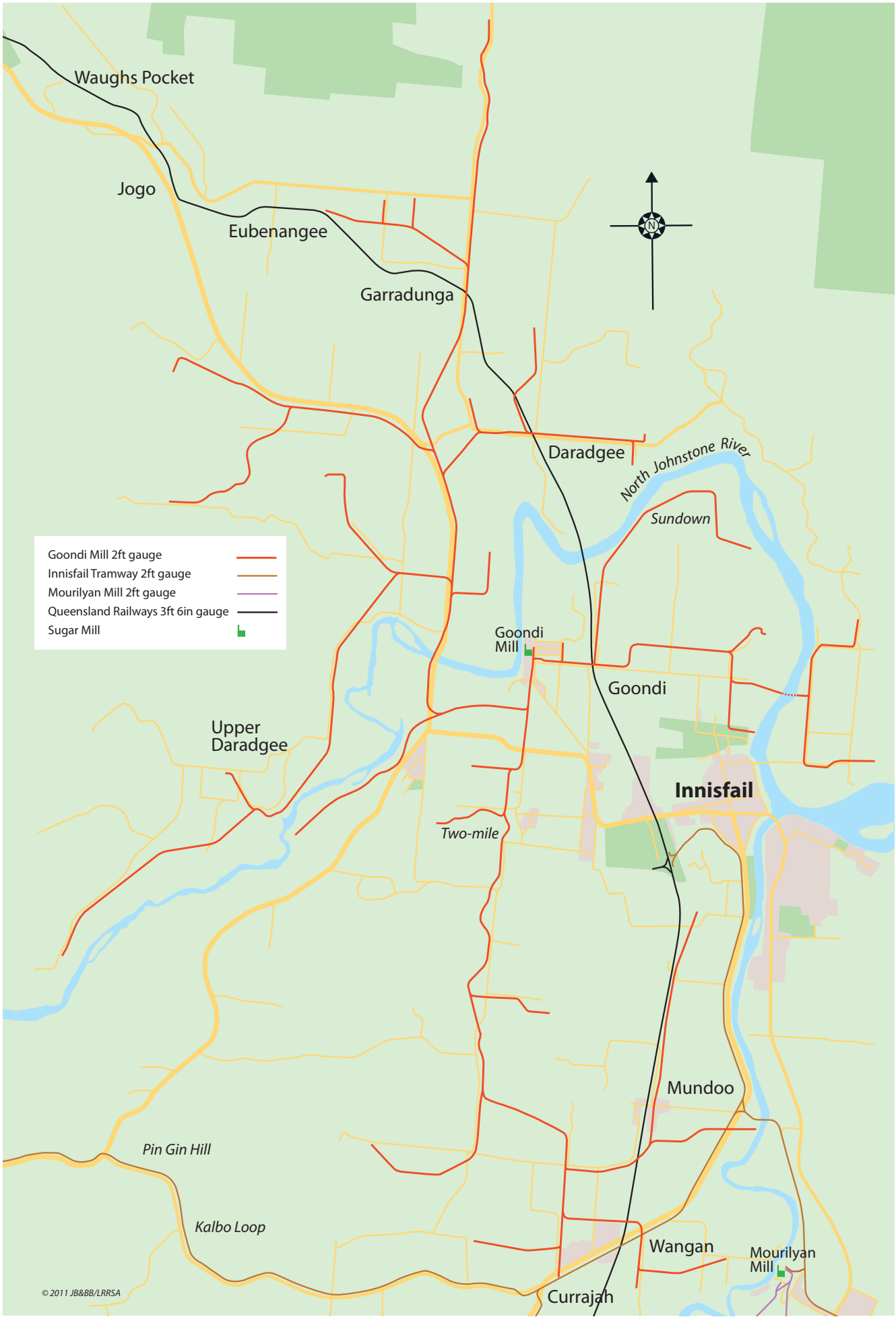
Of course, she occasionally ran off the rails and tumbled trucks of cane off bridges. But consider that she was 10 tons of steel and water, precariously balanced on 2ft tracks, and that speed was sometimes essential. The wonder is that she achieved a quarter of the work she so faithfully did.

There was no atom of viciousness in her. On one occasion she tossed a hump backed bull off a bridge, but it was without malice. (Her driver remarked: "*I looked down, and all I could see was four legs and a grey belly sticking tip out of a patch of lantana!*") She brushed that animal aside with the preoccupied gesture of a man swatting an insect that distracts him from the job in hand. "*Get on with it*" seemed to be her motto.

Easy on both fireman and driver, she was a pleasure to work. She could be spectacular when she chose; like the time she rode up on the riding points that some cane-cocky had carelessly left on the blind side of a curve. It took two gangs of navvies and the "Big Pig" 36 hours to get her righted that time. And there was the time she filled a cutting with 27 trucks of cane in an awful tangle. A buffer pulled out of a truck three back from the tender at full speed. She stacked them three-high on their sides that time. But in neither case was it her fault. As I said, she wasn't vicious or even playful. She was a hard-working, cheerful Martha.

They are all gone now. I haven't had the heart to ask about their fate. All I can say is that these ladies have given way to machines with burning gas in their vitals instead of cheerful live steam. Machines without safety-valves to stick open, or grime to disfigure their Sunday faces; machines that will stolidly and competently, prosaically and colorlessly, do their job and never need to be coaxed and blasphemed into producing that extra 5lb. of steam to get them over the top of the hill.

But a lot of color will be gone from the tracks they ruled so long. And I am sure that the diesels will occasionally meet sneering, hissing ghosts in the Two-mile swamp and among the river-mists at Sundown. I wouldn't even be surprised to learn that there are some future doctors or lawyers among the pupils at the little faded yellow school.



One of the very interesting 762mm gauge four-wheel internal combustion locomotives that hints of Malcolm Moore ancestry, together with what looks like a road truck conversion. Heshui, headquarters of the MeiLong Railway, Guandong province, China, June 1991. Photo: Robin J Gibbons

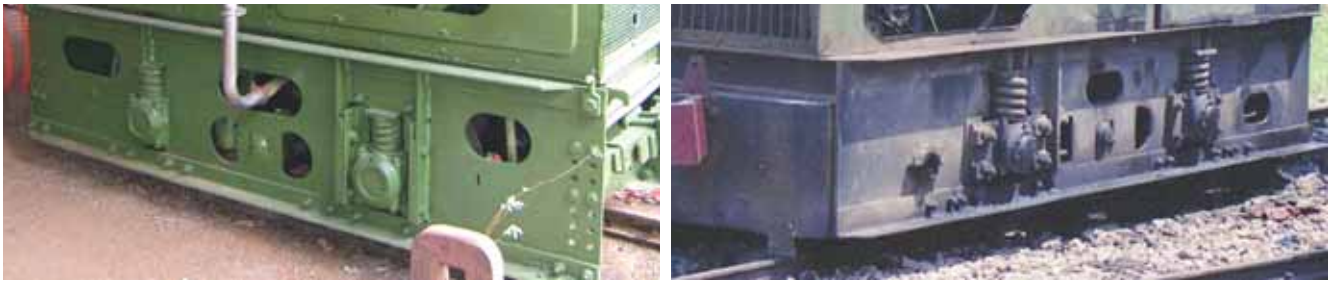
Missing in action — Malcolm Moore Ford V8 locomotives

by John Browning

A few years ago, while browsing the internet, I chanced upon the photograph (above) of an interesting 762mm gauge 4-wheel internal combustion locomotive in China.[1] It had been taken by Robin J Gibbons in June 1991 at Heshui on the MeiLong Railway in Guangdong province, China. What immediately struck me was the striking similarity in chassis design to the well-known Malcolm Moore V8 design built during the Second World War.

There were allegedly 92 Malcolm Moore Ford V8 petrol-engined 2ft gauge locomotives built for the Australian Army in (or from) 1943. They were supposedly designed for hauling stores from beach-heads to storage dumps,[2] which hopefully does not indicate that the Australian Army was intent on fighting another Gallipoli-type campaign. It appears that few were used for this or any other wartime use, but many were used by sugar mills and other industrial users post war. However, the information available showed that only around 60 were accounted for. The discovery of the top half of one used to power a twin drum cable winder in a pile driving contractor's yard by Peter Evans in 1993[3] had led to thoughts that perhaps some of the units may not have been finished as locomotives but rather adapted for other purposes. Questions about gauge had also arisen as some advertised for sale at Lae in New Guinea in November 1946 were stated to be 2ft 6in gauge.[4]

An examination of relevant photographs confirmed some strong similarities between the Chinese locomotive and the Malcolm Moore design, but also enough differences to indicate that the Chinese locomotive was not one of the Malcolm Moore V8s. In any case, it seemed extremely unlikely that Malcolm Moore would have supplied locomotives to China. It was one of those puzzling questions filed away for further reference.



A comparison of the locomotive frames shows similarities and differences. On the left is that of Malcolm Moore V8 SANDY *at Nambour Museum while on the right is the Chinese locomotive. Photos: John Browning and Robin J Gibbons*

Australian military light railway equipment for China

The availability of digitised newspapers from the National Library of Australia has brought all kinds of interesting material to the notice of researchers. One line of inquiry that I found interesting was looking for details of the post-war disposals of the Malcolm Moore V8 locomotives. In the Hobart *Mercury* for 25 May, 1946 I found it recorded that in sales by the Commonwealth Disposals Commission, *recent railway equipment disposals included the sale at Brisbane, Penrith (NSW) and Melbourne, of 32 locomotives, 1,180 trucks, 84 miles of 201b double track rails, 30 crossovers, 10 turntables, and 160 left and right turnouts.*[5]

Apart from anything else, this demonstrated the massive stockpile of light railway equipment that had been created as part of the war effort.

The West Australian of three days later provided another major piece of the jigsaw.[6]

RIVER DIVERSION — RACE AGAINST TIME — U.N.R.RA. Aid for China.

SYDNEY, May 27. - The freighter Empire Joy, now loading in Australian ports, will carry to China 10,000 tons of urgently needed supplies purchased by U.N.R.R.A. from the Commonwealth Disposals Commission to check China's famine.

The shipment will include Australian-built light railway equipment, 4,000,000 surplus sandbags, 2700 used wheelbarrows and 400 used timber piles. These will be employed in the vast Yellow River reclamation project which will possibly save millions of Chinese from starvation.

The rail equipment consists of 45 track miles of light, narrow-gauge rails, 32 petrol-driven locomotives, 1186 flat-top trucks, 30 crossovers, 10 turntables and other items. Some of the equipment is new, but most of it has been used by army engineers for military purposes in Australia, and is stored at Melbourne, Brisbane and Penrith, N.S.W.

More than 100,000 men, including several Australian technical experts, are now engaged in a race against time to divert the Yellow River to its former channel by July 1. The river, which was breached by the Chinese to impede the Japanese advance, has flooded 2,000,000 of China's most fertile acres, and forced thousands of farmers away from their lands.

The second 'Malcolm Moore lookalike' at Heshui, MeiLong Railway in June 1991. *Photo: Robin J Gibbons*

The work, which will control devastating Yellow River floods in the years to come, is U.N.R.R.A's most important single contribution to China.

UNRRA (the United Nations Relief and Rehabilitation Administration) was an international agency involved in postwar reconstruction in a variety of countries. Largely financed by the USA, its purchase of large amounts of surplus material in Australia would have been greatly welcomed in Canberra.

On 2 August, the Brisbane *Courier-Mail* reported that the *Eastern* would leave Brisbane the following day with a cargo of building materials for China. *In addition, 18,000 24-inch gauge rail sleepers, 228 piles, 2700 wheel barrows, 742 flat-top 24-inch gauge rail trucks, and two four-ton locomotives are being shipped*.[7] It seems likely, but perhaps not certain, that the two locomotives and 742 rail trucks were part of the quantities already described above.

There can be little doubt that the at least 32 locomotives mentioned form the bulk of the 'missing' Malcolm Moore V8s. But what happened to all this equipment? The simple answer is that we will probably never know the whole story.

Yellow River reconstruction work

The Yellow River, dubbed 'China's Sorrow', has for centuries been the source of floods and droughts across north and central China. Its lower course has changed many times with its most northerly and southerly outlets to the sea around a thousand kilometres apart, from north of the Shandong peninsula to Shanghai in the south. Its annual silt load of 1,500 million tonnes means that its course is inherently unstable and in many areas its bed is considerably elevated over the surrounding land. As a result, levee banks have been built to contain the river along its course and any failure of these can result in extensive and catastrophic flooding in its flood plain, historically resulting on millions of deaths.[8]

Interference with the river has been a dangerous but time-honoured tactic in times of conflict and no more so than in 1938 when the levee banks were breached by government forces in an attempt to hold up an invading Japanese military advance from the east. The effect of this ruthless action was to submerge 2 million acres of farmland including eleven cities and four thousand villages, making between two and four million peasants homeless, and killing more than 800,000 people.[9]

Following the defeat of the Japanese, civil war raged in China between the Nationalist government and the Communists. UNRRA was given the task of repairing the levees and hundreds of thousands of Chinese were put to work in 1946.[10] The Nationalists obstructed the closing of the banks in 1946 because they were transporting their troops across the former path of the river to the north, where 400,000 people were by now cultivating 800,000 acres of land in the old river bed in Shandong province.

By 1947, Shandong was in Communist hands, and the Nationalists saw an advantage in closing the dykes so as to flood the area, seriously disrupting Communist power. When UNRRA resisted any premature closure, aggressive action was taken against them.

The closure of the dykes led to massive flooding in the north that coincided with harvest time. Nearly five hundred villages were inundated and over 100,000 people were made homeless. It was only massive works organised by the Communists, involving hundreds of thousands of people, that prevented a worse disaster.[11]

Whether the light railway equipment sent by Australia was used in this work, or would have been much use if it had been, is currently unknown. All we can say is that in mid-July 1946, amid turmoil and conflict between the US government and the Nationalists over the distribution of aid, it was stated by a Chinese government source that *a considerable part of UNRRA supplies, such as locomotives, railway equipment, ships and machinery for river work, had not been distributed*.[12] Given that the first consignment of light railway material could not have left Australia before early June, it would have been a miracle if it had been deployed in the war-torn region within a period of six weeks.

With the Communist victory in China in 1949, it is fairly certain that the railway equipment would have been put to further use, whether or not it had been used on the Yellow River works. Under Communist rule, a number of designs of imported narrow gauge locomotives were copied and improved upon, so it is quite possible that this happened in the case of the Malcolm Moores.[13] It is suspected that short light narrow gauge lines were widely used in the reconstruction and development of China under the Communists, but because Communist China was closed to western visitors for so long, very few such lines were visited and recorded.

The MeiLong Railway

The MeiLong Railway was a predominantly coal-carrying 762mm gauge line in southern China. It was the combination of three separately constructed but interconnected lines in Guandong province, totalling 172km in length, and built between 1959 and 1970. The 12 kilometre section from Xingcheng to Heshui was built in 1960-1 and for this, three 75hp internal-combustion locomotives were supplied by the Guandong provincial government.[14] It is possible that these are the 'Malcolm Moore lookalikes'.

Further information

A diligent researcher may be able to find out more about the equipment sent to China. The National Archives of Australia hold records of the Commonwealth Disposals Commission[15], and Columbia University in New York has extensive microfilm records of the activities of UNRRA, including a file entitled "Procurement in Australia 1946-7".[16]

Acknowledgement

A special thanks to Robin J Gibbons for his assistance with this article and for permission to reproduce his photographs.

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The photo of locomotives and rolling stock at Heshui in June 1991 shows an extensive railway installation and well-maintained track.
Photo: Robin J Gibbons

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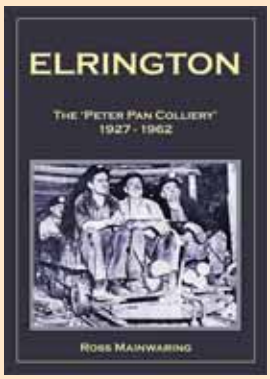

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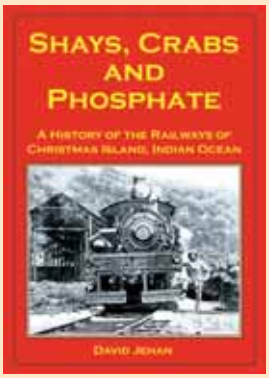

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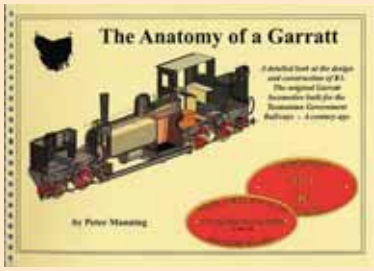

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Industrial Railway NEWS

Industrial Railway News Editor : John Browning
PO Box 99, ANNERLEY 4103
Phone: (07) 3255 9084 / 0407 069 199
e-mail: ceo8@iinet.net au

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

QUEENSLAND

MACKAY SUGAR LTD
(see LR 218 p.27)
610mm gauge
EM Baldwin B-B DH *MIA MIA* (9815.1 10.81 of 1981) was in use on ballast haulage on 18 March, being loaded at 6-Mile Loops at Rosella and taking its load north to Camilleri's Loop on Cowley's Road south of Racecourse Mill. Eimco B-B DH *BOONGANNA* (L257 of 1990) was also in charge of ballast wagons between Farleigh and Pleystowe on the same day.

Clyde Queensland 0-6-0DH *PALMS* (70-708 of 1970) was stabled at Hampden Loops on Farleigh's north coast line on the same date with the train belonging to the 'Truck 41' navvy crew. Resleepering work was taking place between there and the top of Sivyers Hill.
On 20 April, four locomotives were busy taking greased bins out to stow in sidings on various parts of the system and collecting ones that still require servicing. Reports are of a start to crushing in May to deal with the standover cane from 2010.
Walkers B-B DH locomotives *MICLERE* (664 of 1970 rebuilt Farleigh 1996) and *CALEN* (692 of 1972 rebuilt Bundaberg Foundry 1995) have had new MTU engines installed for the 2011 season.
Eimco B-B DH *GARGETT* (L255 of 1990) is having a new cab built to replace the one damaged in an accident last season.
None of the locomotives that were offered for sale in an online auction (see LR 214) were sold and they still remain decommissioned at North Eton or in store at Pleystowe.
The two timber whole stalk trucks that were 'preserved' outside Marian Mill have reappeared after being missing for a while. It appears that one has been rebuilt with new timbers.
Scott Jesser 3/11, 4/11; Hayden Quabba 5/11

MARYBOROUGH SUGAR FACTORY LTD, South Johnstone and Mulgrave mills
(see LR 218 p.26 & 28)
610mm gauge
The Northern Milling Joint Venture with Bundaberg Sugar ceased on 27 April with the acquisition by Maryborough of Bundaberg's 50 per cent stake. Some expect this step to be followed by a bid by the Thai sugar giant Mitr Phol, a major shareholder in Maryborough, to take over the entire company.
At Maryborough's 20 May Annual General Meeting to be held in Gordonvale, a proposal will be voted on to change the name of the company to MSF Sugar Ltd.
Maryborough Sugar Factory Ltd; *North Queensland Register* 12/4/11

NORTH QUEENSLAND BIO-ENERGY CORPORATION LTD, Ingham
(see LR 212 p.27)
The start of crushing at this proposed new sugar, ethanol and power generation venture has been postponed until the 2014 season. However, it was stated that plant layouts, plans and elevation drawings were all ready to enable tenders to be called in early April 2011.
Herbert River Express 19/2/11

SUCROGEN (HERBERT) PTY LTD, Herbert River Mills
(see LR 218 p.29)
610mm gauge
EM Baldwin B-B DH *DARWIN* (6171.1 9.75 of 1975) is receiving a GM 60-series engine. It still has its original AD4 final drives which suggests that it will continue to be used at Macknade Mill following its rebuild.
The last remaining Motor Rail 4wDM "Simplex" locomotive is available for disposal, reportedly for a nominal consideration. It is Motor Rail 10232 of 1951, which has been at the Victoria Mill truck shop for the last few years.
Chris Hart 3/11, 4/11

Mackay Sugar's EM Baldwin B-B DH SHANNON *(7126.1 5.77 of 1977) approaches Belmunda on Farleigh Mill's north coast line with Mt. Jukes in the background on 20 April. On arrival at Belmunda it will stow its rake of 120 six-tonne bins.* *Photo: Scott Jesser*

Top: *This whole stalk cane truck preserved at Marian Mill had its timbers replaced during the slack season, 19 March 2011. Photo: Scott Jesser* ***Centre:*** *Mackay Sugar's EM Baldwin B-B DH* MIA MIA *(9815.1 10.81 of 1981) runs onto the Peri line as it crosses Cowley's Road just south of Racecourse Mill with a ballast train heading for Farleigh on 14 April. Photo: Hayden Quabba* ***Above:*** *On Saturday 12 March, Mackay Sugar's Eimco B-B DH 20* BOONGANNA *(L257 of 1990) at the top of the Victoria Plains Range en route from Pleystowe as it heads 102 empty bins towards North Eton. Photo: Scott Jesser*

Industrial Railway NEWS

SUCROGEN (HAUGHTON) PTY LTD, Invicta Mill
SUCROGEN (PIONEER SUGAR) PTY LTD, Inkerman Mill, Home Hill
610mm gauge
SUCROGEN (PIONEER SUGAR) PTY LTD, Pioneer Mill, Brandon
1067mm gauge
(see LR 218 p.30)
Inkerman Mill's EM Baldwin B-B DH *BOJACK* (7280.1 9.77 of 1977) was noted on Invicta Mil's Brown Road line for RSU driver training on 24 March. It was back at Inkerman by 7 April. Pioneer Mill's Walkers B-B DH *JERONA* (647 of 1970) was on similar duties on Pelican Road on 24 March.
The Pioneer Mill tamping machine (Plasser 41 of 1973) was surprisingly noted in the navvy area at Invicta Mill on 7 April, presumably receiving mechanical attention.
Luke Horniblow 3/11, 4/11

TULLY SUGAR LTD
(see LR 218 p.31)
610mm gauge
As a result of delays, including the impact of Cyclone Yasi, it appears that the new line to Bilyana will not be completed in time for the 2011 crush. New sidings are being installed at South Euramo which it seems will be used as a temporary measure to handle road cane from the Bilyana area.
During April, significant interest was generated from a number of suitors interested in acquiring a majority of shares in Tully Sugar, assuming that the 20 per cent limit on any one holding is successfully lifted at an extraordinary shareholders' meeting on 18 May. However, Queensland Sugar Ltd (QSL) and Mackay Sugar together own more than 21 per cent of Tully, which may effectively be enough to defeat the proposal. Mackay Sugar and Mossman Central Mill were in merger talks with the Tully board, which later withdrew to maintain a neutral stance given the recent significant market interest in Tully shares.
Other suitors include Bunge Australia Holdings Pty Ltd, which has already seen one takeover attempt fail, and Top Glory Australia Pty Ltd, a subsidiary of the state-owned China National Cereals, Oils and Food Stuffs Corporation (COFCO). Each has indicated an intention to make a takeover offer.
Luke Horniblow 4/11, Mackay Sugar 4/11, Tully Sugar 4/11, *Townsville Bulletin* 19/4/2011

VICTORIA

Seen in transit
610mm gauge?
Seen on the morning of 1 April westbound on the Princes Highway near Hallam turning right onto the Monash Freeway heading towards Melbourne, a prime mover with a low loader

trailer was noted carrying two items of industrial light railway rolling stock. One was a 'tub' and the other a 'flat top. The gauge appeared to be about 610mm gauge. The tub was well used and about 2m long by 1m wide and 0.6m high. It appeared to have been recently used. The Flat Top was about 2m long by 1m wide with channel section frames about 200mm high. The wheels on both vehicles were about 300mm in diameter and had square flanges. Both items had two shackle style links on either end that would allow them to be chained together or to a loco.
Bill Hanks 4/11

BLUESCOPE STEEL LTD,
Western Port Steelworks, Hastings
1600mm gauge
(see LR 164 p.22)
Clyde Bo-Bo DE Y148 (65-414 of 1965) was sent to EDI Rail at Newport workshops in late November for mechanical attention and a repaint. It was replaced by Steamrail's Y164 (68-584 of 1968) until 9 April when the two locomotives were exchanged again.
Les Coulton 11/10; Ross McClelland 4/11; *Australian Rails* e-mag Dec-Jan 2010-2011

WESTERN AUSTRALIA

BHP BILLITON IRON ORE PTY LTD
(see LR 217 p.29)
1435mm gauge
13 million tonnes of ore were railed over the rail system in March, a new record.

Top: *The occupants of "Rotten Row" at Macknade Mill on 26 April following the depredations of Cyclone Yasi which demolished the trees that used to shade them. From left: Motor Rail 4wDM 11255 of 1964, Clyde 0-6-0DH DHI.2 of 1954, EM Baldwin 0-4-0DH 17 (6/1446.1 9.65 of 1965) and Clyde 0-6-0DH 18 (DHI.5 of 1954). Photo: Luke Horniblow* ***Centre:*** *On shop bogies for slack season maintenance, Com-Eng 0-6-0DH* TULLY-10 *(AD1341 of 1960) outside the loco shed at Tully Mill on 27 April. Photo: Luke Horniblow* ***Above:*** *More wet weather in the far north as Tully Mill's EM Baldwin 0-4-0DH* TULLY 2 *(6/1082.2 2.65 of 1965) awaits further duties with the welding train at El Arish depot on 26 April. Photo: Luke Horniblow*

The new Chichester deviation, providing more favourable grades for loaded trains on the Mt Newman main line, was opened on 7 April as part of the Rapid Growth project that is also seeing in-cab signaling being implemented.
Brett Geraghty 3/11 & 4/11, *WA Railscene* e-mag 129 & 131

THE PILBARA INFRASTRUCTURE PTY LTD
(see LR 218 p.31)
1435mm gauge
The first four EMD Co-Co DE Model SD90MAC-H locomotives shipped to Australia arrived at Port Hedland on 10 April and are understood to have been built in 1999 with builder's numbers as follows: 901 - 976833-1, 902 - 976833-8, 903 - 976833-18 & 904 - 976833-28. 903 & 904 were built by Super Steel Schenectady under sub-contract.
Although the first four have retained their original 6000hp engines, it is reported that a further five are being rebuilt at the Juniata Shops of the Norfolk Southern Railway in Pennsylvania with replacement 4300hp engines, converting them to Model SD70Ace.
Fortescue's General Electric Co-Co DE 012 (58189 of 2007) has been named *PETER TAPINE* after a deceased locomotive driver.
WA Railscene e-mag 130, 132 & 133

PILBARA RAIL
(see LR 218 p.31)
1435mm gauge
The final six General Electric Co-Co DE Model ES44DCi locomotives for Rio Tinto, 8157 to 8162 were loaded onto a vessel that departed for Dampier from Norfolk, Virginia, on 20 April.
WA Railscene e-mag 129

OVERSEAS

FIJI SUGAR CORPORATION
(see LR 218 p.31)
610mm gauge
Some statistical indicators of the decline in the Fiji sugar industry make depressing reading. In 1995, the cane harvest was 4.1 million tonnes and in 2010 it was 1.8m tonnes. In 1970, eight tonnes of cane was required to produce one tonne of sugar but in 2010 it was 13.4 tonnes.

Industrial Railway NEWS

The International Monetary Fund has recommended to the Fiji Government to divest itself of the Fiji Sugar Corporation within the next three years. FSC was delisted from the South Pacific Stock Exchange on 24 February.
Fiji Times Online 16/3/2011, 23/3/2011

Top: *The opening of the BHP Billiton Iron Ore Chichester Deviation on the Mount Newman main line saw Electro-Motive Canada Co-Co DE locomotives 4350* RUBY *(20088019-004 of 2009) and 4317* SPINIFEX *(20058712-004 of 2006) heading the first loaded iron ore train through Cuts 9 and 10 on 7 April. Photo courtesy BHP Billiton Iron Ore* ***Above:*** *Four reconditioned GMEMD Model SD90-MAC-H locomotives arrived in Port Hedland from the USA for service with Fortescue Metals on 10 April. Here 903 (976833-18 of 1999 built under subcontract by Super Steel Schnectady), is seen on a 144-wheel float at the 8 Mile on 17 April. Photo: Toad Montgomery*

LETTERS

Dear Sir,

The Trevallyn hydro-electric scheme (LR 218)

Gary Barker has drawn my attention to his excellent self-published book *Lunnicks Steam Powered Contractors* which includes an account of the excavation work done for the Trevallyn tail race in 1952-53 by Lunnicks (Australia) Pty Ltd using steam ploughing engines hauling a dredge (scoop). Gary makes extensive reference to material held on file by the Hydro Electric Commission of Tasmania where he found photographs showing the CITRA construction railways. This indicates that there are opportunities for further research into this topic (and no doubt other Hydro jobs).

I have also recently been made aware that there are quite a number of photographs showing the CITRA rail operations held by the Launceston Public Library.

John Browning
Annerley, Q.

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

MEMBER'S AD

LOCOMOTIVE FOR SALE

Com-Eng 4wDH GA1148 of 1961, ex Department of Supply, St Marys, NSW, and Fairymead sugar mill. 610mm gauge, weighs approximately 8 tons and has a Perkins R6 76hp engine. The original engine fitted was not operational, but a replacement one of the same type has been sourced and is included. Some restoration work has been done. Asking price is $14,500. For further details contact **Peter.Newett@Optusnet.com.au**

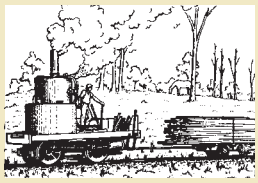
SPECIAL LIGHT RAILWAY FILM NIGHT: QUEENSLAND BRANCH

A special LRRSA film night was held at short notice on Thursday evening 28 April. Twenty members, friends and interested narrow gauge enthusiasts, some from Western Australia, South Australia, Rockhampton, and of course the Brisbane area, attended the Club House of the Military Jeep Club of Queensland at Rocklea Showgrounds, Brisbane. Ian Hughes from the UK presented movies sourced from The Imperial War Museum London and the Canadian Film Archives showing different modes of transport in WW1, particularly light railways.

Ian is an expert on the Hunslet War Department 4-6-0T locomotives. He brought supplies of the book on Hunslet 1215, which was sold privately from Queensland to the UK. The book is a fundraising venture for the restoration of this Hunslet locomotive.

Bob Gough

The happy group at Rocklea smile for the camera. Ian Hughes is at the far right.
Photo: Bob Gough



LRRSA NEWS

MEETINGS

ADELAIDE: "Abt railways"
A video on Abt railways will be shown. Members and friends are invited to make contributions at meetings on any light rail topic, and suggestions of topics for future meetings are welcome. .
Location: 150 First Avenue, Royston Park.
Date: Thursday 8 June at 8.00pm.
Contact Les Howard on (08) 8278 3082.

BRISBANE: "John Browning's Travels"
For the June meeting, John Browning will show photographs from his 2010 Java sugar mill visits.
Location: BCC Library, Garden City Shopping Centre, Mount Gravatt.
After hours entrance (rear of library) opposite Mega Theatre complex, next to Toys'R'Us.
Date: Friday 10 June at 7.30pm. Entry from 7pm.

MELBOURNE: "Road Machines' mono-rails"
John Peterson will be giving a presentation on the mono-rail systems manufactured by Road Machines (Drayton) Ltd. These were widely used in Victoria, and other parts of Australia, on construction projects, including railways, weirs, wharves, and at at least one lighthouse in WA.
Location: Ashburton Uniting Church Hall, Ashburn Grove, Ashburton.
Date: Thursday, 9 June at 8.00pm

SYDNEY: "AGM and Iron Ore Tramways"
The June meeting for the NSW Division will include the AGM. After the conclusion of formalities the members will be treated to a DVD about iron ore tramways — definitely not the huge present day standard gauge rail operations of the Pilbara region of Western Australia, but the far more interesting ore extraction and narrow gauge rail transportation systems once used in the UK. Standard and narrow gauge steam, diesels and endless rope rail systems will be featured. So if you think that present day ore operations are ho-hum come along for a very interesting show.
Location: Woodstock Community Centre, Church Street, Burwood, (five minutes walk from Burwood railway station).
Date: Wednesday 22 June at 7.30pm

Book Reviews

Hunslet 1215 — A War Veteran's Story

by IG Hughes

If you have ever wondered what became of the 2ft gauge Hunslet War Office 4-6-0T locomotive that stood in the grounds of the Rowes Bay Bush Children's Home in Townsville between 1967 and 1995, you'll find the answer in *Hunslet 1215 – A War Veteran's Story* by IG Hughes, published by The Oakwood Press in 2010.

After ten years in private ownership in south-east Queensland, the locomotive was purchased by the War Office Locomotive Society and returned to the United Kingdom in 2005.

Today, Hunslet 1215 can be found at the Apedale Valley Light Railway at Chesterton in Staffordshire, fifty kilometres south of Manchester.

In 56 pages, the soft bound A5 size (148mm x 210mm) book provides a background to the narrow gauge railway operations on the Western Front during the First World War, the specifications and construction of the Hunslet War Office 4-6-0T locomotives, their war service, demobilisation and disposal and 1215's post-war service hauling sugar cane in Queensland.

There are details of the locomotive's static preservation in Townsville and its years in private ownership, its repatriation to the United Kingdom, restoration, archaeology and prospects for a return to working order, and the book concludes with a summary of the other surviving Hunslet War Office 4-6-0T locomotives.

There are 43 illustrations, including 18 in colour, and many of these images are printed at full page size.

Hunslet 1215 was among the first order for ten locomotives placed by the War Office, and although it was numerically the third locomotive of the order, allocated the number 303, it was the second Hunslet locomotive dispatched for service in France on 12 August 1916.

The details of the locomotive's war service are not known, but it does feature prominently in a photograph taken in France in September 1917, at Boisleux-au-Mont. This photograph, which appears in the collections of the Imperial War Museum and the USA Army Signal Corps, shows American soldiers from the New York, New Haven & Hartford Railroad and temporarily assigned to railway operations in the British sector, inspecting the locomotive.

The photograph is used on the cover of *Hunslet 1215 – A War Veteran's Story* and then repeated at full page size inside. The author notes that this is the only known photograph that shows one of the Hunslet locomotives that survive today in War Department Light Railway service in France during the war, and although the photograph has already appeared in print at least twice (in Charles S Small's *Two-Foot Rails to the Front* and in *Light Railways* 175 – January 2004), it clearly deserves inclusion in the book.

With just over two years of war service at the conclusion of hostilities in November 1918, 1215 was returned to the United Kingdom and stored with other War Department Light Railway locomotives and rolling stock pending disposal. Eventually, 1215 was purchased by the Engineering Supply Company of Australia (ESCA), regauged from 600mm to 2ft by Hunslet and dispatched to Australia on 15 April 1924 for resale.

Still carrying its side-tank 303 number plates, 1215 was purchased by Bundaberg district sugar producers Gibson & Howes for use at Bingera Mill. The locomotive worked here for more than 30 years (receiving a new boiler, extended smokebox, larger dome cover and steel firebox in 1942) before it was sold, in 1956, to the Haughton Sugar Company and sent to Invicta Mill at Giru, south of Townsville.

At Invicta its appearance was altered again when it was given the side-tanks, cab, spark arrestor chimney and the name *INVICTA* from the mill's Hunslet War Office 4-6-0T 1225, which the mill had withdrawn from service with a failed boiler. The book includes a series of five photographs taken in October 1961 by John Knowles showing 1215 working on the Invicta Mill system at Upper Haughton, and crossing the old low level bridge over the Haughton River shared with the Bruce Highway with a loaded train.

Three years after its withdrawal from regular service in 1964, 1215 was donated to the Rowes Bay Bush Children's Home in Townsville for inclusion in a playground. The locomotive spent 28 years on this site, just 200 metres from the ocean, and when the home was closed it was sold in 1995 to Alan Robert and moved to Capalaba and then Beaudesert.

Under Alan's ownership, 1215 was dismantled and restoration work began, initially addressing rust pitting on the tyres and the replacement of the chimney and severely corroded cab and side tanks. Ultimately, in 2004, he decided to sell 1215 to the nascent War Office Locomotive Society, which intended to return the locomotive to the United Kingdom and restore it for public display and possibly for operation.

The initial application for permission to export 1215, which had been identified as an item of Australian cultural heritage, was rejected; however a subsequent appeal to the Federal Government on the basis that four other Hunslet War Office 4-6-0T locomotives were already on public display in Australia was successful.

The four Hunslet War Office locomotives still in Australia are: Gin Gin Central Mill's 1218 at the Australian War Memorial in Canberra; Cattle Creek Mill's 1229/1240 at the Australian Narrow Gauge Railway Museum Society's Durundur Railway in Woodford; North Eton Mill's 1239 at the Workshops Railway Museum in Ipswich; and Proserpine Mill's 1317 at the Proserpine Historical Museum.

During 2005, 1215 was returned to the United Kingdom, partially dismantled, in a shipping container. An engineering assessment had revealed the locomotive had straight frames and thick tyres and Alan Robert's restoration work had given 1215 new side tanks and coal bunker and a cast chimney but the boiler required significant attention, and the repair costs were similar to those of building a new boiler. The restoration process is illustrated by six colour images showing the locomotive stripped down in Alan Robert's workshop and with its springs, brake gear and motion removed for examination and conservation.

The society took the decision to reassemble the locomotive for static display until funds for a more extensive restoration were available and in 2006 it was placed on public display for the first time since its return to United Kingdom, at the National Railway Museum's 'Locomotion' branch in Shildon, Durham.

It was subsequently moved in 2008 to the Moseley Railway Trust's Apedale Heritage Centre, where it joined a collection of former War Department Light Railway equipment including bogie wagons and Simplex locomotives. While 1215 has been restored for static display the War Office Locomotive Society has plans for a full restoration to working order, possibly with a new welded boiler.

A brief survey of the 14 War Office 4-6-0T locomotives (out of 164 built by Hunslet) that survive today concludes the book. Apart from the four Australian examples there are War Office Hunslet locomotives in Brazil (2), Argentina (3), Nepal (2), India (1) and Israel (1).

Remarkably, Hunslet 1313, regauged to metre gauge and fitted with an enlarged bunker and firebox before it was shipped to a Brazilian sugar mill (the Usina Leao Utinga), was found by visiting enthusiasts to have been rebuilt as an 0-6-2T with the frame reversed and the connecting rods driving the rearmost set of driving wheels rather than the leading set.

If you couldn't identify Hunslet 1215 from its builder's number it would be easy to miss this fine little book, and that would be a shame. Well researched and well- illustrated, it should appeal to readers with a variety of interests including light railway operations in the First World War, Queensland's sugar tramways and narrow gauge locomotive preservation and restoration.

Scott Jesser

RESEARCH

LRRSA Research Charter

One of the topics to be addressed by the National Conference during the LRRSA's 50th Anniversary celebrations in Melbourne on 7-8 May is a draft for formal Research Charter initiated by John Browning. Its aim is promote a collaborative approach to research activities. To that end the Charter defines our expectations of authors when developing material for publication and the approach used by the Society in evaluating and preparing material for publication.

The Charter sets out guidelines relating to our expectations for authors in researching light railway subjects and preparing material for publication, and specifies the interaction between editors and authors that will be following to ensure that the Society publishes high quality historical research and writing that furthers its aims.

We will bring you details of the status of the Charter in the August issue.

Colortone brickworks, Frankston VIC

Four interesting advertisements in *The Argus* newspaper in 1950 and 1953 suggest that there is an interesting story to be researched regarding 2ft gauge rail operations of Colortone Brick Limited at Frankston. These are:

8 July 1950 (http://nla.gov.au/nla.news-article22903736)

ELEVATOR – Sand loading Bucket Elevator similar to Barker Greene, manufactured by Malcolm Moore in first class condition. Will load 1 yard per minute. No further use. Inspect Colortone Brick Ltd, Cranbourne rd, Frankston. Phone 855.

LOCOMOTIVE – 3 speed Diesel Ruston Hornsby locomotive, almost new, no further use. Inspect Colortone Brick Ltd, Cranbourne rd, Frankston. Phone 855.

7 February 1953 (http://nla.gov.au/nla.news-article23226480)

LOCOMOTIVE DIESEL DRIVER with mechanical knowledge. Work comprises pulling sand dobbins from sand face to hoist. A knowledge of excavator operating an advantage, as spare man. Apply COLORTONE BRICK LTD, Cranbourne rd., Frankston. Phone 855, and Frankston 1060.

QUARRY WORKING LEADING HAND to take charge of sand winning operation. Must have had experience on 24in rail track work. A slight knowledge of engineering and ability to work excavator, if necessary. Good wages for the right man. Apply COLORTONE BRICK LTD Cranbourne rd, Frankston. Frankston 855 and 1060.

Hopefully some reader may be able to shed more light on rail operations at this site.

John Browning

The Ida Bay limestone quarries and tramways, TAS

Readers may be aware that the society is working on a major book on the sawmills and tramways of the Southern Tasmanian forests, by Scott Clennett, for forthcoming publication. Intertwined with some of the sawmill tramways were several other tramways, including the Ida Bay Railway. Following intensive trawling of the *Mercury*, supplemented by Mines Department reports and other material, the following notes have been assembled for the period 1915-1950. The editor would be very pleased to receive comments and corrections in relation thereto in order that the most accurate possible account might be included in Scott's book. Some abbreviations are used in this condensed version.

In 1915 the Government Geologist, WH Twelvetrees established the existence of high-quality limestone to the south-west of Lune River settlement and to the west of the Lune Sugarloaf. This encouraged the recently-formed Tasmanian Portland Cement, Lime, Brick and Coal Co, which had mineral leases in the area. Unfortunately, the inability to raise capital during the Great War saw its scheme for the manufacture of Portland cement fail.

In 1911 the Hydro-Electric Power and Metallurgical Co Ltd, (HEPMC) had been formed in Melbourne. The aim was to produce electricity using Tasmania's hydro resources and utilise some of that electricity for various processes. In 1916 HEPMC commenced building a plant (Electrona) at North-West Bay, near Margate, and was seeking a source of limestone, one of the raw materials required for carbide manufacturing. It had obtained the leases for the Lune River limestone deposits by 1917 and in September a quarry was being opened close to the Ida Bay Caves, a local tourist destination.

Around May 1917, the company purchased a second-hand aerial ropeway plant from the Anchor tin mine, near Lottah, in the State's North-East. A 72-chain length of this ropeway was shipped to the West Coast, where the company had an interest in a zinc mine near Dundas, and the balance was held in store. James H Gillies (1861-1942), the company's managing director advised that it was intended to use the ropeway at Ida Bay. Pending its installation, a contract had been entered into with the Huon Timber Company, to use of one of their out-of-use wooden-railed log tramways which passed close to the quarry site (the Lune River sawmill had been destroyed by fire in 1914). In September 1917 a connection was built from the logging tram into the quarry and shortly afterwards an initial contract for the supply and delivery of 1500 tons of limestone started.

The quarrying was under the management of a Mr Kenny, whilst transport from quarry to jetty was done by the Huon Timber Co with Ernest Ford managing the operation. The shipping contract to Electrona was won by Robert Hay & Sons, operators of the Southport sawmill. By January 1918, 600 of the 1500 tons had been delivered, but a month later both the HEPMC and Robert Hay were complaining to the Hobart Marine Board (HMB) about the Southport bar, a series of shifting sandbanks that made navigation through the Southport Narrows difficult for trading vessels. In April, Robert Hay sold his ketch *Alice* (48 tons) and purchased the much larger SS *Victoria*, preparatory to a large contract that was in the offing.

One unanswered question is from where were these first shipments made? Was it the Lune River mill wharf or a jetty on Ida Bay, over a mile away? LR157 suggested that loading was done at Ida Bay which would have required a temporary tramway from Lune River mill, downstream to Ida Bay jetty. However, in 1926, Govt Geologist Nye, relating his findings, states that "access to the [old] quarry was gained by a wooden tramway of 2ft-gauge and 4 to 4½ miles in length connecting with the jetty in Lune". That distance agrees with Lune River mill wharf to the quarry. Also, had it been rebuilt to 2ft-gauge to suit readily available side-tipping trucks, of the type used in quarries?

In May, Hay was again writing to the HMB about the Southport bar. The following year, after more complaints by Hay, the HEPMC also wrote to the Board, about the bar and requested that it be dredged as their contractor (Hay) would soon need to ship 10,000 tons of limestone to Electrona and at most tides there was insufficient depth of water. Finally, in August 1919, a dredge was moved to Southport to cut the bar and silence Hay, at least for a few years.

Gillies had more pressing issue to address, however. Following the end of the Great War foreign carbide was flooding the Australian market, capital was in short supply, labour costs were rising, local coal was found unacceptable for coke production and the foreign carbon used in the electrodes was found to be inferior (requiring the company to produce their own). The compounding of these problems resulted in the company obtaining a large loan from the Tasmanian Govt to avoid complete closure. Following much delay, the Commonwealth Govt imposed a tariff (£7 10s) on imported carbide.

In February 1921, an internal report by the company's Electrona work's manager, Percy M Gillies (son of JH Gillies), suggested a number of ways to reduce costs including "installation of a tramline from the quarry to Ida Bay" and "the erection of lime kilns and the burning of lime at the quarry", thus reducing by half the tonnage to be transported to Electrona. Maybe the Huon Timber Company was extracting a high price for the use of its rebuilt Lune River logging tramway!

Acting on this advice, the HEPMC set about constructing its own railway, a 2ft-gauge steel-railed, steam-powered line on a new alignment; the aerial ropeway alternative being abandoned. In November 1921, the Minister for Works informed the Kingborough

Council, operators of the Sandfly tramway, that the Govt were going to sell the rails and rolling stock as the carbide company needed rails for their proposed tramway at Ida Bay. In the event, some plant went to the Catamaran colliery whilst 4¼-miles of track, the 10-ton Krauss loco and three 7-ton double-bogie open wagons went to Ida Bay where construction seems to have started during late Autumn, 1922, and been finished by April 1923.

During the survey and clearing of an easement to the existing quarry, an outcrop of high-grade limestone was encountered 1½ miles short of the intended destination. Rather than continue, it was decided to stop there and develop a new (second) quarry, closer to the jetty on Ida Bay, requiring a line only 3 miles 50 chains in length.

In April 1922, at the request of the Tasmanian Govt, the company changed their name to Carbide and Electro-Products Ltd to clearly distinguish the company from the govt's Hydro-Electric Department (which itself had originally been part of the HEPMC until the electricity-generating part of that enterprise was purchased by the govt). At the same time, company chairman, JW Thomas, said that construction of the steam tramway, three miles and 50 chains to Ida Bay, would cost about £3800.

With the Ida Bay Railway complete, Robert Hay & Sons also obtained the contract to quarry and transport the limestone to Ida Bay — useful work to have, as their Southport sawmill was about to close. Hay was to retain the contract even after Carbide and Electro-Products Ltd was forfeited to the Tasmanian Government (in Sept 1923) and subsequently purchased by the London-based Australian Commonwealth Carbide Co (ACCC) in 1927.

In February 1926, the Government Geologist, PB Nye, reported on the limestone operations at Lune River and, whilst generally satisfied, made several suggestions: that bins be installed at the quarry and jetty (to hold a quantity of quarried stone for faster loading); that thought be given to extending the tramway to the old (first) quarry to access its better quality stone; and that until such time, only the western face of the new quarry be worked. Due, no doubt, to the company's financial strife, nothing was likely to occur until new owners were installed and even then it wasn't until early 1930 that the ACCC called tenders for the construction of a tramway "from their quarries at Ida Bay to their old quarry near the caves" a distance of one mile and 46 chains. As it turned out, having two quarries from which to draw limestone was providential when, in Feb 1932, bushfires burnt over half-a-mile of track and quarrying operations had to revert to the new quarry until repairs could be undertaken.

In August 1930, hoping to alleviate the delays caused by the Southport bar, Robert Hay & Sons purchased a shallow-draught schooner, the *Cathkit*, to assist the SS *Victoria*. By the early 1930s Electrona's requirements would usually see bi-weekly trips by the SS *Victoria* (with about 80 tons of limestone) supplemented by occasional trips by the *Cathkit* (200 tons of limestone).

Even with shallow-draught vessels there were still problems with the Southport bar which resulted in a steady stream of complaints to the HMB, under whose control Southport fell. All goods using wharfs or jetties within the Board's jurisdiction were required to pay wharfage, a fact with which many companies felt aggrieved particularly when they had built, at their own cost, the wharf or jetty concerned. In return, the companies expected the Board to dredge the bar. The tight-fisted Board had other ideas and usually a compromise was reached with the dredging cost being divided between the Board, the Government and the companies.

To solve this problem the ACCC decided to extend their railway from near their Ida Bay jetty, for nearly 6km around the southern shores of Hastings Bay, past the Southport Narrows, to the Deep Hole on Southport Bay. Such a tramway was suggested in April 1936, when the Wharf Committee of the HMB met with the Minister for Lands and Works and the aggrieved parties. Someone (almost certainly the ACCC) suggested that a tramway, from the Lune to Deep Hole would solve matters — an idea that the Minister, the Board and most of the parties were against. The concept was not entirely new as the Tasmanian Portland Cement, Lime, Brick & Coal Co had suggested the same thing back in 1914.

For the ACCC it was an obvious solution and some long-term planning must have commenced. Back at the old quarry, a mechanical excavator was introduced to speed up the loading of trucks and at the Ida Bay jetty an extension was added, presumably to get to deeper water. By 1937 the company reckoned it was extracting about 20,000 tons of limestone annually.

With the advent of WWII, labour became scarcer and various restrictions hindered the company's operations whilst at the same time the war effort called for increased output. Around mid-1944 it appears that Robert Hay & Sons lost the quarrying contract. In Sept 1944, Henry and Archibald Eiszele, quarry owners from New Town, were advertising for quarrymen for Ida Bay, with the lure of new houses for married men, new huts for single men and "transport to and from the quarry". This suggests they had finished building the railmotor (later No.7). In 1945 the Dept of Mines reported adversely on the contract system of quarrying and, within three years, all quarrying and land transport was being done by the ACCC itself, a situation that continued until the company closed the Ida Bay Railway in mid-1975.

The 1945 report also applies names to the quarries: Blayney's (the original quarry, 5¼ rail miles from Ida Bay jetty), Newland's (third quarry, 4½ miles) and 3mile 55chain (second quarry). After WWII, reconstruction and modernisation of the company's plant and operations, both at Electrona and Ida Bay began. By September 1950, the extension of the railway to the Deep Hole was well underway and by early 1951 was complete, solving the Southport bar problem. At this time, the Ida Bay operation was employing 44 persons on both quarrying and transporting to the new Deep Hole jetty, all under the watchful eye of Mr LM Donnelly, the company's local manager.

Limestone Rolling Stock: A lot of questions remain, particularly as to when various changes occurred. At Ida Bay prior to the steel tramway, was the limestone carried in 4-wheeled, side-tipping, trucks on the ex-logging line? After the steel line was built was all 'main line' cartage done using the three ex-Sandfly 7-ton bogie wagons prior to the introduction of the wooden (later steel) box containers ? (and when?). By 1945, side-tipping skips were in limited internal use only at Blayney's quarry (the original quarry); were side-tippers relegated to the quarry once the steel tramway opened? At Electrona a series of photos dated Oct 1951 show coke or coal being unloaded by mechanical grab to elevated bin on the jetty and 2ft-gauge skips being filled from under the bin and taken by continuous rope haulage into the works. One photo shows a limestone box on a rail trolley. In LR37 it was stated (in relation to the box containers), that at Electrona they were placed onto rubber-tyred trailers and hauled into the works by tractors. Changeover must have happened after Oct 1951 (and after the Deep Hole railway extension was built), but when? Any comments appreciated.

Locomotives: These are well covered in LR 157. The Ida Bay railway was initially equipped with a 10-ton Krauss 2-4-0T built in 1906. It was second-hand from the Sandfly Tramway in 1921 but could not have arrived at Ida Bay before June 1922; it handled all traffic until 1934. What happened when it was away at Electrona for repairs? Did its absence coincide with the annual shutdown or other periods of inactivity? To relieve the situation another engine, a 0-4-0T, also by Krauss (in 1892), was purchased from Dunkley Bros but its poor condition was of concern. Finally, in 1937, a new locomotive arrived, a 0-4-2T built by Hunslet Engine Co, which allowed the second Krauss loco to be scrapped. Post-war, another 0-4-0T Krauss loco was obtained, from Mt Lyell Mining, but it was too hard on the track and was sold once the first of five new, ex-Australian Army war surplus Malcolm Moore 4wPMs arrived in late 1948. The arrival of the last of the Malcolm Moore locomotives in 1951 saw the Hunslet locomotive retired to its shed at Lune River depot.

Phil Rickard

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"!

Heritage &Tourist

News items should be sent to the Editor, Bob McKillop, Facsimile (02) 9958 8687 or by mail to PO Box 674, St Ives NSW 2075.
Email address for H&T reports is: rfmckillop@bigpond.com
Digital photographs for possible inclusion in *Light Railways* should be sent direct to Bruce Belbin at: boxcargraphics@optusnet.com.au

NEWS

Queensland

DURUNDUR RAILWAY, Woodford
610mm gauge
Australian Narrow Gauge Railway Museum Society Inc.
With the Australian Narrow Gauge Modelling Convention being held at the Workshops Rail Museum, Ipswich, in 23-24 April, ANGRMS organised a special running day at the Durundur Railway on ANZAC Day, Monday 25 April, for delegates to the Convention to enjoy some live steam narrow gauge operations in the real world. The railway was open between 1 and 4pm to the general public as well as delegates. In addition to steam train rides, Greg Stephenson and Ryan Silk escorted delegates on a tour of the areas not normally open to the public.

Terry Olsson, 04/11

SEAWORLD,
Main beach, Southport
610mm gauge
This tourist park railway was last reported in LR 195 (June 2007, p 26). There has been some discussion regarding its current status on social media sites in recent months and it has emerged that the railway was shut down in 2008.

John Browning, 04/11

TIMBEERWAH MOUNTAIN RAILWAY, Sunshine Coast
610mm gauge
Russell Savage
Since our last report on this private operation (LR 213, p. 34) work has continued on upgrading the 2.2km track and safeworking system in accordance with the accreditation requirements of Transport Queensland. These include the numbering of all turnouts, so a typical Aussie corrugated iron shed that formerly served as a goat shelter now serves as the trackside structure housing D box T/O 22. In Victoria such edifices are known as 'Mallee sheds', but in this instance the facade is graced by a typical NSWGR station sign with the appealing name 'WAIT A WHILE'. This was a typical wayside halt on the Narrandera to Tocumwal line in southern NSW. Located 731.76km

The former Proserpine Mill ex-World War I 4-6-0T DIGGER (Hunslet Eng. 1317 of 1916) is a feature exhibit at the Proserpine Historical Museum. Scott Jesser photographed it there on 20 April 2011.

Terry Olsen photographed delegates from the 10th Australian Narrow Gauge Convention posing with 0-6-2T 5 (Bundaberg Foundry 5 of 1952) at the Durundur Railway, Woodford, on ANZAC Day.

from Sydney, the halt opened on 16 September 1898 and closed on 13 August 1958. The name is believed to have come from the adjacent travelling stock route.

Russell Savage, 04/11

BRAMPTON ISLAND RESORT
762mm gauge

The Melbourne Marketing office of this operation (LR 213, p. 34) has advised that the track was damaged by a king tide in February 2010. While the track has been repaired, the railway has been 'decommissioned'. Brampton Island Resort has advised that it is interested in selling the railway.

Batia Patt, Brampton Island Resort, via John Browning, 04/11

New South Wales

COLEMAN & SON MINIATURE RAILWAY 457mm gauge

We last reported on this miniature amusement park railway in LR 187 (February 2006, p 27). The Coleman family business ventured into new territory when on 26-27 February they operated at the Sydney Tramway Museum at Loftus as part of the Sydney Vintage Tramway Festival. A small oval-shaped track was set up in the museum's picnic area and 3807 *GORDON* and three cars were operated. On the Saturday afternoon an O-class 'toastrack' tram, showing Bronte Beach on the destination roll, was parked alongside the track for photographic purposes. For the first time since 1960, two eastern suburbs icons were operating alongside one another.

The 'Mallee Hut' housing D box T/O 22 turnout controls on the Timbeerwah Mountain Railway with its prominent: 'WAIT A WHILE' sign. The railway's KS linecar poses for the photograph. *Photo: Russell Savage*

Coleman and Son's locomotives 'candy' 42109 LADY DIANE *and green 3806* HENRY *at Olympic Park on the night of Monday 25 April, operating at the 2011 Royal Easter Show. In the background is blue 3807* GORDON. *The Coleman miniature railway has been an attraction at Sydney's Royal Easter show for over three decades — first at Moore Park and now at Homebush Bay. An extensive G scale model railway is also featured.* *Photo: Ben Barnes*

From 14 to 27 April, Coleman & Son operated a track at the 2011 Sydney Royal Easter, Homebush Bay. This year a track was set up adjacent to the Flower & Garden pavilion. It consisted of an elongated oval with three storage sidings, including one inside the tunnel which occupied much of the rear section of the line. A loop enabled trains to bypass the station complex with its overall roof. An interesting addition was a LGB garden railway layout located alongside the tunnel. One side of the tunnel had windows inserted and the LGB railway was set up in an annex adjoining the tunnel, which enabled passengers to observe the operation of the LGB system as the train passed through the tunnel.

Eight passenger cars were available for traffic with two three car sets being used on ANZAC Day, leaving two spare cars. On this day the last car in each set was fitted with a canvas roof. Three locomotives were used to operate the services which were noted running well into the night. The Pacific steamers, 3806 *HENRY* in green livery and 3807 *GORDON* in blue livery, were the main locomotives in used. Diesel 42109 *LADY DIANE*, in the colourful Phil Belbin 'Candy' livery, was also on hand to assist the 38-class locos. 42109 operated a series of trips late on ANZAC Day to the delight of at least one very excited young passenger who had been eager to sample a trip behind this particular locomotive. Ben Barnes, 04/11

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

A rain deluge in the Illawarra on 21 March caused extensive flash flooding. The ILRMS at Albion Park suffered damage to its track, workshops, carriage shed and the small exhibits hall. Most of the water came onto the site as run off from the Croome Road estate and sports area. For the first time ever, the workshop area had water through it and water ran through the museum display. The inspection pit in the main loco and carriage shed fully flooded and the main access road from the front gate to the compound area was badly scoured. 0-6-0DM *SHELLHARBOUR* (John Fowler 21912 of 1937/ rebuilt EM Baldwin 1963) was marooned over the flooded inspection pit in the main loco shed.

The main 610mm gauge track was closed due to several scours and washout of ballast from around the sleepers. While the extent of the damage was far less than that to Railcorp's main Illawarra Line just down the road, the ILRMS has far fewer resources for repairs. A major track repair day was held on 26 March. Extensive damage also occurred to the 184mm gauge miniature track. This has put it out of action for the foreseeable future.

Brad Johns/John Garaty, 03/11

TRAINWORKS, Thirlmere
1435mm gauge
Trainworks Limited

On 3 March 2011 the Governor of NSW, Her Excellency Professor Marie Bashir, officially opened the upgraded Thirlmere Rail Heritage Centre as *Trainworks*. The major upgrading of the facility was carried out by RailCorp's Office of Rail Heritage and the not-for-profit company Trainworks Limited has been established to run the venue as an important regional tourist attraction. The NSW Rail Transport Museum will continue to be the accredited rail operator and will maintain the track on the Picton to Buxton line.

The Roundhouse, opened in November 2009, provides a new workshop for maintenance, restoration and ongoing management of the heritage rolling stock, as well as offering a viewing platform for visitors to see maintenance and restoration work. The main exhibition building is based on the design of a grand platform, providing views of the exhibits, the operational yard and activities with both platform and ground-level viewing. A working platform on the eastern side allows tour trains to bring visitors right into the heart of the complex. *Trainworks* opened to the public on Sunday 3 April.

While most of the locomotives and rolling stock on display come from the NSWGR, a number of the items have served on private industrial lines at various times. The AI&S 0-6-0ST *BRONZEWING* (Clyde Eng 457 of 1937) is a prominent exhibit in the Great Train Hall, while the 1887 Dübs 4-ton capacity 0-4-0CT 1034 (B/N 2250) that pottered around locomotive workshops during its long career has a prominent position against a replica brick wall representing the Eveleigh workshops, in the Exhibition Building. Disappointment has been voiced among rail enthusiasts, however, that the ex-Mersey Railway 0-6-4T locomotive (Beyer Peacock 2601 of 1885) that worked on the Richmond Vale Railway as its No. 5, continues to languish on 'rotten row''.

Sydney Morning Herald, 2 April 2011; Trainworks website

NEWCASTLE REGIONAL MUSEUM, Civic
914/1435mm gauge

As reported in LR 207 (p 37), the former J&A Brown Richmond Vale Railway No 4 (Kitson 1620 of 1870) will be a feature exhibit in the new Newcastle Regional Museum complex in the former Honeysuckle Railway Workshops site, together with the pioneer BHP Steelworks Bo-Bo DE locomotive 32 (A Goninan 1 of 1954). We missed reporting that RVR 4 was transported from the Broadmeadow Roundhouse site to its new home at the Newcastle Regional Museum on 14 October 2010. The new museum complex is schedule to open in mid-2011.

Australian Rails, December 2010

Victoria

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

In spectacular autumn weather, the Alexandra Timber Tramway & Museum provided three days of steam operations over the Easter/Anzac Day period. Bumper crowds were in attendance, many of them visiting the ATTM before moving on to see the many other events in the area. The volunteer staff

The former NSWGR 1887 Dübs 4-ton capacity 0-4-0CT 1034 (B/N 2250) spent its long career pottering around locomotive workshops and can therefore be considered an 'industrial loco'. It is displayed in the Exhibition Building at the new Trainworks *museum against a replica brick wall representing the Eveleigh Railway Workshops. Photo: Leon Oberg*

John Olsen (L) stokes the firebox of John Fowler 11885 during a break in passenger services at Alexandra during Easter, with Chris Holmes looking on. Photo: Gerry Laws

coped very well with the increased numbers.
As usual, the event provided its usual range of small steam, oil and petrol powered engines that are displayed in a very historic setting. This year, a new children's activity area was utilised and it was a real drawcard for these potential members of the future.
Haulage duties across the weekend were given to the mainstay of the ATTM collection, John Fowler 0-6-0T 11885 of 1909, which also included occasional visits along the southern extension. The locomotive was given a thorough workout with a new program of coal fuel being trialled that gave excellent overall results, thanks to the experienced crews.
The society is set to host the terminus of the Goulburn River High Country Rail Trail commencing in December and it is anticipated that this will boost the numbers of tourists seeking a different experience. The Rail Trail has also given the ATTM volunteers an added boost with their plans to expand their operations along the former VR rail formation.
The ATTM operates on the second and fourth Sunday of each month and on public holidays (see Coming Events). Gerry Laws, 04/11

WAHGUNYAH BEACH TRAMWAY 610mm gauge
GreenTrail Associates Group Inc.
The future of the much publicised 610mm gauge railway being developed at Wahgunyah by this group (LR 212, p 36) is in doubt after the GTA announcement on 19 April that the Association is to be wound up. The announcement was accompanied by advice that a meeting had been held with representatives of the Indigo Shire Council at which it was acknowledged that the council had been negligent in that no one had been given responsibility for the GTA program to develop the Wahgunyah Beach Tramway and Rutherglen Railway resulting in the GTA licence expiring. As a consequence the Association had no legal right to remain on the railway or pursue any further works. As a consequence, it was proposed to form a new group to pursue these two projects. A meeting to pursue the formation of a new organisation to pursue the objectives of the GTA and, in particular, the Wahgunyah Beach Tramway was proposed to be held in May 2011. At the same time, David Moles, the driving force behind the GTYA, announced that he would retire from the position on 30 June 2011.
GTA Member Page, 19 April 2011

As its contribution to the National Trust Heritage Week, the Puffing Billy Railway ran a special mixed consist train hauled by NA 2-6-2T 6A on 9 and 10 April, which departed Belgrave at 9am each day for Gembrook. Peter Ralph photographed the train coming off the trestle bridge at Belgrave.

Composite Krauss 0-4-0WT (B/N 5682 and 5800 of 1910) wraps its train in smoke and steam as it returns to the station bunker first at the 2011 Sheffield SteamFest on 12 March 2011. *Photo: Ross Mainwaring*

MOUNTAINS TO MURRAY RAIL TRAIL, Wangaratta to Whitfield
The Rural City of Wangaratta has submitted a funding application to the Victorian Minister for Regional & Rural Development to extend the existing section of Rail Trail on the Wangaratta to Oxley section of the pioneer VR 762mm gauge line to Whitfield which closed in October 1953. The centenary celebrations of the opening of this line were covered in LR 147, pp 3-5. If approved, the 49km railway formation from Wangaratta to Whitfield will be fully sealed and become part of North-East Victoria's Murray to Mountains Rail Trail.
Track & Signal, 16:2, Autumn 2011

Tasmania

REDWATER CREEK STEAM RAILWAY, Sheffield
1067mm gauge
Redwater Creek Steam & Heritage Society Inc.
The pleasant rural town of Sheffield, overlooked by the bulk of Mount Roland, is well known for its murals painted on some of the town's buildings. It came alive over the Tasmanian Eight Hour Day long weekend of 12 to 14 March for the annual Sheffield annual SteamFest. With justifiable pride, this excellent rally won the

inaugural Cradle Coast Tourism Award for Best Event for 2010.

Fantastic weather smiled upon this year's event, even verging on hot for the Sunday. For the light railway enthusiast pride of place goes to the superbly restored 610mm gauge 0-4-0WT Krauss locomotive resplendent in green livery. This loco is over 100 years' old, having been constructed in Germany in 1906.

The railway, operated as the Redwater Creek Steam and Heritage Society Inc, bisects the rally site with the attractive railway station and turntable adjacent to the main road from Railton to Sheffield. The train, comprising a guards van and two accompanying carriages, which included the magnificent TGR North East Dundas Tramway bogie coach, was nearly always full of cheerful children (and adults).

Numerous traction engines (both oil and steam), steam trucks (including one shipped across free of charge from Melbourne) and steam rollers paraded around the rally site daily, their whistles competing with that of the Krauss locomotive as the train proceeded across the level crossing. Frequent demonstrations of threshing and straw pressing, firewood cutting and rock crushing were performed by the steam traction engines throughout the day. Tractor pulling competitions attracted many spectators.

By contrast to all these 'modern' variants of farm or road traction, a team of bullocks was put through its paces loading a four-wheeled timber jinker with large logs. The visitors watched the elderly 'bullocky' directing his 'team' by the command of his voice alone, (minus the traditional profanities – in deference to the families present – which were profusely proffered by the 'bullockies' of old), with the very occasional flick of the whip to instil his authority upon the two leaders. The bullocks were not the least bit bothered by all the noisy steam machinery surrounding them, although they were most averse to being patted by humans!

The highlight of each day's entertainment was the 3pm Grand Parade in which the entire moveable exhibits participated, including the bullocks. Numerous vintage machinery exhibits, vintage car displays, and military vehicles (including a tank which periodically departed the rally site to prowl the main street of Sheffield.

On Sunday morning ABC Local Radio broadcast the two hour Sunday Program live from the rally grounds. The Krauss locomotive's whistle provided a melodious background note to the very interesting conversations between the presenter, Chris Wisbey (a man sympathetic to furthering the knowledge of Tasmanian history), and some of the participants.

As an interstate visitor it is refreshing to witness first-hand the relaxed, but unobtrusively controlled atmosphere of this rally. Spectators can wander uninhibited, but safely, amongst the vintage equipment on display, which is often in marked contrast to the narrow-minded edicts of the 'Evil Empire' regulatory authorities of a particular northern state. Craft stalls and other exhibits were certainly worth browsing and it would have been gratifying to the organising committee to welcome the large number of people in attendance over the three days.

Anyone interested in reading about the history of the area plus a comprehensive background history of the SteamFest rally should read the book, *The Railton–Roland Branch Line, A History of Railways in the Municipality of Kentish* by Leonard C. Fisher and Barbara Wells (second edition, 2008).

Ross Mainwaring 04/11

Coming Events

JUNE 2011

2-6 Kerrisdale Mountain Railway & Museum, VIC. This scenic narrow gauge railway and steam museum is open to the public from 1000-1600 Thursday to Monday and public holidays. Steam engines run in the museum each Sunday. Information, phone (03) 5797 0227 or website: www.kerrisdalemtnrailway.com.au

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

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

5 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 steam train operations 1000-1545, with the Alexandra Truck, Rod & Ute Show on Saturday and Queens Birthday celebrations on Sunday. Information and group bookings: 0427 509 988.

18-19 Beech Forest to Crowes railway centenary, VIC. Displays at Beech Forest and Lavers Hill both days, with film screening at Lavers Hill on Saturday evening, while the Crowes Buffer Stop Memorial will be open. A guided coach tour of the sites departs Geelong railway station at 0930 on 19 June. Enquiries: Michael at (03) 5221 5342; information at: www.colacotway.vic.gov.au/Calendar

25-26 Wee Georgie Wood Steam Railway, TAS: Narrow gauge trains hauled by heritage 4wPM locomotive 1000-1600. Information: www.tullah.org/wgw

JULY 2011

10 Alexandra Timber Tramway, VIC. Celebrations of the centenary of the completion of the Alexandra station building with narrow gauge trains steam train operations 1000-1545. Sunday 24 July, 'Christmas Party in July' with diesel-hauled trains. Information and group bookings: 0427 509 988.

16-24 National Railway Museum, Port Adelaide: 'A Day Out with Thomas', a 9-day extravaganza with a range of special activities each day, including steam on 1067mm gauge with train hauled by 0-6-0T *PERONNE* and 457mm miniature railway. Information: (08) 8341 1690 or info@natrailmuseum.org.au

23-24 Wee Georgie Wood Steam Railway, TAS: Narrow gauge trains hauled by heritage 4wPM locomotive 1000-1600. Information: www.tullah.org/wgw

AUGUST 2011

14 Alexandra Timber Tramway, VIC. Special event featuring the history of the Kelly & Lewis diesel logging locomotives with narrow gauge trains; steam train operations 1000-1545. **Sunday 28 August**, early Fathers' Day celebrations with diesel-hauled trains. Information and group bookings: 0427 509 988.

27-28 Wee Georgie Wood Steam Railway, TAS: Narrow gauge trains hauled by heritage 4wPM locomotive 1000-1600. Information: www.tullah.org/wgw

Note: Please send information on coming events to Bob McKillop — rfmckillop@bigpond.com — or 140 Edinburgh Road, Castlecrag NSW 2068. The deadline for the August issue is 30 June 2011.

Western Australia

BENNETT BROOK RAILWAY, Whiteman Park 610mm gauge
Western Australian Light Railway Preservation Association Inc

For the Classic Car Day held at Mussel Pool in Whiteman Park on 20 March 2011 the BBR operated a shuttle train between Mussel Pool and Whiteman Village Junction (WVJ) operated by 0-6-0DM *ROSALIE* (John Fowler 4110019 of 1960) and 0-4-0DM "Planet' (Hibberd 2150 of 1938). 4wDH *ASHLEY* (Kless Engineering 1986) operated trains on the Loop Line, making 14 journeys during the day with good patronage.

The workshop crew was busy over the summer period preparing locomotives for the 2011 steam season..2-8-2 NG123 *FREMANTLE* (Anglo-Franco-Belge 2670 of 1951) passed its cold boiler inspection and was cleaned and repainted, while 0-4-2T BT1 *BETTY THOMPSON* (Perry Eng 8967.39.1 of 1939) was stripped down for its cold boiler test. It was refitted with a new blow-down valve, which resulted in a significant improvement when the loco was steamed for the first time on 2011 on 8 April. Restoration work continues on the ex-Marian Mill 0-6-2T (Perry Eng 2801.51.1 of 1951). Its wheel sets were sent to Gemco Engineering for reprofiling and the loco has been placed on workshop bogies awaiting their return.

BBR Newsletter,April 2011

WALKAWAY STATION MUSEUM
1067mm gauge
Walkaway-Geraldton Historical Society

This museum located in the former WAGR station building has a strong railway collection, including records of the Midland Railway Company. It is now the temporary home of one of Western Australia's most significant railway heritage locomotives, namely the only surviving Midland Railway Company steam locomotive. The 4-4-0 mainline locomotive B6 was built by Hawthorn Leslie (B/N 2217) in 1891 and is believed to be the only one of its type remaining in the world.

After many years in the open air as a static display, B6 was transferred to Midland Railway Workshops and stored there under the ownership of Rail Heritage WA. When this organisation was requested to remove its rolling stock from the workshops, the City of Geraldton-Greenough agreed to find a new home. A new track was laid to the restored goods shed in the Walkaway station precinct and the locomotive was transferred there by road in October 2010. It was the focus of interest during the monthly Walkaway market day before being rolled into the shed and secured. The City has agreed to externally restore the locomotive.

The Westland, No 268, 2010-11

COURTHOUSE GALLERY, Port Hedland

Updating the report on the former BHP Iron ore carriage *SUNDOWNER* in LR 213 (p. 39), it was officially opened as the 'Silver Star Cafe' by the Premier of WA, Colin Barnett, on 26 October 2010. It is located adjacent to the Courthouse Gallery in Port Hedland.

Railway Digest, April 2011

Overseas

IGUAZU FALLS RAILWAY, Argentine 600mm gauge

The Iguazu Falls region is justifiably regarded as one of the scenic wonders of the world. It forms part of the border between Argentina and Brazil, just upstream from the junction of the Parana and Iguazu Rivers, where Paraguay also abuts its neighbours. As the Falls have become internationally popular as a tourist destination, an increase in environmental awareness has also resulted in a more thoughtful approach to dealing with the demands of mass tourism.

On the Argentine side of the falls a 600mm gauge railway was built around 2000 to convey passengers through the rainforest from the Cataratas (terminal) Station near the national park entrance. There are two destinations, Waterfalls Station, and the more distant Devil's Throat Station. Total track length is approximately 7kms, with passing loops and a mechanical safe working system. The track is duplicated between Cataratas and Waterfall Stations. Trains to the latter station can return to the former via a balloon loop, or continue on to Devil's Throat Station. The railway is known as the *Tren Ecologico de la Selva* (Rainforest Ecological Train).

Trains are powered by propane gas-burning locomotives. Driving Controls are fitted at the rear of each consist, simplifying bidirectional operation. Locos and carriages are painted in a mid-green colour scheme, entirely suited to their rainforest location. A typical consist comprises a loco and four open style bogie carriages with a capacity of around 200 when fully loaded. The original locomotive and carriages were built by Alan Keef Ltd in Ross-on-Wye, United Kingdom (their B/N 56 of 1999) and is numbered M21. The other loco in service was observed to carry a builder's plate with the name Glastra, apparently a South American company, but with no year of construction shown. It was not visibly numbered.

The base station for the railway (Estacion Central or Cataratas) comprises a covered island platform with tracks on each side. Nearby is a large storage shed with additional passenger carriages visible outside. An internal inspection of this site was not possible.

John Kramer, 02/11

Passengers on a Iguazu Falls Railway train watch another train hauled by the original gas-powered locomotive M21 (Alan Keef B/N 56 of 1999) cross in January 2011. *Photo: John Kramer*

2-8-2 NG123 FREMANTLE *(Anglo-Franco-Belge 2670 of 1951) undergoing steam tests on 22 April following overhaul for the 2011 steam season at the Bennett Brook Railway depot at Mussel Pool,* *Photo: Neil Blinco*

LA TROCHITA LINE, Patagonia, Argentina 750mm gauge

Further to our report in LR 218 (p 37), The *La Trochia* tourist train suffered a derailment due to high winds in Patagonia on 22 April. There were 150 passengers on board and around 20 suffered from minor injuries and were taken to hospital for treatment. The derailment occurred in the section between Nahuelpán with Esquel. Immediately following the accident, the passengers were able to exit the train through the windows and were attended by volunteer firemen and those requiring treatment were taken to Esquel regional hospital.

Media report via Ian Bowskill, TRS, and John Browning

Above: *Since 1947, Coleman and Son have operated a minature railway at Bronte Beach in Sydney's eastern suburbs. For the first 13 years of this line's operation it was possible to travel by 'toastrack' tram to ride the line. On 26 and 27 February, for the first time in 51 years, Coleman's railway and Sydney trams operated side by side, as part of the Sydney Vintage Tramway Festival at Loftus. In a scene reminscement of the final decade of the Bronte line, a pair of O class trams pass 3807* Gordon *in Lakewood Park, Loftus. Photo: Ben Barnes*

Below: *Lake Macquarie Light Rail, at Toronto NSW, is not normally open to the general public. However, Lake Macquarie Council gave special approval for a fund-raising event to be held on the weekend of 23-24 April, to benefit victims of the recent Queensland Floods. On the Sunday afternoon, Bill Hanks photographed Perry 0-6-2T number 7 (6634/52/1 of 1952) approaching Nomad with a well-patronised two-car train.*