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# LIGHT RAILWAYS

**Australia's Magazine of Industrial & Narrow Gauge Railways**



**Light Railway Research Society of Australia Inc.**



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Australia's Magazine of Industrial and Narrow Gauge Railways

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### Conversions:

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

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## Comment

My earliest childhood memories begin around age three, with visions of the old house at Pymble, with its leadlight windows, white camelia bushes and outside toilet, of eating Marmite toast and drinking glasses of warm white tea, and the excitement of driving out in our old pre-war Austin to picnic with 'The Windsor Engine'.

'The Windsor Engine' wasn't at Windsor at all, but at Richmond, near the banks of the Hawkesbury River. I guess my Dad must have said it was "out past Windsor" and the idea stuck in my juvenile brain. 'The Windsor Engine' was a former government railways' 24-class 2-6-0, painted in a peculiar white livery, and it resided within what had once been the exchange sidings between the Nepean Sand & Gravel Company's private railway and the government railways' Kurrajong line. When we first visited there, a former 11-class 4-4-2T was also present, but it soon disappeared, leaving the white mogul with only a group of old wooden-bodied wagons and a spare six-wheel tender for company. (*For the full story of this operation, see Craig Wilson's article 'Nepean Sand' in LR 89, July 1985.*)

The attraction, of course, was that this locomotive was easily accessible, and therefore a wonderful 'toy' on which a little boy and his dad could play engine driver & fireman - even if the little boy couldn't quite reach the regulator handle while sitting in the driver's seat!

One day, we arrived for our picnic only to find that 'The Windsor Engine' had gone. A local riding by on his bike told my father that it had been scrapped. It hadn't, we discovered much later, but had gone to a new life hauling coal in the Hunter Valley, where it worked for several more years but, ignorant of this, we left Richmond that day heavy of heart, and we never saw the engine again.

So what's the point of this story? To be cautious of so-called 'local knowledge'? That it's always wise to join a society appropriate to one's interest and so be better informed? Or perhaps that people like myself, in late middle-age, become nostalgic very easily. A bit of all three, I think.

Bruce Belbin

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

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

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

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

**Cover:** In far north Queensland, Mossman Mill's Com-Eng 0-6-0DH pairing of IVY (AL4181 of 1965) and COOK (AL3372 of 1964) is at Noli's Siding, just north of the Mossman River, with 34 empty canetainers, on 18 July 2002. Photo: Scott Jesser



No. 109 now resides at the Timber Industry Museum at Manjimup, coupled to an 'A' class four-wheel tender, and still fitted with the curious chimney it received when working at Northcliffe mill. Photo: Len Purcell

## Tip up at Nannup

by Len Purcell

Tucked away in a bottom drawer for a good many years, the photographs on the following page were given to me by a one-time resident and worker at the Nannup sawmill. The explanation was that the locomotive had "come off the line just south of the mill". It certainly was off the line, but the lack of written details on the back of the prints has made other identification more difficult as time has progressed.

The pictures show various stages of the recovery of the loco from its reclining position in a swampy creek bed. The pile of firewood just clear of the loco indicates the tender was also turned over, but it has been righted and pulled clear. Perhaps it can be assumed that the loco was travelling boiler first away from the mill. This assumption is supported by the fact that there is a fettlers' trolley behind the loco tender, and that would probably have come from the mill area. Any wagons trailing the loco would most probably have been pulled back towards the mill.

What locomotive? Almost certainly No. 109, James Martin's B/N 8 of 1895, which became South Australian Railways 'Y' class No. 109. It was sold to the Kauri Timber Company, operators of the Nannup/Barabup milling station, in 1921, at a time of increased activity in the Company's operations. Classified as a 'G' class in WA, it was one of only three such locomotives operated by the Company. It was the only one with a single-axle bogie, and that is visible in the pictures.

The other two locos were British-built by Beyer Peacock, their B/Ns 5322 of 1909 and 5821 of 1914. They were imported by Kauri for work at Barabup, the milling centre which preceded the Company's later mills at Nannup, Ellis

Creek and Willow Springs. Both had Belpaire fireboxes, a distinction that applied to only one other 'G' loco in the sawmilling industry; Millars' *ELLA*, No. 59. Both had 4-wheel bogies, which were distinguished by their outside springs and axle boxes. The earlier one was named *BLACKWOOD* and its later sister *KAURI*.

When were the pictures taken? Probably when log hauling by rail was in its prime; maybe in the 1930s or early 40s. In keeping with the locomotives of most timber railway operators, the Nannup engines had the reputation of being well maintained. This is demonstrated in various photographs. Such photographs also demonstrate that boilers were changed around. For example, *BLACKWOOD* is seen with a round-top boiler, and the smokebox handrail on No. 109, as shown here, is different to that seen in the picture of the loco on page 141 of *Rails Through The Bush*. Interesting is the dome cover on the overturned loco in that it does not have a flange with which to mould with the boiler contour, but then nothing was usual for No. 109 in its final working days. Its frame was distorted in a collision with wagons when working at Northcliffe and it received a 'new' frame, complete with wheels, from WAGR loco No. 131.

Viewed at the Timber Industry Museum at Manjimup today, No. 109 is notable for the very curious chimney it received when it was resurrected at Nannup in post-war years for work at the Kauri Company's Northcliffe mill. The tender is a noticeable misfit, having come originally from 'A' class loco No. 7 which predated the three 'G' class locos as a workhorse in the early days at Barabup. All in all, quite far removed from the engine that emerged from the James Martin foundry.

### Sources

Jenny Mills' notes on Kauri Timber Coy 1912-1963. *Rails Through The Bush*, Adrian Gunzburg and Jeff Austin, LRRSA, 1997.



#### **Tip up at Nannup**

Nannup sawmill's 2-6-0 No. 109 (James Martin 8 of 1895) is put back on its feet after a nasty mishap on the mill's tramway, probably in the 1930s or early 40s. The loco was soon repaired and served its owner for many more years, not being finally retired until 8 August 1963. After several years in storage, it was taken to the Timber Industry Museum at Manjimup in early 1979, where it still resides today. Photos: Len Purcell collection



# Some manually powered tramways in Queensland

by John Knowles

Before the days of fork lift trucks and other rubber tyred vehicles, much of the transport around factories and along jetties and wharves was by manually powered tramways. This article gives details about a few that existed in and near Dalby and Redcliffe in south Queensland and Rockhampton in Central Queensland fifty and more years ago.

## Dalby District

Dalby is 153 rail miles west of Brisbane, 52 north-west of Toowoomba. It was the junction for three QR branches, to Bell (24 miles), Jandowae (30 miles) and Glenmorgan (103 miles), all but the first still operating.

The Downs Timber Company operated a sawmill on the south-west outskirts of the town from 1911 to 1942. It had a private loop siding off the Glenmorgan branch railway, at Natcha, a mile from Dalby station, used for many of the incoming logs and some of the outgoing sawn timber, as well as building material the company sold from its hardware store at the mill, later in the town. The mill processed both pine and hardwood.

There were two trolley lines, both thought to have been 3ft gauge. One ran from the sawbenches north-east to sheds and open air stacks for drying and seasoning pine and storing hardwood. About halfway on its length, a turntable provided a junction for a line south-west through timber stacks up to the QR siding, where it seems another turntable took a line parallel to the siding for a short distance. All these sections were straight, laid with steel rails, and their total length was about 150 yards. There were about three four-wheel trolleys.

The second line ran from the planing machine inside the mill, then curved to run south-west to a shed beside the QR siding at its western end where dressed and shaped pine was stored.

The line was about 80 yards long. Before it reached the shed, the steel rails became timber. There was only one trolley on this line.

From helping to push the trolley on this line, it was impressed on me at a very early age that the resistance of the steel wheel on a timber rail was much greater than on a steel rail. It was also clear to me that the life of a timber rail, even a hardwood one, was limited, even under light traffic.

The mill was steam powered, using offcuts as fuel. At the closure, the driver of the plant was Olaf Olsen, who had been a locomotive driver on the 2ft 6ins gauge Perseverance Tramway north of Toowoomba.

From 1925 until its closure, the annual output of the mill averaged 1.15 million superficial feet, of which 42% was softwood. Some additional sawn timber was purchased from small bush mills for finishing. Of the finished timber, 30 to 45% was railed out, depending on the year. Applying the densities used by the QR for charging (50 cubic feet to the ton for pine, 30 for hardwood), the production averaged about 2600 tons per year. This tonnage passed over the manual tramways at least once. (Incoming logs were unloaded from rail or road, and moved to the breakdown saws, by winch.)

The distances over which logs had to be moved were long even as WWII broke out. The operation was therefore not regarded as efficient in manpower terms, and neither the mill nor its supplies obtained protection against manpower controls. The mill closed in June 1942. (Despite the heavy reliance of the mill on rail transport, without roads and road motor vehicles in the 1930s, the mill would have closed earlier.) In 1943 or 1944, much of the machinery was commandeered under war powers by the Department of the Interior, and removed. Corrugated iron was scarce, and many of the buildings were sold to obtain supplies for sale.

The tramlines survived for a time, which is why I am able to remember something of them. Some were relayed to a new layout in the foundry and agricultural equipment works established on the site postwar by Napier Brothers. How long they survived is not known. <sup>1</sup>



*The manually powered tramline leading from the mill of the Downs Timber Company at Dalby to the stacking and drying areas, with two of the four-wheel trolleys in view.*

*Photo: Author's collection*



*The original (on the right) and new (1920s) jetties at Redcliffe, both with manually powered tramlines. These jetties were served by excursion steamers from Brisbane.*  
*Photo: Author's collection*

The Brisbane sawmillers, Bretts, as the Beelbee Sawmilling Company, took over a former cotton ginnery beside the Bell branch in 1936, together with the private siding at 47 chains Bell branch. It was known as the Western Timber Company from 1946. In the early 1950s, it had three trolley lines radiating from a turntable.

The power house in Marble Street, operated by the Town Council, was powered by a suction gas plant until about 1956. (In this plant, the gas engine sucks air through a mass of incandescent fuel, at a rate insufficient to support or lead to combustion of that fuel, and steam is injected at the same stage. Steam and oxygen combine with carbon in the fuel to give carbon monoxide, carbon dioxide, methane and hydrogen. These gases were scrubbed and passed to the four cycle, slow turning gas engine. Waste heat from the gas generator and the engine was used to generate the steam.)

The charcoal for this plant was manufactured from firewood,

which was carted from the surrounding countryside. At this time, most domestic cooking in the town was on wood-fuelled stoves, and firewood was becoming scarce, while the increasing distances over which it had to be carted made it expensive; the scarcity was made more acute by the difficulty in the expanding postwar economy of finding men willing to cut, load and cart firewood.

A trolley line ran more or less east - west through the firewood stacks at the power house, then curved to the south, where there was a point, where the trolleys were reversed and pushed north into the plant. The trolley or trolleys was/were not unlike the trucks used on sugar mill tramways for stick cane. The length was less than a hundred yards.

After unsuccessful use of coal powered gas turbines, the power house was converted to diesel power during the late 1950s.

The butter factory of the Downs Co-operative Dairy Association, on the opposite side of the Glenmorgan branch



*The manually powered tramline on the jetty at Redcliffe in the 1930s, at the pier head, where the line circled a cargo shed. The bay excursion steamer the DOOMBA is berthed at the pier head.*  
*Photo: Author's collection*



*The Laurel Bank Meatworks at Rockhampton, with one of the unusual trolleys outside.*

*Photo: Author's collection*

from the Downs Timber Company, was electrically powered by 1945, but retained its original steam plant for emergency. That plant was indeed used from time to time, at least until the early 1950s. There was a short, steel railed, trolley line at the western end of the factory, running from the stacks of firewood outside into the boiler room.

A butter factory was owned by the same Association at Jandowae, at the terminus of the thirty mile long branch line leading north-west from Dalby. It too had a trolley line from firewood stacks into the boiler room, but was electrically powered by the early 1950s.

### **Redcliffe Peninsula**

The Redcliffe Peninsula, north-east of Brisbane, depended on sea transport for access until the 1930s. Small steamers ran from Sandgate pier across Bramble Bay to Woody Point, at the southern end of the peninsula, while larger excursion steamers, which also carried cargo, ran from Brisbane, most en route to Bribie Island, farther north.



*The tramway to the preserving room at the Laurel Bank Meatworks at Rockhampton, around 1925. The higher trolleys carry beef carcasses, the lower sheep.*

*Photo: Author's collection*

From photographs in a booklet "Redcliffe, Scarborough and Woody Point", it would seem that the original pier at Woody Point had a long berthing section joined to the waterfront by the pier proper at right angles. That pier had a trolley line connecting the berthing section to the land end. The replacement jetty, built adjoining in the 1920s, had a trolley line along it, curving to terminate on the foreshore.

Similarly, the original pier at Redcliffe was replaced by a new one adjacent to it in the 1920s. There was a trolley line on both. That on the new jetty had a circle at the seaward end, running around the shed at the pier head, presumably used to store cargo and luggage, and curved on to the land at the other end. The excursion steamers "Koopas" and "Doomba" carried cargo from Brisbane to both Redcliffe and Bribie Island.

All these trolley lines were used for cargo and passengers' luggage. They appear to have been 2ft 6ins gauge. Those on the then extant piers had been removed by the 1940s, although spike holes could be seen in the timbers of the Redcliffe pier well after that.

### **Rockhampton**

The Laurel Bank Meatworks at Rockhampton had manual tramways of apparently 3ft 6ins gauge to convey whole carcasses within the plant (eg to the preserving room) and to the wharf, the latter presumably on the Fitzroy River. The trolleys were up to 20 ft high above rail and were roofed, with hooks immediately beneath the roof from which the carcasses were hung. The arrangement is best understood from the accompanying photographs.

Apart from knowing that these photographs date from 1925, I have no other information on the works, even its precise location. These are the tallest railway vehicles I have noted, but vehicles used in constructing and servicing railway structures in place could well have been taller.

### **Notes**

1. On the company, see: *The Downs Timber Company, Sawmilling in Dalby 1912 - 1942*, this author, manuscript in the John Oxley Library, Brisbane.

# Mining Railways of Cobar

by Bob McKillop

## 5. The Nymagee Story

The name Nymagee has always held a sense of magic and mystique for this writer. Nymagee Street in the town of my youth (Narromine) was named after a fabled mining town that was occasionally alluded to, but it seemed no one ever ventured there. I was not until I began researching the history of Cobar mining that I learnt more about the Nymagee story and finally visited the site.

The copper mine at Nymagee held out the promise of matching The Great Cobar Mine as a source of wealth for its owners, but the lack of cheap and reliable transport was to dash these hopes. In the end, Nymagee never got its railway and the documentation of the mining railways that actually existed at this location would be a short piece indeed. But Nymagee is the story of what 'might have been'. For the readers of *Light Railways*, the fable includes a proposal to construct a 2ft 6in gauge light railway to serve the mine that generated considerable debate within New South Wales. The story of Nymagee and its various railway proposals therefore needs to be addressed in our exploration of the Cobar mining field.

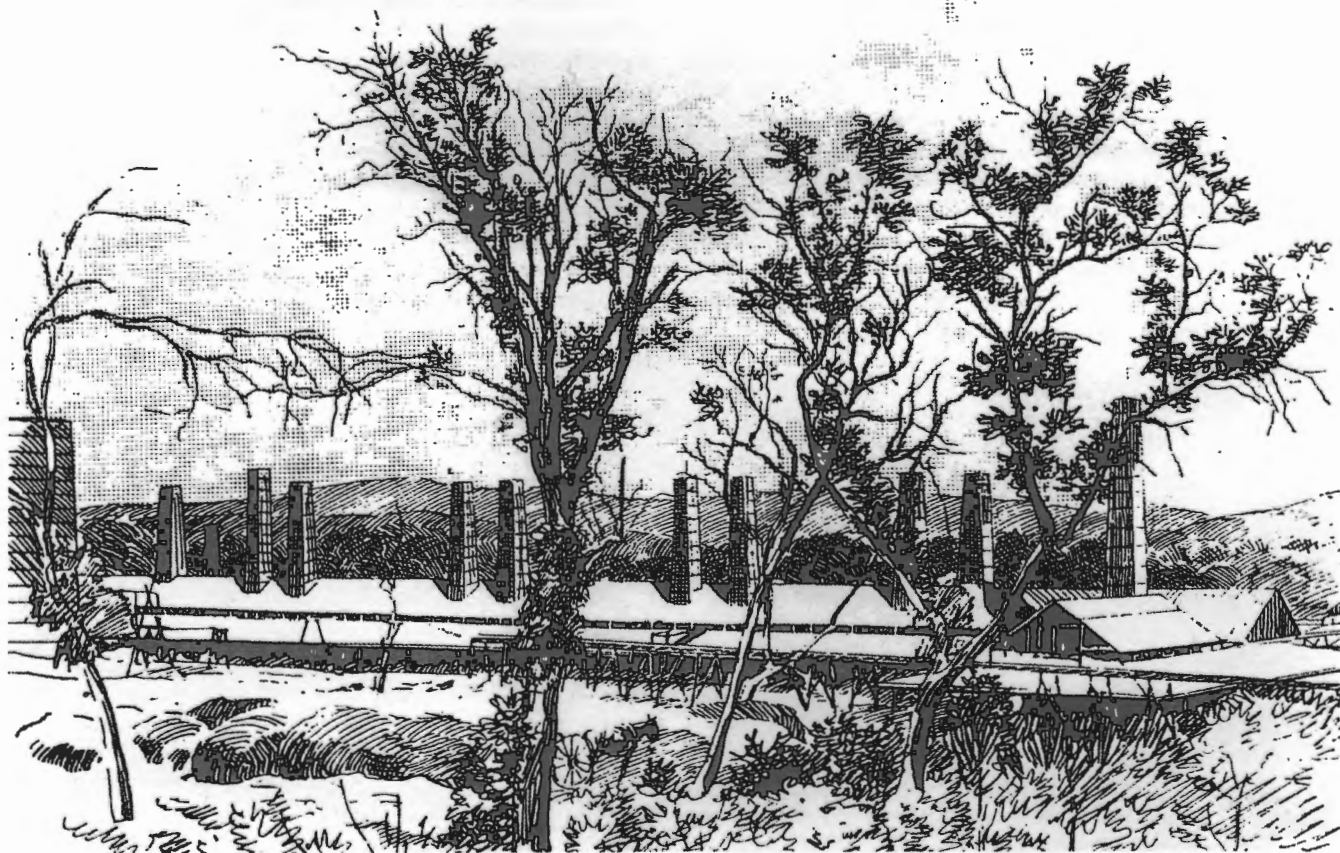
### Discovery and Development

As documented in *Light Railways* 149, the Great Cobar copper deposit was discovered in 1870 and mining activities commenced there almost immediately. A key figure in the establishment of the Great Cobar Copper Mining Company (Limited) was Russell Barton, a Bourke businessman and a Member of the Legislative Assembly between 1880 and 1888. Born in Penge near London in 1830, Russell came to

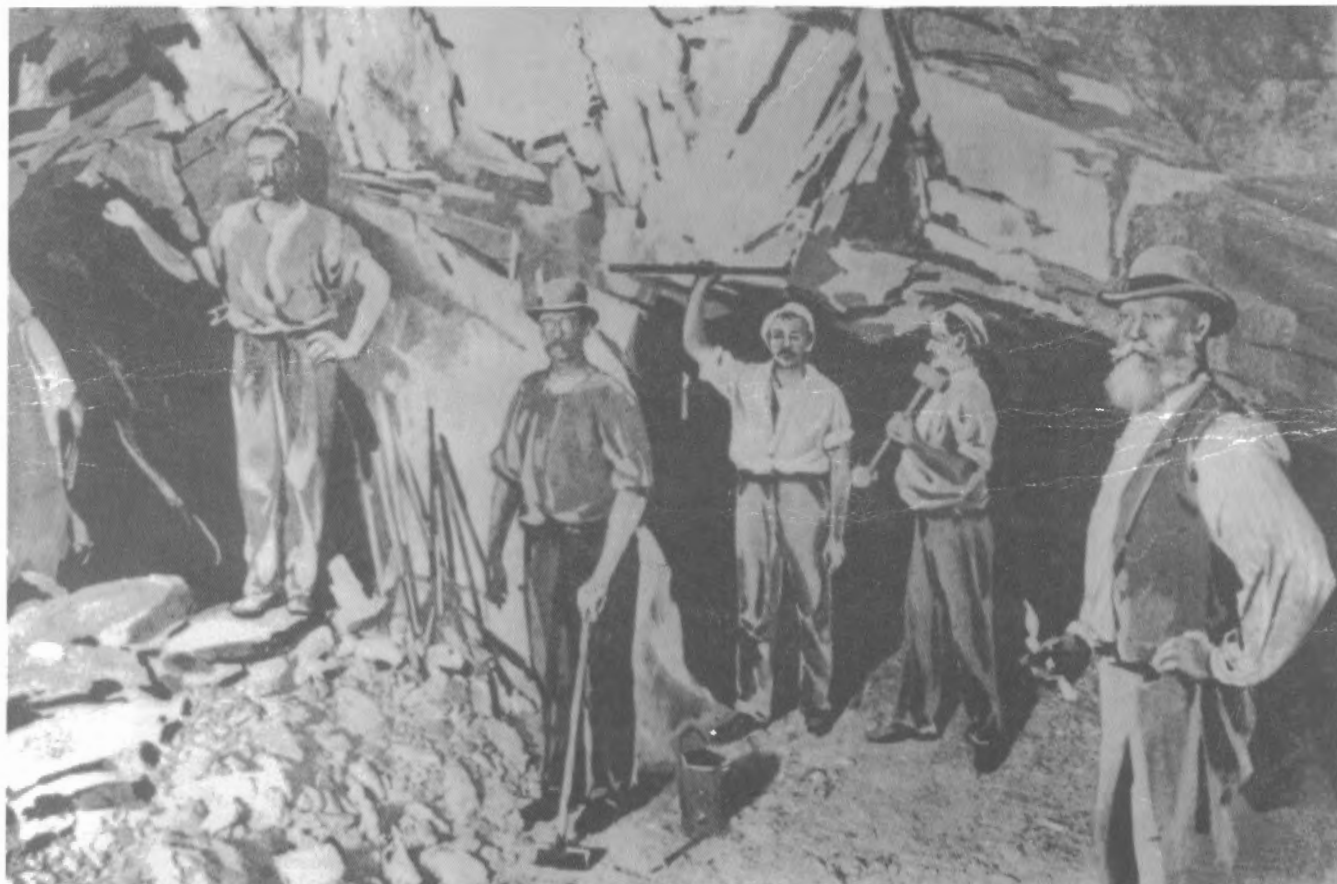
South Australia with his family as a young boy. He worked on a cattle station, then as a carrier hauling goods from Adelaide to the copper mines at Burra. He overlanded between Adelaide and Sydney from 1848 and, after trying his luck on the Victorian goldfields before he became involved in various business ventures in the Bourke district from 1864. Barton bought into the Cobar copper mine in 1874 and later became managing director of the company.

When news of a new copper discovery some 60 miles south-east of Cobar, on the boundary of Knox and Ellis' Nymagee station and E Rosset's Hartwood station reached Cobar, Barton quickly seized his opportunity. He negotiated with the discoverer, Henry Manley, to purchase the rights to the deposit in 1879 and made arrangements to bring a group of Cornish miners from South Australia to the site under Captain Willis, with Captain Dunstan as second in command.<sup>1</sup> Barton established the Nymagee Copper Mining Company and mobilised capital for the rapid development of the mine. Work commenced on sinking four shafts for the mine in April 1880, with some 60 miners employed, and there was the usual rush to establish hotels in the new centre.<sup>2</sup>

Barton travelled to Nymagee in August 1880, being accompanied by the French author Marian La Meslee, who documented his journey from Sydney to Bourke via Nymagee and Cobar in his book, *M. Le Compte Bouvoir*. After staying at O'Neil's inn at the future site of Narromine, the party travelled via Derribong, Dandaloo and Pangee to Nymagee, following a route newly opened by Wright Heaton teamsters carrying copper from Cobar to the railhead at Wellington. On arrival at Nymagee they witnessed the drunken, rowdy behaviour of miners at the Royal Hotel, then Barton contributed to the ongoing melee by presenting Manley with his final payment of £800, which was promptly expended at the bar.



The reverberatory furnaces constructed by the Nymagee Copper Mining Company in 1883, when eight furnaces were in operation. Note the heaps of copper ore in the foreground being calcined ('roasted').



*Miners at the 100ft level of Nymagee mine in 1889.*

*Courtesy Cobar Regional Museum*

The speed at which the new enterprise was being established astounded most observers. When Barton and Meslee arrived in Nymagee, there were already 500 people in the town, located in the Parish of Mouramba, and ore was being raised from the mine, which averaged 15 to 25 per cent copper. The Royal Hotel had been opened with three more hotels under construction, and there were two bakeries, three butchers shops and a steam saw mill. The company was erecting four roasting and reducing furnaces, a large powder magazine, brick works, 20 cottages and several other buildings, while a 40hp steam engine was being transported from Orange.<sup>4</sup> The furnaces were in operation by August 1881 and it was expected that the wealth of the mine would exceed that of the Great Cobar.<sup>5</sup> Captain Jolly had taken over management of the mine by February 1882, and he reported that 276 tons of fine copper and 300 tons of rough copper were 'on hand', while 16 tons had been dispatched.<sup>6</sup>

Drought and the harshness of the Australian outback soon brought these aspirations back to reality. In early 1882, drought forced wood carters to leave the district to find adequate feed for their horses. Those that remained had to pay £25 to £30 a ton for chaff.<sup>7</sup> Rain in June brought some relief, but by August the furnaces were forced to close because wood carters could not continue due to the lack of feed.<sup>8</sup> Soon the government was being blamed for neglecting the town. The population of Nymagee had reached 1200 by 1883 and a telegraph line connected the community with the outside world, but the operators had to contend with a neglected wooden building, while the school children, police and court officials had to rely on the generosity of the mining company to provide them with accommodation.<sup>9</sup> It was claimed that the roads had not been adequately cleared, while the townspeople had to rely on the company's polluted reservoir for water.

In early 1883, there were some 600 men employed by the mine, including 109 underground miners, 200 wood cutters and carriers, and 81 smelter hands.<sup>10</sup> 7253 tons of ore had been raised in the 12 months to 6 January, of which 6618 tons had been smelted to yield 1144 tons of refined copper. The main Barton shaft was down 256 feet and the main level was being driven at the 45-fathom level. Eight furnaces were in operation, one of these being used for refining the copper and a second furnace was converted to this function soon after. The town now boasted five hotels and the Commercial Banking Company opened a fine brick premises in June 1883, while Barton & Gould's store boasted one of the best and largest stock of goods outside the metropolis. Cobb & Co and John Buckley operated stagecoach services from Nymagee to Nyngan.

Nymagee was now a town of 1200 Europeans and some 500 Chinese, who kept the town supplied with fresh vegetables and played a significant role in the general commerce of the community. Russell Barton used his position as a MLA to further the interests of his mining venture. A delegation presented him with a list of their wants when he visited Nymagee in August 1883 – namely a reduction of railway rates, proclamation and opening the newly-surveyed road to Nyngan and the placing of tanks along same, a second weekly mail via Nyngan, a direct road to Mt Hope, and a police station – and Barton soon gained audience with the Minister for Works to pursue these concerns.<sup>11</sup> A government water tank was provided for the town and an imposing brick post office erected, but the lack of reliable transport continued to be a major concern.

During 1885 improvements were made to the smelting process, including the introduction of a steam blower that was developed by Captain Jolly and his young protégée, George Blakemore.<sup>12</sup> A light tramway conveyed the ore from the crushing plant to the smelter. Some 50 tons of fine



*Teamsters deliver bagged coke to the water jacket furnaces at Nymagee in 1902. The old reverberatory furnaces are on the right. The Sydney Mail, 2 Nov 1902*

copper was being made each week and the company was able to pay its shareholders a handsome dividend of 5s per share, with two further dividends of 2s 6d. Expansion of smelting and mining operations placed a tremendous strain on the timber resources of the district. Unlike the Great Cobar, which constructed extensive firewood tramways, the Nymagee mine continued to rely on wood carters to haul its fuel wood over increasing distances. Drought and heavy rains interrupted the supply and the furnaces were frequently forced to close. When conditions permitted, the carters brought in firewood at a rate of 5000 tons per month.

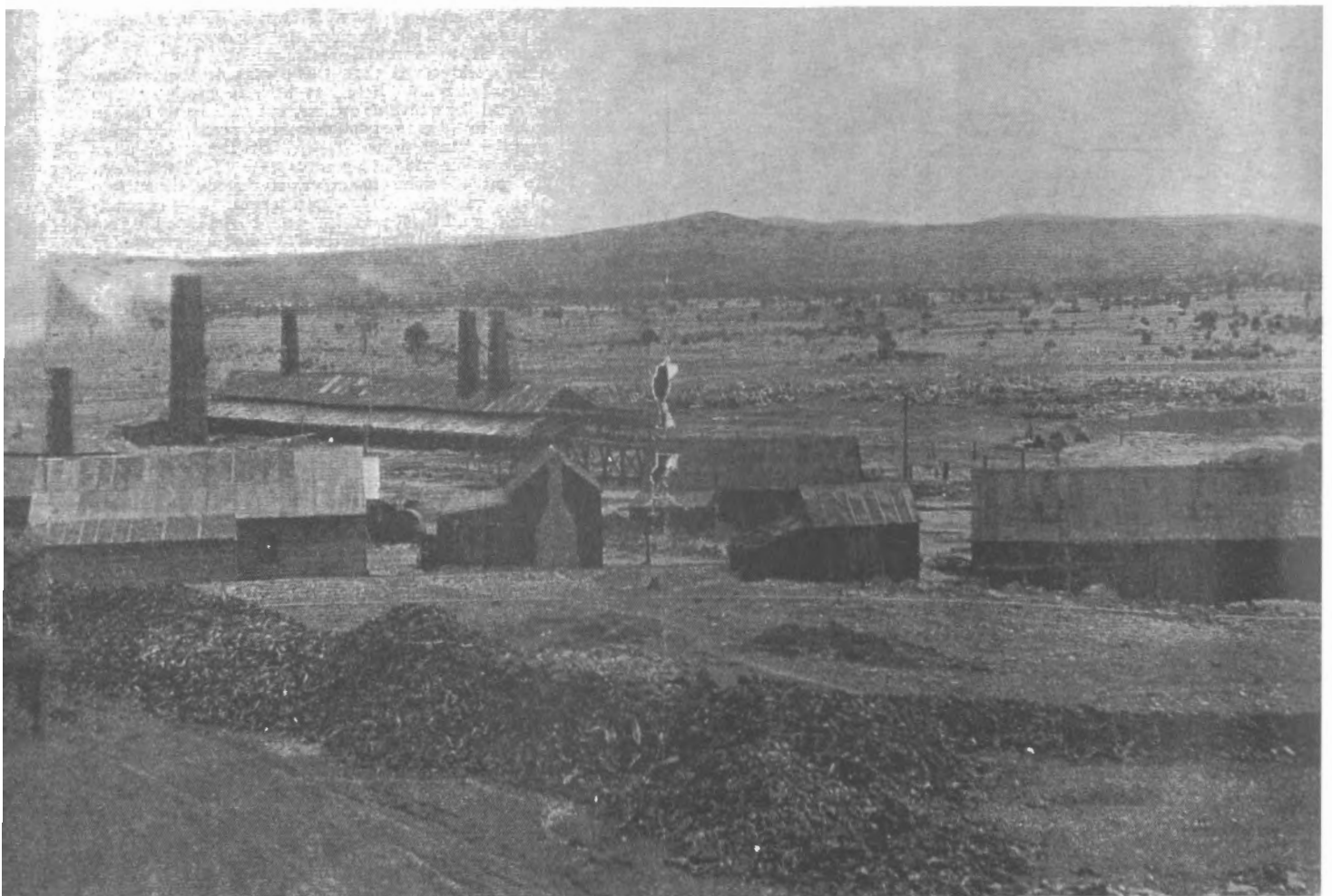
Although Nymagee was smelting high quality ores, its isolation and transport problems meant that it was a marginal operation when the price of copper fell during the mid-1880s. During 1887, only sufficient hands were retained to keep the mine open on a minimal basis. As with the Great Cobar, the rise in copper prices due to the action of a French syndicate brought a false dawn for Nymagee and its mine.<sup>13</sup> Further expansion of the mine took place and prosperity briefly returned to the town, but drought continued to hinder operations in 1889 and 1892.<sup>14</sup> When the 25th half-year meeting of the Nymagee Copper Company was held on 11 August 1892, declining copper prices had again made the situation gloomy.<sup>15</sup> The end came for the old company the following year and the mine was closed. During the period 1881 to 1889, the mine had produced about 11,552 tons of copper, compared with 18,384 tons produced by the Great Cobar mine between 1875 and 1889. The company had paid its shareholders some £94,000 in dividends.<sup>16</sup> Many of the inhabitants moved on, including most of the Chinese, and a deep gloom descended on the town.

### **Great Cobar Copper Syndicate**

The Great Cobar Copper Syndicate of William and Thomas Longworth, Dr Richard Read, Albert Gould, AA Dangar and AC Robinson took over the Great Cobar Mine on tribute in January 1894.<sup>17</sup> Their success at Cobar aroused their interest in the Nymagee mine and they reopened this on tribute in June 1894. They found the underground workings to be in poor condition, with several sections being in such bad shape that the Government inspectors condemned them.

The Syndicate purchased the mine for £10,000 in 1896 and George Blakemore was appointed as manager. Following the success of its water-jacket blast furnace at Cobar, a similar furnace of 60 tons capacity was installed at Nymagee that year, along with a Brush Electrical generator and reticulation system to power two arc lamps and 39 incandescent lamps.<sup>18</sup> This enabled them to process some 30,000 tons of refuse ore that had been set aside by the old company as uneconomic to treat in the old reverberatory furnaces. Some £40,000 was invested putting the mine in order and remodelling the surface plant. The opening of the Nyngan to Cobar railway in 1892 meant that Nymagee was some 50 miles by road from the nearest railway station at Hermidale.

Blakemore greatly expanded and improved the workings in the Nymagee mine. The main shaft (Barton's) was sunk to a depth of 734ft. A drive was run at the 720ft level, with a crosscut into the lode some 817ft from the main shaft, while other drives were at the 80ft, 240ft and 640ft levels.<sup>19</sup> An average of 180 men had been employed at the mine between 1896 and 1902. A second blast furnace was installed in 1902. Extensive underground and surface tramways were provided to handle the ore and materials. By 1902, two traction



engines were employed hauling copper to Hermidale railway station and returning with coke for the blast furnaces and other supplies. They could haul 16 to 20 tons each trip, which was made at a speed of  $3\frac{1}{2}$  miles per hour. A total of 151 horses and 48 bullocks supplemented the traction engines on the Hermidale road, while a further 48 horses brought in firewood from the bush.

George Blakemore became general manager of the Syndicate's Cobar operations in December 1901 and moved to that town. He immediately faced the crisis of the 1902 drought. Water trains saved the mining operations at Cobar,<sup>20</sup> but this option was not available for Nymagee. The mine was forced to close and 300 men were thrown out of work. The crisis highlighted the need for a railway to Nymagee and William Longworth was quick to promote this cause.<sup>21</sup>

By 1905 the capacity of the smelting works had been doubled to 900 tons of ore per week, but the lower quality of the ore available meant that the operation was marginal given the cost of transport.<sup>22</sup> Moreover, additional copper mines had been established at Crowl Creek and Shuttleton, a further 16 miles west of Nymagee. Between 1900 and 1908, the Shuttleton mine produced 3615 tons of copper, but high transport costs made it a marginal proposition.

### The Light Railway Proposal

Frustrated by the lack of official response to the Syndicate's requests for a railway to Nymagee, George Blakemore wrote to the *Sydney Morning Herald* in March 1906 to put forward his proposal for a 2ft 6in gauge light railway from Hermidale to Nymagee and Shuttleton. He stated:

*Let me cite the case of Nymagee and Shuttleton. From the Hermidale railway station on the western line, it is about 54 miles*

*by road; from Florida railway station a good line to Nymagee could be picked out about 46 miles in length. It would present no engineering difficulties of any sort. From Nymagee to Shuttleton is about 17 miles over an easy country. A light railway – 2ft 6in gauge – no wider is necessary – of 30lb rails could be constructed and be equipped with engines, trucks etc., for well under £900 per mile. No fancy island platforms would be included in this, nor fencing. ....*

*The cost of the line to Shuttleton, say 63 miles, to include everything in the way of rails, sleepers, loop-lines and stations (no platforms required), four engines of 10 tons weight, capable of hauling 150 tons up a 1 per cent grade, or 75 tons up a 2 per cent grade (1 in 50) and say 30 trucks of six tons capacity and two passenger carriages, ought not to amount to more than £56,700, as against probably £220,000 for a railway of the main line type. The interest cost at 4 per cent on the latter is £8800 per annum and on the light line £2268: the saving in yearly interest is therefore £6532, which will pay for the small line in nine years.*

*For eight months of the year, firewood could be used to steam with, which could be delivered at the line for 4s per ton. The balance of the year coal would most probably be required on account of the dry grass.*

*The total inward and outward traffic to Nymagee last year was 6956 tons, the total inward and outward traffic of Shuttleton was 2794 tons, or a grand total of 9750 tons. Say the mileage rate charged was 2d a mile, the line would earn £2666 19s 4d for the Nymagee portion and £1466 17s for the Shuttleton portion. In addition to that, the Nymagee mine uses 300 tons of wood per week and the Shuttleton 450 tons per week. The wood at Nymagee would have to come in an average of 17 miles, that at Shuttleton probably, 7 miles. Say the charge was 2d per mile, the further income would be £1300 from Nymagee and Shuttleton £1365, or a gross total of £6795 16s 4d pre annum – say £6800 not including passenger traffic and mails. The expenses should not exceed 62½*



George Blakemore commenced his mining career at Nymagee in 1886 and became manager in 1896.

percent of the gross income, leaving £2550 profit, or roundly 4½ percent on the outlay. This does not count passenger traffic.

The speed need not exceed 12 miles an hour maximum; the train would only require one man on the engine, and a guard dressed in dungarees ready to do some work. The present staff at Hermidale will do all the work at that end, and a contract can be let at the Nymagee and Shuttleton ends to handle all the material out of the trucks and into the trucks, not counting firewood (which the mines would unload), at 1s per ton. A smart woman could issue the tickets and do the clerical work at £75 a year each at Shuttleton and Nymagee. As far as I can see, the cost would be three engine drivers, three guards, two clerks and 1s per ton on 9750 tons of goods traffic. This makes up £1620 6s, and leaves for coal, fuel, water and maintenance a sum of £2630 per annum.

Nymagee would be in a position to employ and additional 100 men; Shuttleton no doubt could employ more men; Mount Hope would be within 40 miles of a railway. Numberless little prospecting shows that cannot stand a road traffic of 20s to 30s per ton would have a margin of profit for their ore. The western district served by this little line, would get a hoist toward prosperity, and the present insane practice of constructing main lines to small country places (like that colonial piece of stupidity, the Peak line at Cobarr) would forever be wiped out.<sup>23</sup>

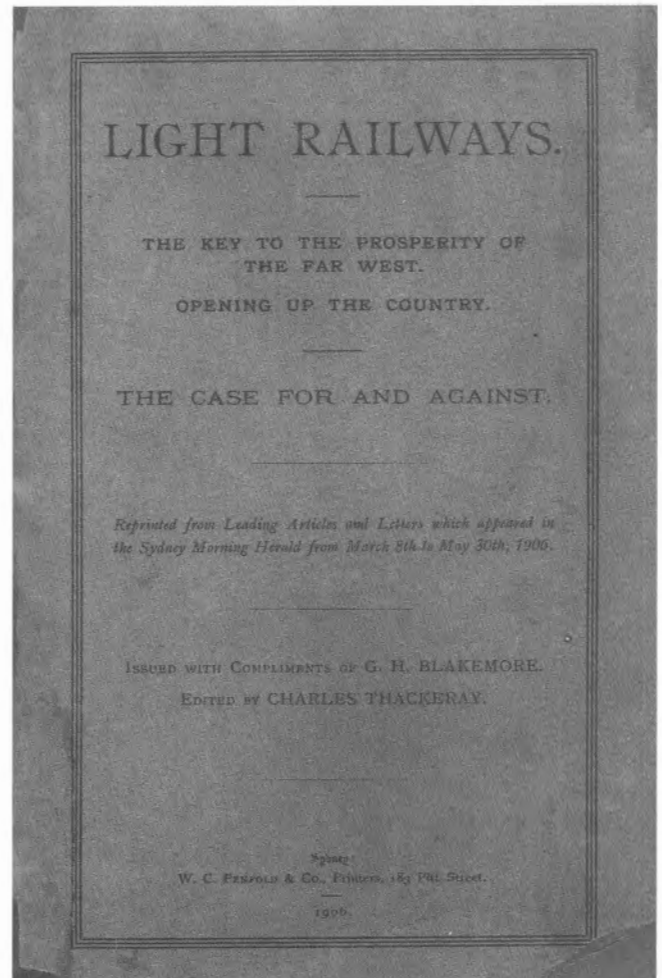
Blakemore's letter struck a cord of inland development sentiment and a range of opinions were expressed through the columns of the *Herald* over the subsequent months. George was so pleased with the response that he persuaded Charles Thackeray to publish the correspondence as a small booklet titled *Light Railways: the key to the prosperity of the Far West – Opening up the country*, in 1906.<sup>24</sup>

Supporters of Blakemore's proposal argued that the advocates of a uniform railway gauge failed to appreciate the difficulties of forwarding produce by horse team, especially in arid areas, and that cheaper railways were necessary to open up the wealth of the inland. The North-east Dundas Tramway and the Zeehan 2ft gauge lines in Tasmania, the

Stannary Hills Tramway in north Queensland and Victoria's narrow gauge lines were cited as examples of successful light railways that served this purpose. The correspondence brought forward a whole host of other contenders for narrow gauge light railways, among them Sunny Corner, Leadville, Oberon and even a whole network of such lines covering the western region of the State. The loss-making Queanbeyan to Cooma railway was identified as an example of unwise investment in a costly standard gauge railway.

It was left to the Chief Engineer of the New South Wales Railways, Henry Deane, to carry the case against the proposal. His argument was that the small carrying capacity of light railways, the cost of transshipment and the future need to rebuild the line to standard gauge as traffic increased cancelled out any initial savings in constructing such light lines. Moreover, the 'pioneer lines' that were then being constructed in New South Wales could be built at considerably less cost than the figures put forward by Blakemore, while the claim that a light railway could be built for £900 per mile was challenged as unrealistic. In addition, he pointed out that the slow operating speed of the narrow gauge line would require an overnight stay at Hermidale before making the return journey, thereby significantly increasing operating costs. Deane stated that: "I believe in the principle of cheapening construction, but it should be done in such a way that the line can, if the exigencies of traffic call for it, be strengthened and improved later without throwing anything away."<sup>25</sup>

The *Herald* noted Deane's expertise on the subject, but continued to offer support for the construction of light railways to help open up the Far West. However, George



Title page of the pamphlet *Light Railways* published by Charles Thackeray in 1906. Courtesy John R Newland

Miller of Bobadah introduced a new dimension into the debate when he proposed extending the Bogan Gate to Bobadah railway, then under construction, to Nymagee, thereby providing a shorter transport route to Sydney than via Hermidale.<sup>26</sup> Nothing was to come of George Blakemore's scheme, but Nymagee's transport problems continued.

### The Mouramba Copper Company

In May 1906 the Syndicate announced that it had sold the Great Cobar mine and its other properties, except the Nymagee mine, to an English company.<sup>27</sup> The following January, the Nymagee mine was sold to an English company, Nymagee Copper Limited.<sup>28</sup> Its representative, Mr WH Corbould, took possession of the property.

The provision of railway communication to Nymagee was crucial for the new owner's plans and they immediately entered into negotiation with the Government for construction of a branch line from Hermidale. The company declared that it would not restart the mine until the line was constructed and offered to meet the cost of any losses on its operation, estimated by the Railway Commissioners at £3824 per annum.<sup>29</sup> In 1908, Nymagee Copper Limited purchased the Crowl Creek and Shuttleton mines in order to provide flux for the Nymagee plant. John Kendall, consulting engineer to Great Cobar Limited, visited Nymagee and recommended expansion of the mine and smelters to handle 460 tons of ore per day.

When the Public Works Committee examined the proposed railway in January 1909, the Railway's chief traffic manager, Mr J Harper, stated that the proposed railway, some 46 miles in length, would cost £120,000 to bring it to the company's boundary.<sup>30</sup> As the country it transversed had no agricultural potential, Harper submitted that the company should build the line itself. When the Committee reconvened in July, Lyell Scott argued that the Tullamore line should be extended to Orange Plains then to Nymagee in order to secure the Mt Hope mine.<sup>31</sup> During these Committee hearings, Nymagee Copper Limited went into liquidation and the Mouramba Copper Company, named after the local Parish name, purchased the assets. This company also took over the Burraga copper mine near Bathurst and its copper smelters at Lithgow.

The new company declared that it would be impossible to work the low-grade ore without access to the railway. When the Public Works Committee handed down its recommendation in August 1910, it concluded that construction of the line by the Government was justified, but only with a guarantee against losses for 10 years and a deposit of £8000 by the Mouramba Copper Company.<sup>32</sup> Interests supporting the extension of the Tullamore line continued to lobby against the connection via Hermidale and the proposal was defeated in the Legislative Assembly.<sup>33</sup>

Improved copper prices brought hope that the Nymagee mine would finally be reopened. Work to reopen the mine and construct new blast furnaces commenced in January 1913, but the condition of the roads had deteriorated to such an extent that £750 to £1000 was required to put them into trafficable condition.<sup>34</sup> Expansion of the works, costing £50,000, took nine months and the first of the two new 150-ton water-jacket blast furnace was blown in on 27 October 1913.<sup>35</sup> With the tipping of the first pot of slag after six years of idleness, the town was becoming lively again and all accommodation houses were reported to be full. It was a short-lived period of prosperity. With the slump in copper prices at the outbreak of War in 1914, the mine again fell silent.

As at the Great Cobar, the boom in copper prices generated by the War soon brought a change of heart for the Mouramba Copper Company and it announced that the mine would reopen in May 1915. Assays showed Nymagee copper to be the purest product in the British Empire, making it particularly attractive the British Admiralty.<sup>36</sup> Mr Williams, formerly manager at the Chesney Mine at, Cobar, took charge of the mine operations at Nymagee and men from Cobar ventured there looking for work.

Escalating copper prices brought steady work at the Nymagee mine, although excessive summer heat and periodic shortages of coke brought about by coal strikes or poor road conditions caused temporary setbacks. However, the 1917 railway strike proved the knockout blow for the marginal operations and the mine was closed in December 1917.<sup>37</sup> Lack of railway communication, high freight charges and labour troubles had proved too heavy a handicap and the works were to remain closed. The slumber of the town was briefly broken by the sound of the old traction engine travelling up the street in April 1918, but it had been sold and was on its way to its new home at Girilambone.<sup>38</sup>

Hardie & Gorman sold the remaining plant at auction for £15,000. Yet another Australian mining venture had resulted in significant losses for its English investors.

### Nymagee Today

*The Year of the Outback* provided a rationale to visit Nymagee and I made the journey in May 2002. Leaving the Barrier Highway at Hermidale, the first 26km is a good standard sealed road passing through country that has been opened up to cropping in recent years. The country was once more in the grip of a drought and these marginal farms were about to make a serious contribution to the dust storms of the inland.

Soon the traveller encounters 48km of gravel road. It is a significant improvement on the road conditions faced by the pioneers at Nymagee, but one can visualise the old traction engines steaming through the rolling country and ponder how narrow gauge light locomotives might have coped with the grades if George Blakemore's vision had ever come to fulfilment. Soon one reaches a range of hills that held the mineral wealth that men exploited at Nymagee.



*This former general store attests to Nymagee's former glory as a copper mining town. May 2002.* Photo: Bob McKillop



This Clayton & Shuttleworth portable engine sitting in a small park hints at Nymagee's rich industrial heritage. The Commercial Hotel is in the background.  
Photo: Bob McKillop

The hamlet of Nymagee has refused to die. Most of the residents moved away when the mine closed, but a core remained and they have kept the settlement alive. Indeed, in recent years there has been something of a revival as new people have come into Nymagee on account of its cheap housing.

The recently renovated public school attests to the survival qualities of the community, while large air-conditioning units on the houses symbolise the contribution of modern technology in coping with the harshness of the outback environment. But droughts are all-pervasive, and when we visited it was claimed that the water supply would only hold out for another ten days. Dusty red soil was the dominant impression of the little park in the centre of Nymagee, but at least the aridity and isolation of the place meant that the stationary steam engine placed there as a memento to the town's proud past is in good condition. Its builder's plate – Clayton & Shuttleworth, Lincoln, 44162 – is still intact and there is a sign advising that the engine worked at a nearby sawmill until the 1950s.

The site of Nymagee Mine has been fenced off and a company sign warns the public against going onto the site due to the numerous shafts and underground workings. The formation of the hill still relates to that shown in early photographs, but all surface structures have gone and the hill is again vegetated with trees.

The two-story post office, once the pride of Nymagee, still presents an impressive site, but it has long ceased to serve that function. Classic commercial buildings and houses in varying stages of decay give character to the settlement. At the Nymagee Hotel, Wally Schofield has been collecting historical material on the town and is planning improved displays to tell the town's grand history. He is always willing to talk to the visitor about Nymagee and its hopes for the future.

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29. *Cobar Herald*, 7 July 1908, 'Nymagee-Hermidale Line'; *Sydney Morning Herald*, 26 August 1908, p.4, 'Nymagee Copper Mine'.
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33. *Cobar Herald*, 3 February 1911, 'The Nymagee Railway'.
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*Separated for the day from its normal Com-Eng 0-6-0DH multi working partner, No. 14, No. 10 stands at Marsilio's Loop at South Euramo in the late winter of 1997 with fresh cane for Tully mill.*

*Photo: Rod Milne*

## Tram to South Euramo The Tully Mill Euramo Line

by Rod Milne

### Introduction

As branch lines go, the line to the South Euramo district is one of the newer extensions of the 2ft gauge Tully mill system, which has expanded markedly in recent years into more southern districts. When the mill first opened in 1924, its main cane growing areas were to the north. However, the recent clearance of coastal lands (with consequent environmental impacts on mahogany glider habitats) has seen the rail system focussed more towards the cane lands south of the town and mill. Only in 1995 was the Euramo line extension south from Stamp's Road opened for traffic, the new railhead now being almost due east of Bilyana towards the old Bluff Landing on the Murray River and the coastal National Park.

Euramo has been an important cane growing area since the 1920s, and is the first point north of Cardwell where the QR line intersects a cane railway at a tramway crossing. This was the scene of an incident in 1965 that involved the mill's lovely old Fowler 0-6-0DH No.8 (21912 of 1936, rebuilt as EM Baldwin 590 9.63 in 1963). Tracks crept progressively down to Dore's Loop, and also to serve the old Goong area, once the site of a cane siding on the QR closed in 1934.

Locality names in this part of the world are not as sharply defined as could be. Although the area served by the new line runs partially through the defined locality of Rockingham, the name "South Euramo" is more appropriate to its destination, given its relationship to the small local township of Euramo proper. As mentioned previously, the QR called a cane siding in the area Goong after an aboriginal word meaning "water" (a not inappropriate name given the district's reputation for

high rainfall!). The old Bluff Landing beyond the railhead of the line once carried the name "Warringha", but sadly these names have lapsed in recent years. Few locals today would even know that Goong and Warringha ever existed!

To add to the confusion in names, the Tully Mill calls this line the Euramo line, even though it commences at the very southern end of Euramo and runs down towards the South Euramo and Warringha districts in the opposite direction to Euramo proper! In many ways, the mill name is very much a misnomer, but when the mill loco crews work the line, this is what they call it.

### Description of the line

The branch line starts at a point just east of the Bruce Highway and the old QR Euramo station (now closed and removed completely). At a simple set of points, the tramway commences to swing away from the main line to Riversdale, now a cross country route to a cut-off line at Piper's Triangle to the west. The branch immediately crosses the Bruce Highway at a point protected by flashing lights before reaching Euramo Loop, the first run-around loop on the line, set between the highway and the QR. An important siding where cane is loaded and trains assembled for despatch to the mill, it is a terminus point only for trips working to the short spurs in the Goong area, such as Harney's line that runs across the Bruce Highway into the canefields east of the Euramo line.

The line takes a strangely circuitous route that is more the result of difficulty obtaining an alignment than of any topographical consideration, for the land is flat. It crosses the Bruce Highway on the level at a third set of flashing lights before promptly crossing Stamp's Road on the level too. A difficult section to work by virtue of the heavy road traffic and the presence of the three closely spaced level crossings over the Bruce Highway, the line soon enters the orchard of Mr "Tip" Byrne, Cardwell Shire mayor, himself a local cane farmer.



*At the current railhead, Marsilio's Loop, a loaded rake of cane bins awaits haulage back to Tully mill in the 1997 cane season. The view is looking south towards the end of the rails and the Macallister Ranges.*

*Photo: Rod Milne*

The line winds past fruit trees and his house before rejoining Stamp's Road at Byrne's, a cane spur siding that ends in nothing more substantial than a heap of grass. "Tip" Byrne is a remarkable man with a colourful character, and there seems something appropriate indeed about a cane line running between the fruit trees of his orchard and past the chickens and geese of his chook run!

The mayor of Cardwell Shire for most of the 1990s and later, "Tip" Byrne has been a strong supporter of the shire's mill tramway system. Indeed, in the spring of 2002, it was reported that the Cardwell Shire Council was again advocating greater use of cane railways at a time when many mills (such as Mourilyan and South Johnstone) have been increasing their road haulage. For this alone, the Cardwell Shire should be applauded.

Beyond Byrne's, the line swings back through a series of serpentine curves to cross to the eastern side of Stamp's Road and arc to the south, to the first major yard, Dore's Loop. Here, opposite a delightful lagoon and beside a couple of farmhouses and machinery sheds, is the one time terminus of the line where bins from road trucks were once placed on the line. It has a spread out yard, with a couple of dead ends and a run around loop, the old route of the Bruce Highway diverging here to cross the Murray River and head back to Murrigal.

At Dore's Loop, the cane trains from the mill can terminate and work sidings back towards the mill, and it is a regular loading point during the season. Local farms in the area are owned by the Dore family, prominent canegrowers who also own land in the Warrami area. Peter's and Stamp's Road diverge just south of here, and the new 1995 extension heads due south into the cane fields towards the splendid backdrop of the Macallister Ranges behind Cardwell. Stamp's Road quickly degenerates into a soft dirt road and leaves the line which reaches its next cane siding, a loop, in the middle of a canefield flanked by lovely remnant gum trees of a good stature. Cane loading here is sporadic, as the line curves now to the southeast and crosses cane paddocks to reach its current terminus.

Just before it reaches its terminus, the line crosses a little creek by a small steel and concrete bridge amidst a lovely stand of remnant vegetation, and then reaches a dangerous level crossing with Stamp's Road. The yard at Marsilio's Loop is beyond and consists of a long loop only, doubling as a cane loading siding and a run around for cane trains. There is a long dead-end head shunt beyond the last points, and the tracks end at one of those quaint signs that the Tully mill is fond of placing at the last sleeper between the rails. It respectfully suggests that locos should not go beyond. Loco Limit indeed, a statement of the "bleeding obvious", as the old Monty Python crew were once fond of saying!

The end of the rails gives hope that they will creep further south again, for the cane lands continue another three kilometres or so to the banks of the Murray River near the National Park and an environmental corridor that Cardwell Shire Council has only recently approved. Perhaps one day, cane trains will amble further down towards the Bluff Landing and Warringha, making this a long branch indeed.

### **Train operations**

Cane trains work to South Euramo on most working days of the cane season, which normally starts in June each year and finishes about November. Trains run around the clock and on weekends too, continuous crushing having expanded the operations to a 24-hour basis and reduced the length of the cane season accordingly. In the old days, it was not altogether unknown for the cane season to continue into the following year.

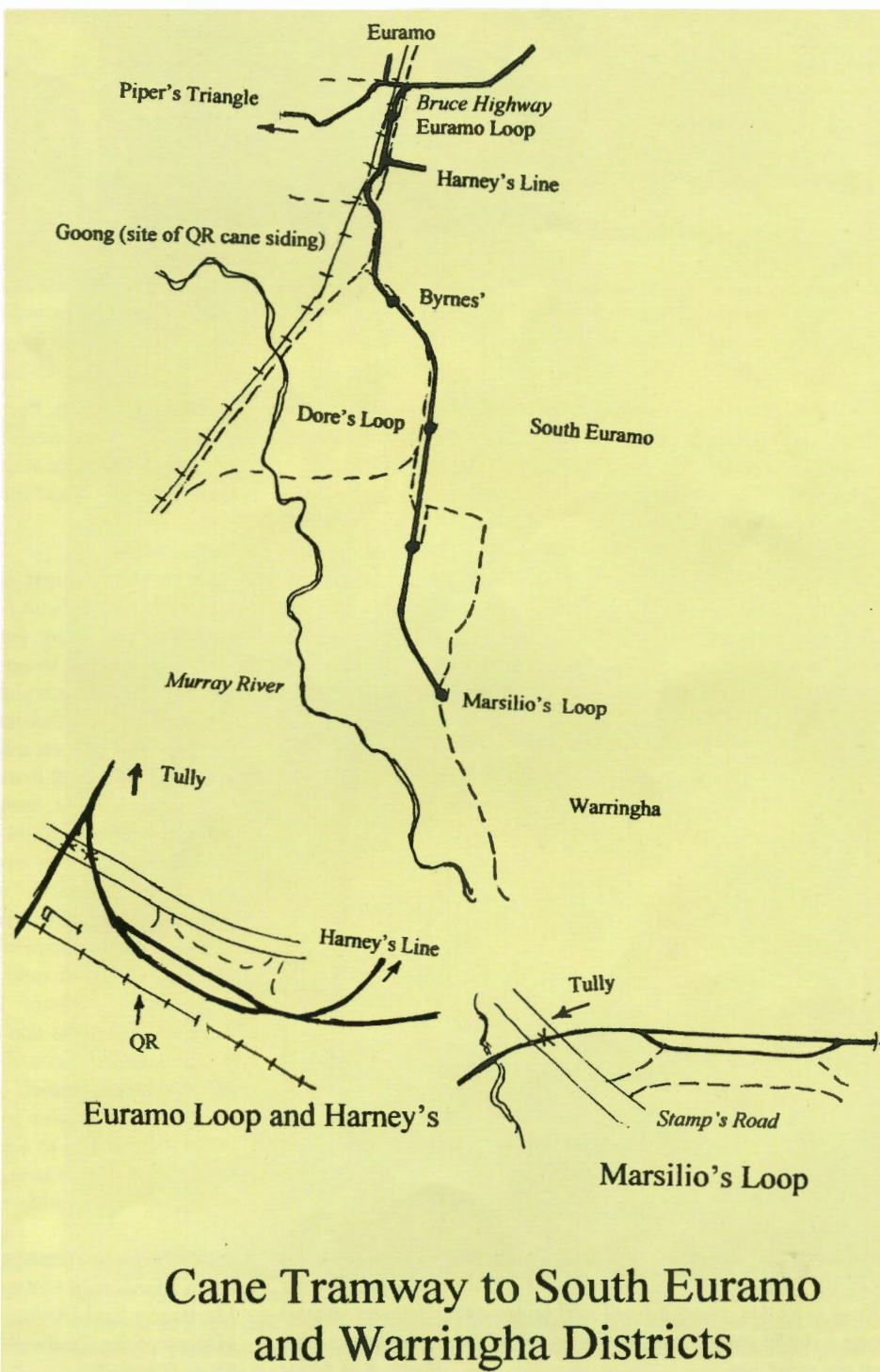
Nowadays the new railhead is an important cane loading siding, and there would be few days in the season when cane trains are not working on the line south of Euramo. Sometimes these services may only be going as far as Dore's Loop, but probably at least 60% of the time the new extension would also be worked as well. Contract cane cutting teams work in rotation, moving on every few days to fresh paddocks, but the new railhead serves a large enough area to ensure a good regular service.

Locos used vary, though the three big ex-QR Walkers B-B DH locomotives No.4 (622 of 1969 rebuilt Walkers 1996), No.5 (650 of 1969 rebuilt 1993) and No.6 (653 of 1970 rebuilt 1993) often appear on the line. In 1996 and 1997, the normal El Arish loco tended to be No.6, but sometimes a short turn down to Euramo could be squeezed in between the normal runs on the main line north. Also common are the EM Baldwin B-B DH No.7 (10684.1 4.83 of 1983) and the multi-paired Com-Eng 0-6-0DH units ("Bill and Ben" sets) Nos.14 & 10 (AK2663 of 1963 & AD1341 of 1960) and Nos.15 & 12 (AK3574 of 1964 & AD1351 of 1961). The latter commonly worked to South Euramo in the 1997 cane season. Single header Com-Eng locos are less common, though on one occasion in August 1997, No.10 worked solo down to South Euramo, a rare event, when her multi partner was out of service temporarily for the day. Traffic on 20 June 1997 was busy enough to warrant a cross at the first loop on the line at Euramo between No.6 on an empty bin train and Nos.15 & 12 going the other way with cane.

Navy trains also work the line in the crushing season and in the slack, when repairs to the track are often completed. Tully mill's maintenance locos are three small EM Baldwin 0-4-0DH units, numbers 1, 2 and 3 (6/1082.3 2.65, 6/1082.2 2.65 & 6/1082.1 2.65 of 1965). The weedspray train also works at least once before the start of the season usually with a Com-Eng 0-6-0DH unit on it, such as on 10 June 1997, when No.17 (AH42100 of 1966) did this job on the line. It is not impossible that the former grand old dame of the fleet, the 1936 vintage Fowler No.8, has also been out on the line on work trains, at least as far as Dore's Loop. On 30 September 1965, No.8 ran through the catch points at Euramo on the QR tramway crossing while working a cane train, fouling the main QR line in the process. We know from this that No.8 spent time in this neck of the woods in her prime, working cane trains some 30 years after she was built. The other absent member of the Tully mill fleet is No.9, a standard Clyde 0-6-0DH cane loco (DHI.4 of 1954) that was converted to a brake van in a rather tragic and disrespectful action in 1989. No doubt she too has also run at least some of the way down the Euramo line towards Dore's Loop.

Apart from No.8's derailment at Euramo proper in 1965, I know of no other recorded incidents on the section to South Euramo, though this is not to say that the line has been incident free. Derailments of the light bins are commonplace on cane lines

throughout Queensland, with some cleared up just by simple brute force. Trackwork has improved markedly in recent times with the use of concrete sleepers and metal ballasting, but the slack season is known for decidedly inclement weather that can have a serious impact on the tracks. The grass seems to grow to elephant heights, mudslides are common, and ballast is washed away as Tully and its environs enjoy yet another wet season of interminable rains. Floods are common in this part of the world, the Murray regularly breaking its banks. In March 1997, there was a serious flood of the Murray River in the area, and another occurred in January 1998 as the result of Cyclone "Sid". Trackwork can often be inundated at these times, the first movement of a repair or weedspray train on the line being a true voyage of discovery indeed. Will the sleepers and ballast still be under the rails and will the rails still be under the mud and long grass??!





*Just east of this point, the branch to South Euramo commences on the Tully side of the QR main line and the Bruce Highway. Prior to working a train of empty bins towards Dore's in July 1996, E.M.Baldwin B-B DH No.7 shunts a cane siding at Euramo as smaller Com-Eng No.17 awaits its task of rounding up more cane for the mill.*  
*Photo: Rod Milne*

Recent years have been dry, with 2002 being one of the driest on record, and many of the old timers of the district lament the loss of the more reliable wet seasons of old.

A real problem with the line is the presence of three level crossings of the Bruce Highway in quick succession. Although they are protected by flashing lights, it sometimes seems little comfort to the crews obliged to push rakes of bins into the paddocks at Harney's line or elsewhere. For the last 70% of the route, crossings are rare and the alignment is good, but it is fair to say that the first section is an accident



*On its final approach to the terminus at Marsilio's, the Stamp's Road extension crosses a small steel bridge over a drainage channel near a stately grove of trees, this being one of the few bridges existing on the entire line.*  
*Photo: Rod Milne*

waiting to happen. For the motorist heading north, there is quite a break between the last Macknade tramway crossing near the Bemerside Road at Ingham and the next one north, at the Stamp's Road intersection south of Euramo.

### Conclusion

Queensland's sugar industry, affected by poor prices and seasons, faces a difficult future in the 21st century, with growing competition from international exporters like Brazil. However, it is fair to say that the Tully sugar mill continues to be one of the country's better performers. It has not faced the very threats to its existence that mills like South Johnstone, Babinda and Moreton have met in recent times.

Of the Tully mill lines, the branch to South Euramo faces a fairly assured future, serving as it does new flat cane lands where harvesting by machines can be optimised. Large tonnages are hauled, and there is even the possibility of extension south into new paddocks established south of Murrigal and Bilyana. Such an extension would entail a crossing of the Murray River (hopefully with minimal disruption to the Council environmental corridor along the river).

Speculation about increased cane production in the Kennedy valley has also raised the possibility of Tully mill lines being extended eventually to those areas. Two candidates for this exist, Jackson's Branch (to Jackson's Loop at Murrigal west of the QR), and the line to South Euramo. Extension of the latter offers a flatter run to Kennedy but as it would entail a crossing of the QR to get into the Kennedy valley, Jackson's Branch perhaps has the inside running.

### Acknowledgements

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## Industrial Railway NEWS

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### NEW SOUTH WALES

#### SYDNEY POWERLINES TUNNEL

narrow gauge

TV footage on 24 June showed a tunnel underneath the City of Sydney to bring new powerlines to service the CBD. An underground battery electric loco and people walking through tunnels with double tracks were shown. Any further information would be appreciated.

ABC TV News 24/6/03 via Bob McKillop & David Jehan

#### BHP STEEL LTD, Port Kembla

(see LR 171 p.18)

1435mm gauge

The three ex-Goldsworthy Mining English Electric Co-Co DE locomotives D47 (A.146 of 1967), D49 (GEC Australia A.243 of 1972) and D51 (A.111 of 1965) have been prepared for travel to South Spur Rail Services in Western Australia, but D49 was subsequently reactivated to haul trains from the new Dendrobium mine. It was planned for these trains to be push-pull with a hired Pacific National 81 class at the other end, but in practice the arrangements have been variable.

The first coal train from the Dendrobium mine ran on 5 June with D49 leading and 8108 trailing. It was loaded by front-end loader at the mine stockpile as the track through the loading tunnel was not yet available. The following afternoon, a Dendrobium train with D49 leading and 8106 at the rear was noted shut down, apparently with D49 having failed. D49 was back in service on 13 June, and 8131 was also seen in service on coal trains. 8117 had been returned to Pacific National with electrical problems but had returned by 25 June when it was also seen on coal train service.

English Electric D19 (A.033 of 1960) emerged from the paint shop in the new BHP Steel yellow and blue livery around mid June. It appears that the new BHP Steel symbol may also have been applied to at least one other locomotive in the old yellow livery.

Preserved Clyde 0-6-0ST *BRNZEWING* (457 of 1937) has been running well after recent repairs. It was scheduled to run on 29 June, 2-3 August and on the following weekend. Following this, it may need to be withdrawn for piston rod attention. Chris Stratton 6/03; Chris Walters 6/03; Brad Peadon 6/03; John Garaty 6/03 (all Locoshed internet group)

#### COMMONWEALTH STEEL PTY LTD, Waratah

(see LR 171 p.18)

610mm gauge

The transfer of Goninan 4wDE 030 of 1972 to Palmer Tube Mills at Acacia Ridge in Queensland is expected to take place in August. It has received a service from United Goninan in preparation for the move.

Russell Watkins 5/03 (Locoshed internet group)

#### NEWCASTLE WALLSEND COAL CO PTY LTD, Ellalong Colliery

(see LR 158 p.17)

1067mm gauge

This mine is now closed and the equipment largely disposed of. There were five rack locomotives

### LOCOMOTIVE, ROLLING STOCK & EQUIPMENT MANUFACTURERS

#### EDI RAIL, Maryborough, Qld BUNDABERG FOUNDRY ENGINEERS PTY LTD, Qld

(see LR 168 p.18 & LRN 118 p.4)

On May 19, an agreement was signed between Downer EDI, the owners of what was previously Walkers Engineering, and the Bundaberg Foundry, to transfer Walkers' sugar business to the Foundry. The deal was expected to be effective from 30 June and to include the business and brand names of Walkers required exclusively for sugar industry products (mainly mill machinery and equipment). It is believed that the Walkers Maryborough works will still possibly be involved in the business of refurbishing and maintaining cane locomotives, but not in building new units.

Peter Lukey 5/03; David Jehan (EDI Rail) 5/03 & 6/03



**Top:** BHP Steel's GEC Australia Co-Co DE D49 (A.243 of 1972) failed as it headed a coal train towards the steelworks on 6 June 2003 with Pacific National's 8106 at the rear. Here it awaits rescue at Unanderra.

**Above:** BHP Steel, Port Kembla. English Electric Bo-Bo DE D28 (A.053 of 1961) hauls Treadwell hot metal ladles 20 & 21 through Cringila on 20 June 2003. Photos: Chris Stratton

# Industrial Railway NEWS

here. It is believed that Mine Technik Australia 4wDH 3 (22468 9.96 of 1996) is in storage in the Sydney area. EM Baldwin 4wDH 1 (8179.1 3.79 of 1979 rebuilt with rack propulsion by Westfalia Becorit, 14460.2 1.92 of 1992), and Westfalia Becorit 4wDH 3 (14526.1 1.92 of 1992) were sold to a sawmill, who purchased them for their engines, one of which has been removed. Both locomotives are stored in his sawmill at Millfield. The two Fox "Tyrant" 4wDH rack locomotives (R/A1 and R/A 2 of 1984) are derelict at the colliery site. The rack bar and rail were removed by Simsmetal for scrap, except for 25 metres that were left at the colliery. Andrew Forbes 5/03; David Jehan 6/03

## INDUSTRIAL INDEX GROUP

610mm gauge

(see LR 171 p.21)

Further details of the Gemco 5-tonne battery-electric locomotives advertised for sale are to hand. They are four in number with twin 10hp motors and fitted with Gemco SS5 thyristor controllers. The price of \$35 000 includes battery and charger. <http://www.indexgroup.com.au>

## McCONNELL-DOWELL CORPORATION LTD, Vineyard

610mm gauge

(see LRN 119 p.8)

A site visit in May revealed the rack sections used with the unique F&M Baldwin rack locomotive on the Katoomba - Lawson - Hazelbrook sewerage scheme are still in storage here. There were also 60lb rail panels and all associated hardware from this project, together with several bogie flats, concrete re-mixing bogie flats, a pneumatic bopper and a large quantity of loose 60lb and 20 lb rail. The F&M Baldwin locomotives have been moved to Laverton North in Victoria (see elsewhere this issue), and the 4wDM built by Metropolitan Brickworks (Perth) may have accompanied them.

Andrew Forbes 5/03

## QUEENSLAND

### AUSTRALIAN SOCIETY OF SUGAR CANE TECHNOLOGISTS

The Society's annual conference in Townsville in May included a number of papers on rail topics. "The determination of some cane train rolling resistance parameters" established new values for rolling stock resistances. "Coupling links — an integrated cane train coupling package" dealt with experiments in permanently coupling bins (that have been reported in these pages from CSR's Victoria and Invicta mills). "The modelling of cane train running performance and strategy exploration at Invicta mill" dealt with establishing parameters for train simulation, and pointed to a future use for battery electric locomotives. "On track with an



**Top:** Marian Mill's Eimco B-B DH 19 NARPI (L256 of 1990) heads empty cane bins at Finch Hatton, 29 September 2002. Photo: Scott Jesser **Centre:** On sugar cane railways, at the end of a locomotive-worked branch can sometimes be found a farmer's "horse line". This picturesque spot photographed in June 2003, on is at the end of Victoria Mill's Gairloch line. Photo: Chris Hart **Above:** Ex-Pasminco Rosebery Gemco 5.5 tonne 4wBE 610mm gauge locomotives stored for disposal in Burnie, Tasmania, May 2003. Photo courtesy Mike Morling

innovative traffic management system for cane railways" dealt with CSR's new Locomotive Tracking and Collision Advisory System. "Mackay Sugar locomotive human vibration investigation" dealt with improving crew seating in Clyde and Baldwin locomotives, and "Siding roster optimisation: case studies in the Mackay region" dealt with a computer program to schedule harvesting operations making best use of available sidings.

ASSCT via Terry Dixon 5/03

#### **BORAL ASPHALT, Bohle, Townsville**

1067mm gauge

Rail delivery of bitumen from the BP refinery in Brisbane was previously directly by rail tanker. This method has been replaced by the use of 20 foot container shaped tanks of approximately 20 000 litres capacity that are delivered by road from South Townsville rail yards. On delivery to Boral, the containers are placed on ex-QR flat wagons owned by BP (2 per wagon). There are three of these wagons that have had the couplings removed and are shunted by a road tractor to the main bitumen storage tank over the three roads within Boral's internal rail yard. This method provides flexibility of movement and means that more expensive technology is not tied up.

Peter Murray 6/03 (Locoshed internet group)

#### **BUNDABERG SUGAR LTD, Fairymead Mill MILLAQUIN SUGAR CO PTY LTD, Bundaberg**

(see LR 171 p.19)

610mm gauge

Bin "taring" was carried out at Fairymead and Millaquin mills in early May in preparation for the crushing season. This involves the weighing of each empty bin and recording the data. It is necessary because during the season at these mills the bins are weighed only before tipping. EM Baldwin B-B DH locomotives used for the work of shifting bins were *CALAVOS* (4983.1 7.73 of 1973) and *BAROLIN* (6456.1 11.75 of 1975) at Millaquin and 80 *MIARA* (8898.1 6.80 of 1980) and 82 *FAIRYDALE* (10048.1 6.82 of 1982) at Fairymead.

Lincoln Driver 5/03

#### **BUNDABERG SUGAR LTD, Innisfail district mills**

(see LR 170 p.19 & 168 p.20)

610mm gauge

**South Johnstone** Mill's EM Baldwin B-B DH 24 (5477.1 8.74 of 1974) was noted in the old loco shed at the Goondi Mill site on 2 June reduced to a cab on a frame. At South Johnstone Mill, Baguley 0-6-0DM 10 (3390 of 1954) was noted on the weed spray train while **Mourilyan** Mill's Clyde 0-6-0DH 11 (55-64 of 1964) was parked in the South Johnstone navy yard. Several other Mourilyan Mill Clyde locomotives were noted at South Johnstone on 8 June.

South Johnstone Mill has been doing trackwork along the stretch of the former Innisfail Tramway Nerada line along Henderson Drive from Wangan. Com-Eng 0-6-0DM 28 (AA1544 of 1960) was noted there with two ballast wagons

on 8 June. This locomotive's "new" fleet number is painted in miniscule letters on the cab rear. Scott Jesser 6/03; Steven Allan 6/03 (both Cane trains internet group); Carl Millington 6/03

#### **BUNDABERG SUGAR LTD, Moreton Mill**

(see LR 170 p.20)

610mm gauge

It is reported that Moreton Mill has advised the State Minister for Agriculture that the mill will definitely close at the end of the 2003 season. There have also been reports of Bundaberg Sugar having sold several extensive cane farms in the Nambour district for residential development. Bingera Mill's rail mounted grass cutter was on loan at Moreton in June. It is fitted with a Willison autocoupler at one end and a dumbbell coupler at the other, so a transition adaptor has to be used with the Willison to enable it to be used with Moreton's link-and-pin equipped locomotives. Brian Webber 5/03; Carl Millington 6/03 (Canetrains internet group)

#### **CSR LTD, Herbert River Mills**

(see LR 171 p.19)

610mm gauge

At **Victoria** Mill on June 2, Clyde 0-6-0DH *CENTENARY* (64-381 of 1964) was in use as truck shop shunter and EM Baldwin 0-4-0DH *ALBANY* (6/1792.1 11.66 of 1966) was in use as locoshed shunter. EM Baldwin B-B DH *WALLAMAN* (6400.3 4.76 of 1976) was stabled in the navy area with a ballast train. **Macknade** Mill's Clyde 0-6-0DH 18 (DHI.5 of 1954) was noted on a rail train near Braemeadows with tracklaying in progress.

Victoria Mill was reportedly due to commence crushing in the second week of July with Macknade starting two weeks later. During these two weeks, cane from both mill areas will go to Victoria, with only two locomotives operating out of Macknade, EM Baldwin 0-6-0DH 14 (6/2490.1 7.68 of 1968) and B-B DH 19 (7070.3 4.77 of 1977), which will haul cane from the areas on the Macknade side of the Herbert River. EM Baldwin B-B DH 20 (7070.4 4.77 of 1977) and *BRISBANE* (5423.1 9.74 of 1974) will be based at Victoria at this time. Although 20 will return to Macknade when the crush starts there, it is anticipated that *BRISBANE* will remain at Victoria after only one full season based at Macknade. Once the season starts, Macknade will have all its locomotives in use on day shift. Once Macknade Mill commences crushing, it is anticipated that only about 600 bins of cane a day will be sent from the Victoria Mill area to Macknade, compared to the 1000 bins that came from the Stone River area last year.

Macknade Mill's Clyde 0-6-0DH 16 (DHI.1 of 1954) was trapped at Victoria Mill for most of the slack season because of works on the Lucinda line at Braemeadows. It returned to Macknade in mid-June, ostensibly on poisoning duties, but was likely to find its way to the workshop for servicing shortly after. Accompanying it to Macknade for poisoning duties was EM Baldwin 4wDH *Sugarworld Shuttle* (9109.1 9.80 of 1980).

The ex-Harwood Mill (NSW) Motor Rail

## **Industrial Railway NEWS**

"Simplex" 4wDM *THUNDERBOLT* was observed at Victoria at the start of June having its engine removed. This was sold to a mill employee, and a few days later the locomotive was transferred to Macknade Mill where it may be converted to a ballast plough.

Rumours about a replacement cab for Victoria Mill's Walkers B-B DH *CLEM H McCOMISKIE* (605 of 1969, rebuilt Walkers 1991) have continued. Its cab is very badly rusted, and it had been predicted that a new one would be supplied for fitting to it this year. This has not happened and it appears that it will continue in use on Victoria Mill sugar trains. It has also been suggested that Walkers B-B DH *CAIRNS* (681 of 1972, rebuilt Bundaberg Foundry 1997) will be fitted with a remote control unit and used on sugar trains at least for the period until Macknade starts crushing.

New heavy diamond crossing units for crossing the QR have been placed adjacent to the track on the Victoria line at Gairloch and on the Macknade line near Ripple Creek. These new units have a massive cast base.

Chris Hart 5/03 & 6/03; Steven Allan 5/03 & 6/03 (Canetrains internet group); Carl Millington 6/03.

#### **CSR LTD, Kalamia Mill**

(see LR 170 p.21)

610mm gauge

On 29 May, Kalamia Mill's Com-Eng 0-6-0DH *DELTA* (FD5094 of 1965) was noted stabled at McDesme 3 siding with nine 4-wheeled ballast hoppers. Each ballast hopper is fitted with a plough. Invicta Mill's Tamper tamping machine (94952 of 1993 - not 1994 as shown in LR 171) was at the same location.

Carl Millington 6/03

#### **CSR PLANE CREEK PTY LTD**

(see LR 171 p.20)

610mm gauge

Com-Eng 0-6-0DH 4 (FA1037 of 1960) was noted at the loco shed on 12 June. This has had a seat fitted similar to those found on coalmine draglines, with all the locomotive controls in the seat. Another normal set of controls are still on the assistant's side for shunting. The cab has had sliding doors fitted, and grilles have been fitted over the side cab windows so crew members don't damage their fingers when the door is slid open. No number is currently carried on this locomotive.

Clyde 0-6-0DH 10 (67-569 of 1967) is still in the old blue and cream livery. It is a spare unit and has not been used for many months. EM Baldwin B-B DH D12 (6890.1 10.76 of 1976) has been fitted with a new Detroit engine and on 12 June was on a trial run moving bins around the Koumala area. The Hansen linecar (1314 of 1975) has been preserved and is in Brisbane in storage at the home of an ANGRMS member.

Carl Millington 6/03; Bob Gough 5/03

## GYMPIE ELDORADO GOLD MINES

(see LR 170 p.21)

610mm gauge

A clear up of the lower storage yard at the mine site has seen the disappearance of the old battery electric locomotive frames that used to litter it. However, four other 4wBE locomotive frames were noted in a storage area nearer the headframe. These appeared to be Gemco 5-tonners, with three numbered 4C, 6C and 11C. This numbering indicates that they originated with the Zinc Corporation, Broken Hill. The fourth unit appeared to be unnumbered.

Editor 5/03

## ISIS CENTRAL SUGAR MILL CO LTD

(see LR 171 p.20)

610mm gauge

The old model SVT-JWL Tamper tamping machine built in 1981 seems to have disappeared from the mill, possibly some time after 1995 when a new Plasser machine was purchased.

It is reported that a new Caterpillar 3412 V12 diesel engine may be fitted during the crushing season to Walkers B-B DH ISIS No.6 (610 of 1969). This locomotive was set up to take this model engine when rebuilt at the mill in 2002.

Carl Millington 5/03; 6/03

## MACKAY SUGAR CO-OPERATIVE ASSOCIATION LTD

(see LR 171 p.20)

610mm gauge

Mackay Sugar announced on 28 May that **Pleystowe** mill would again be mothballed for the 2003 crushing season. Some initial positive feedback has been received about Transfield's operations under the new corporate alliance. It appears that the notion of particular locomotives being assigned to particular mills is likely to become even less definite under the new operators. However, it has been suggested that **Farleigh** Mill's Eimco B-B DH 36 Farleigh (L254 of 1990) will be sent to **Marian** Mill in exchange for a Walkers B-B DH.

Visits during the second week of June revealed maintenance work going on in the two heavy maintenance depots, Marian and Farleigh, and on the lines. At Marian Mill Walkers B-B DH 44 **WALKERSTON** (672 of 1971 rebuilt Pleystowe 1994) was noted fitted with video cameras for driver only operations. A small screen is in the cab with one camera pointing down the long hood and another above the long hood end coupler. Eimco B-B DH 20 **BOONGANNA** (L257 of 1990) was undergoing an engine change and was without bogies. Clyde Qld 0-6-0DH 8 **PALMS** (70-708 of 1970), based at **Racecourse** Mill last year, was also at Marian, receiving attention to its running gear. At Farleigh Mill, Clyde 0-6-0DH 4 **HABANA** (60-215 of 1960) was noted still in the old Pleystowe crimson and green colours and was receiving attention to its connecting rods. Clyde 0-6-0DH 9 **PALMYRA** (63-273 of 1963), also in the old Pleystowe livery, was receiving cab repairs and alterations. Clyde 0-6-0DH 26 **BASSETT** (67-596 of 1967), based at Marian Mill last year and still in the old Farleigh grey and yellow, was under-

going cab repairs. Walkers B-B DH locomotives 38 **MICLERE** (664 of 1970 rebuilt Farleigh 1996) and 40 **DULVERTON** (690 of 1972 rebuilt Walkers 1997) were being fitted for locotrol command / slave operation. Com-Eng 0-6-0DH 49 (A1308 of 1955) was stabled in the yard. It is in the old Farleigh grey and yellow and has lost both its **RICHMOND** nameplates. Com-Eng 0-6-0DH **PIONEER** (A12358 of 1962) was in the rail yard with a rail train and carries no number.

There were several maintenance operations in progress out on the lines. Farleigh Mill's EM Baldwin B-B DH 33 **FOULDEN** (7220.1 6.77 of 1977) was noted at Marian Mill's Devereaux Creek Junction with a string of four-wheel ballast hoppers. Racecourse Mill's EM Baldwin B-B DH 7 **NORTH ETON** (6780.1 8.76 of 1976) was noted on the old Pleystowe line to Habana, also with ballast hoppers. Plasser tamping machine TTAMP 3 (375 of 1990) was tamping track on Marian Mill's line at Narpi.

Working on Farleigh Mill's north coast line at Calen were the new Harsco sleeper crane, two sleeper replacement machines, Com-Eng 0-6-0DH 48 **CARLISLE** (A13271 of 1963) on a navy train, and a Clyde Model HG-3R 0-6-0DH on a rail welding train. Another sleeper replacement machine was working on Marian's Finch Hatton line near Tannalo with Com-Eng 0-6-0DH 1 **CATTLE CREEK** (B1724 of 1957) which was heading up a train of ex-Cattle Creek Mill ballast hoppers. Two Hi-Rail trucks used for weed poisoning were parked under a tree at Tannalo. The company that does weed poisoning for Mackay Sugar also serves CSR's Burdekin area lines. Racecourse Mill's Clyde 0-6-0DH 53 **MUNBURA** (67-570 of 1967) was noted stabled at Keilbach Road with a rake of four-wheel ballast hoppers and one bogie hopper. Plasser tamping machine TTAMP 2 (376 of 1990) was working the Chelona line.

It is believed that rail equipment considered surplus to requirements is being shifted to North Eton Mill site for future disposal by auction. Locomotives noted here in June included the remains of Farleigh's Com-Eng 0-6-0DM **ASHBURTON** (A1614 of 1956) and Motor Rail "Simplex" 4wDM **PHAR LAP** (21623 of 1958) as well as quantities of miscellaneous rolling stock including the old Clyde and Baldwin brake wagons from Farleigh. It is reported that the "drawbridge" technology for crossing QR has proved troublesome, particularly in terms of maintenance, and that these units are likely to be removed. It is said that the Racecourse crossing at Munbura will be replaced by a new heavy diamond crossing through which QR trains will reportedly be able to do 80km/h.

Tony Wells 5/03; Carl Millington 6/03; David Phillips 6/03 (Canetrains internet group)

## PIONEER SUGAR MILLS PTY LTD, Inkerian Mill

(see LR 171 p.20)

610mm gauge

A collection of ballast tamping machines in the navy yard at Inkerian Mill on 8 June comprised Inkerian Mill's Plasser 133 of 1978, Kalamia Mill's Tamper 4375626 of 1976, and

Invicta Mill's Tamper 94952 of 1993. The last machine had been on the other side of the Burdekin River on Kalamia Mill's system a little over a week previously as recorded above. Carl Millington 6/03

## PROSERPINE CO-OPERATIVE SUGAR MILLING ASSOCIATION LTD

(see LR 167 p.22)

610mm gauge

Clyde 0-6-0DH locomotives 2 (56-91 of 1956) and 4 (59-202) do not have rebuilt cabs or air-conditioning, and see very little use. They are only used in absolute emergencies. All other locomotives are designated for traffic. Slack season track maintenance work has been done on the Gregory line.

Carl Millington 6/03

## TULLY SUGAR LTD

(see LR 171 p.21)

610mm gauge

The small 8-ton EM Baldwin 0-4-0DH locomotives are in process of being repainted (as shown in LR 170 p.20) and being given names (of a sort). TULLY 2 (6/1082.2 2.65 of 1965), named **PRISCILLA** on the rear of the cab, was in the navy yard in early June with a nice assortment of navy wagons. TULLY 3 (6/1082.1 2.65 of 1965), named **COOLIES**, was operating out of the El Arish navy depot. 1 (6/1082.1 2.65 of 1965) was stabled near Ellis triangle with the mill's two ballast hoppers. It has a pneumatically operated ballast plough fitted to the rear headstock. It was still to receive a new coat of paint and its name. EM Baldwin B-B DH TULLY No.7 (10684.1 4.83 of 1983) was in the shed receiving repairs to its Detroit engine. Since the Detroit engine replaced the Caterpillar, it has given a lot of trouble. Next slack season, it is expected that a new Caterpillar engine will be fitted.

Walkers B-B DH TULLY No.6 (653 of 1970 rebuilt 1993) was in the shed receiving a new cab layout. This locomotive rolled at a set of QR catch points last season, while on a rake of fulls and a fair amount of damage was done.

The Com-Eng 0-6-0DH locomotives have mostly had their numbers painted on the engine hood side. Previously, the number was only on the oval chromium cabside plates, making identification at a distance difficult. All are expected to have the painted numbers by the start of crushing which was predicted to be 17 June.

Carl Millington 6/03

## SOUTH AUSTRALIA

### WMC LIMITED, Olympic Dam, Roxby Downs

(see LR 168 p.22)

914mm gauge

This mine operates a robotic underground rail system to transport ore to the high-speed haulage shaft, using Clayton 4wWE locomotives. It is now planned to introduce automated tramming and bogging of broken ore from the stopes to the rail system. The only manual underground operation then will be the preparation of stopes for firing. <http://www.wmc.com.au> via Phil Rickard

## TASMANIA

### HYDRO-ELECTRIC COMMISSION

(see LR 148 p.19)

1067mm gauge

Still advertised for sale is the EM Baldwin Model 6DHS Mk2 4wDHR personnel carrier (2130.4 9.67 of 1967), formerly used on the King and Anthony river schemes. The price has been reduced to \$5000, and prices have also been reduced on the other remaining rolling stock.

Tasmanian Mining Salvage via Ray Graf 5/03

### PASMINCO, c/- West Coast Transport, Burnie

(see LR 165 p.20)

610mm gauge

The commissioning at Rosebery of the new decline in late April made the old shaft winder and rail-worked adit tunnel obsolete. The rail equipment that previously handled 500,000 tonnes of ore annually has been moved to storage at Burnie, and put up for sale. It is believed to include three Gemco 10-tonne and five 5.5 tonne 4wBE locomotives (two of the latter cannibalised), battery chargers, approximately 40 Granby tipping ore wagons, assorted flat cars, ten 4-wheel passenger carriages with near new blue zip-up covers, six locomotive electric motors / gearbox / wheel assemblies all reconditioned, and a considerable quantity of new and reconditioned wheel / axle assemblies. An auction is currently planned for early August, and an internet catalogue should be available by then. Further details can be obtained from Mike Morling: <mgmorling@ozemail.com.au> Mike Morling 6/03; Stuart Dix 5/03; Rob Bushby 5/03

## VICTORIA

### BEAK INDUSTRIES, Ballarat

(see LR 146 p.18)

762mm gauge

It seems certain that the locomotives advertised for sale in Victoria by Industrial Index (see LR 171 p.21) were owned by Jim Purton's Beak Industries. An enquiry made to Index was met with the information that the larger locomotives have now been scrapped. The editor's records would indicate that they were ex Melbourne & Metropolitan Board of Works units as follows:

011	4wDH	Gemco Funkey	
		2707/PI.0472/	/68 1968
014	4wDH	Gemco Funkey	
		2889/PI.0456/L621/68	1968
027	DZIDRA	4wDH	EM Baldwin
		3225.1	2.70 1970
029	MARGARET	4wDH	EM Baldwin
		3225.2	2.70 1970
033	TANNA	4wDH	EM Baldwin
		5346.1	2.74 1974

A further EM Baldwin 16-tonne locomotive, 028 JOAN (3225.3 2.70 of 1970) was sent to Equipment & Machinery Sales of Rocklea in Queensland in 1994 for resale. It was to be sold on behalf of Beak and nothing further has been reported about it.

According to Index, this left just one locomotive still available for sale, EM Baldwin 4 ton 4wDH 035 (5366.4 5.74 of 1974).

Kerry Grennell (Index Group) 5/03; Craig Wilson 5/03; Editor

## Industrial Railway NEWS

### McCONNELL-DOWELL CORPORATION LTD, Laverton North

610mm gauge

A site visit in April revealed a quantity of rail equipment stored here. Four locomotives are stored in shipping containers. Three are by F&M Baldwin and were built for the Katoomba - Lawson - Hazelbrook sewerage scheme in NSW. Two are conventional 4wDH units built in 1994, DL1 (FMB 8T194) & DL2 (FMB 8T294), while the third is the unique 1996-built 4wDH rack/adhesion locomotive (FMB 12TB296). Inside its cab is a notice that says "Use low range on curves". The other locomotive is numbered 18 and has a Cummins diesel engine. It may be the Metropolitan Brickworks (Perth) 4wDM also previously stored at Vineyard, NSW. There are also a couple of boggers and a quantity of dump trucks is also present.

Although at least some of this equipment has been advertised for sale recently (see LR 170 p.19), it is understood that it has recently been reserved for possible use on a tunnelling project in the middle east.

Andrew Forbes 5/03

### GOULBURN-MURRAY WATER, Tatura

(see LRN 111 p.12)

610mm gauge

A visit was made to the Tatura pre-cast concrete plant on the Queen's Birthday holiday to ascertain the current situation. Since the last report in December 1995, much has changed. The yard has been sub-divided and half of the property sold. The concrete plant is still in use and rails remain embedded in the floor, but outside no rails remain, presumably all buried under what looked like a fairly recently concreted yard. A walk around the property (all locked up for the holiday), revealed six (seven years ago I had only found five) heavy steel-framed four-wheeled trucks dumped near the northern end of the yard but no sign of the Ruston & Hornsby 4wDM, 285342 of 1949. Is any reader able to advise its whereabouts or when it was superseded?

Phil Rickard 6/03

## FIJI

### FIJI SUGAR CORPORATION

(see LR 168 p.23)

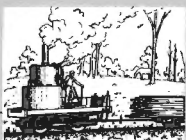
610mm gauge

The Fiji Sugar Corporation had announced an intention to accept only 68 per cent of cane harvested in the 2003 season, reportedly as a result of deficiencies in its sugar mills. This was met with by some unrest from growers. Following talks during May it was announced that the decision had been rescinded, and that all cane harvested by the farmers would be accepted. The Corporation will also compensate farmers for any cane left standing in the fields when the 2003 crushing season ends in December.

"The Farmshed" 20/5/03 via Editor



F&M Baldwin 4wDH 610mm gauge locomotive stored in a shipping container by McConnell Dowell at Laverton North, April 2003.  
Photo: Andrew Forbes



## LRRSA NEWS

### MEETINGS

#### ADELAIDE: "Review of SA Situation"

There will be a review of our present situation in South Australia, in view of recent events.

**Location:** 150 First Avenue, Royston Park.

**Date:** Thursday 7 August.

Contact Arnold Lockyer (08) 8296 9488

#### BRISBANE: "Preserved Railways"

David Rollins will present colour slides on the theme "Australian Preserved Railways, 1988 to today".

**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 8 August at 7.30 pm. Entry from 7 pm. Contact Bob Dow (07) 3375 1475

#### MELBOURNE: "Annual General Meeting and Slide Show"

After the usual brief AGM, the traditional members' slide show will be held. Bring along a choice from your collection, but remember no more than 20 each!

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

**Date:** Thursday 14 August at 8.00 pm.

#### SYDNEY: "Simsville Timber Tramway"

Ian McNeil will talk on the subject of the Simsville timber tramway, including its history and the operation of its Climax locomotives, plus exploring the fascinating remnants of the tramway that still survive deep in the forest today.

**Location:** Woodstock Community Centre, Church Street, Burwood, (five minutes walk from Burwood railway station).

**Date:** Wednesday 27 August at 7.30pm.

### MEMBERS' ADS

#### FOR SALE

The Australian Narrow Gauge Railway Museum Society has available ten (10) covered passenger cars (ex cane bins) formerly of the St Helena Island Tramway for sale. Price \$500 each. Will negotiate. Enquiries to: Hon. Secretary, ANGRMS, PO Box 1135 Woodford Qld 4514. E-mail angrms@mail.com. Phone (07) 3888 1307.

The Alexandra Timber Tramway will celebrate the 60th anniversary of the creation of the Malcolm Moore "1000" class 4wPM locomotive in 1943 with a special event at the Museum on Saturday 8 November 2003. Owners of any Malcolm Moore machinery are invited to display their machinery on the day. Please contact the ATT at PO Box 288, Alexandra 3714 for further details.

LRRSA NEWS continues on page 31...

### LEE RODDA

The SA Group of the LRRSA were shocked by the death of our long standing member Lee Rodda, who died on 6 June 2003, following a road accident at Wallaroo on the preceding Sunday, 1 June.

Lee had been a member of our group since its inception, in 1983. He was a tireless, willing worker, who helped me in many ways. He copied my minutes and sent them out, together with any other notices, to members and friends. He undertook the arranging of any equipment, such as movie or slide projectors, making sure that we had them on our meeting nights. He often provided our entertainment, showing slides and videos, many of which he had taken himself both in and out of SA, together with a commentary. He maintained close links with other allied associations and, when they visited sites of light railway interest, would arrange for our members to go with them. He had a wide knowledge of light railways, and shared this knowledge with all our members.

His passing has left a gap that will be very hard to fill, and he will be sorely missed.

*Arnold Lockyer*

### PAUL ERNEST SIMPSON, 1938-2003

Well-known narrow gauge railway enthusiast and preservationist, Paul Simpson, passed away on 23 June after a short illness. Paul collapsed at his home in May and was taken to Bankstown Hospital where he was diagnosed to have advanced cancer of the pancreas. His passing was a severe shock to the railway preservation movement and particularly the LRRSA, for which he had played an important role over an extended period.

Paul was an early member of the LRRSA and he expressed an interest in forming a Sydney-based group of the Society to Frank Stamford in 1975. When Dick Mason expressed a similar desire soon after, Frank put them in touch with each another. Paul and Dick met several times and decided to call a meeting of interested people on 23 June 1976. The meeting agreed to form a NSW Division of the Society. Paul Simpson was elected as President, a position he held until 1982 and he continued to serve on the Committee up to the time of his death.

In early 1978 Paul agreed to take on the position of editor of *Light Railways* until a permanent editor could be found. He produced issues 60, 63-64, the first being a special issue dealing with the Corrimall Colliery Railway, including the Hudson-Hudswell Clarke 0-4-0WT which Paul was to own and operate for many years.

Paul joined the NSW Railways as an apprentice in 1953 in the design office. He worked his way up to signals engineer, developing a wealth of knowledge and skill in this field. He made his professional interest his hobby, establishing an extensive collection of signalling and safeworking equipment as well as becoming an enthusiastic restorer of light railway locomotives. Paul's preservation activities brought him into close association with several preservation groups, where he was always willing to help and to offer advice to those he felt were genuine. He assisted the Zig Zag Railway in the design of the interlocking for the Top Point signal box and co-ordinated the acquisition of suitable equipment for the installations, as well as for the NSW Rail Transport Museum's historical and operating signal collection. Over recent years, he was closely associated with John Cooper and his relocated Signal & Communications Museum at Kurrajong. Ownership of the Hudson-Hudswell Clarke 0-4-0WT involved Paul in the Campbelltown Steam Museum at Menangle and he also restored Kelly & Lewis 0-6-0DM No. 5957. Paul also became deeply involved in the restoration of its sister locomotive 4271 "The Pioneer" at the Alexandra Timber Tramway in Victoria.

It was he and Ian Bowering who first attempted to restart the engine in 1978. After discovering it was seized, it was Paul who finally located suitable pistons for the engine in a scrap metal yard at St Peters. When the project languished for a number of years, Paul provided the impetus to restart the project by spending his annual leave at Alexandra in 1990 and working alone on the locomotive for three weeks. The progress he made brought new blood into the restoration in the person of diesel mechanic Bryan Slader, who reassembled the engine and worked tirelessly with Paul on the thorough overhaul of the rest of the locomotive. Over the next two years, Paul spent many weeks at Alexandra utilizing his experience in restoring 5957 in returning 4271 to the rails. Each time he arrived in Alexandra, he would bring with him vital replacement parts carefully manufactured to the original drawings. When 4271 was officially recommissioned on 12 December 1993 it could truthfully be said that a large percentage of the success of the project was due directly to his efforts.

The LRRSA and the above mentioned preservation groups have lost a loyal and hardworking member and his passing is deeply regretted.

*Peter Evans, Len King, Jeff Moonie, Peter Neve, Frank Stamford*

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

### Built by Baldwin

**The Story of E. M. Baldwin & Sons, Castle Hill, NSW** - by Craig Wilson

The history of Australia's most successful and innovative builder of industrial diesel locomotives. E. M. Baldwin developed the B-B DH locomotive now widely used on Queensland's sugar railways, 160 pages, A4 size, 148 photos, 16 diagrams, construction listing.

**\$44.00** Hard cover (LRRSA members \$33.00) Weight 1000 gm.

### The Aramac Tramway

By Peter Bell & John Kerr

The history of the 41 mile long 3 ft 6 in gauge Aramac Tramway, almost in the centre of Queensland. Built in 1913, it operated for 62 years, providing the Shire Council a major challenge to keep it going.

48 pages, A4 size, 49 photos, 5 maps and plans, references, bibliography and index.

**\$15.00** Soft cover (LRRSA members \$11.25) Weight 350 gm.

### Focus on Victoria's Narrow

**Gauge Whitfield Line** Photographs by Edward A. Downs and others, published by Puffing Billy Preservation Society. Very high-quality landscape format book of duotone photographs dating from 1899 to 1963, but mostly from 1940 to 1945. 48 pages, soft cover, A4 size.

**\$35.95** (LRRSA members \$32.35) Weight 280 gm

### Echoes through the Tall Timber

**The Life and Times of a Steam Man 1895-1984** by Dorothy Owen, published by Brunel Gooch Publications. Life story of Harry Matheson, who drove logging winches, and mill engines in the Warburton-Powelltown area. 176 pages, soft cover, A5 size, 48 illustrations.

**\$22.95** (LRRSA members \$20.66) Weight 375 gm

### Focus on Victoria's Narrow

#### Gauge Gembrook Line Part 1

Photographs by Edward A. Downs, published by Puffing Billy Preservation Society. Very high-quality landscape format book of duotone photographs from the mid-1930s to the mid 1940s. 48 pages, soft cover, A4 size.

**\$35.95** (LRRSA members \$32.35) Weight 280 gm

### Powelltown

**A History of its Timber Mills and Tramways** by Frank Stamford, Ted Stuckey, and Geoff Maynard. 150 pages, soft cover, A4 size, 150 photographs, 22 maps and diagrams, references and index.

**\$22.00** (LRRSA members \$16.50) Weight 550 gm.

### The Innisfail Tramway

**The History and Development of the Geraldton Shire Tramway and the Mourilyan Harbour Tramway**

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

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

Weight 650 gm.

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

Weight 470 gm.

### Modernising Underground Coal Haulage

**BHP Newcastle Collieries' Electric Railways** by Ross Mainwaring. 60 pages, soft cover, A4 size, 18 photographs, 13 maps and diagrams, references and index.

**\$16.50** (LRRSA members \$12.38) Weight 230 gm.

### Laheys' Canungra Tramway

by Robert K. Morgan, revised by Frank Stamford Describes Queensland's largest timber tramway. 32 pages plus soft cover, A4 size, 28 photographs, plus maps/diagrams and index.

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

### Mountains of Ash

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

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

**\$59.95** Hard cover (LRRSA members \$44.96) Weight 1500 gm.

### Settlers and Sawmillers

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

by Mike McCarthy

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

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

### Bellbrakes, Bullocks & Bushmen

**A Sawmilling and Tramway History of Gembrook 1885-1985** - by Mike McCarthy

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

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

### Arsenic and Molasses

**A Pictorial History of the Powelltown Tramway and Timber Milling Operations** by Frank Stamford. All photographs are different to those in *Powelltown*. 88 pages, A4 size, over 100 photographs, 8 maps and diagrams, glossary and index.

**\$36.00** Hard cover (LRRSA members \$27.00) Weight 650 gm.

**\$24.00** Soft cover (LRRSA members \$18.00) Weight 470 gm.

### End of the Line:

**A History of the Railways in Papua New Guinea** by Bob McKillop & Michael Pearson.

Published by University of Papua New Guinea. 170 pages, 81 photos, 28 maps.

**\$27.00** (LRRSA members \$24.75) Weight 550 gm.

**Postage and packing:** Within Australia, up to 500 gm: \$4.80; 501 gm to 3 kg \$9.00

**Send to:** LRRSA Sales, P.O. Box 21, Surrey Hills Vic 3127, Fax (03) 5968 2484.

Payments may be made by cheque, money order, Mastercard, Visa or Bankcard.



## An invitation to join the LRRSA ....

### Membership of the LRRSA offers you:

- Light Railways magazine, mailed to you six times a year
- Substantial discounts (usually 25%) on LRRSA publications
- The opportunity to purchase the LRRSA CD-ROM - containing twenty years of *Light Railway News*
- Meetings in Adelaide, Brisbane, Melbourne and Sydney
- Tours to places of light railway interest

**Annual Subscription** for year ending 30 June 2004 is \$43.50 Includes LR Nos 172 to 177 (Overseas by airmail: NZ, PNG, Japan, South-east Asia - \$A53.00; Rest of world - \$63.00).

- If joining in June or July pay \$43.50 (\$53.00/\$63.00 overseas) and receive 6 issues of Light Railways (Nos 172-177).
- If joining in August or September, pay \$36.25 (\$44.17/\$52.50 overseas) and receive 5 issues of Light Railways (Nos 173-177)
- If joining in October or November, pay \$29.00 (\$35.33/\$42.00 overseas) and receive 4 issues of Light Railways (Nos 174-177).
- If joining in December or January, pay \$21.75 (\$26.50/\$31.50 overseas) and receive 3 issues of Light Railways (Nos 175-177).

- If joining in February or March, pay \$14.50 (\$17.67/\$21.00 overseas) and receive 2 issues of Light Railways (Nos 176-177).
- If joining in April or May, pay \$50.75 (\$61.83/\$73.50 overseas) and receive 7 issues of Light Railways (Nos 177-183).

### Application for membership of Light Railway Research Society of Australia Inc. P.O. Box 21, Surrey Hills Vic 3127

I, \_\_\_\_\_  
(full name of applicant)

of \_\_\_\_\_

(address)

(postcode)

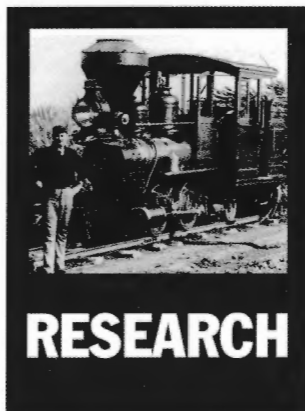
(occupation)

desire to become a member of the Light Railway Research Society of Australia Inc. In the event of my admission as a member, I agree to be bound by the rules of the Society for the time being in force. I enclose cheque/money order for \$43.50, or please charge my Bankcard/Visa/Mastercard No.

Expires \_\_\_\_\_

Name on Card \_\_\_\_\_

Signature \_\_\_\_\_



## LRRSA SE Queensland Mapleton Tour

On a bleak Saturday morning (31 May 2003) a dozen LRRSA members set out from Brisbane to explore the former haunt of 2ft gauge Shay locomotives on the Mapleton Tramway. The tour hosts, John Henley and Trevor Robinson met the group at the gates to Nambour Sugar Mill and after a short briefing on the proposed day's activities, we set off.

As the tramway left the Mill, it entered a sweeping curve to access the narrow subway under the railway. As there is no physical evidence of the tramway at this location, the shape of the property boundaries was pointed out to indicate the tramway location.

After passing through the subway, an embankment on the eastern side of Petrie Creek was seen and further along, just before turning into Windsor Road, the embankment on the western side of the creek was visible. We then continued along Windsor Road (which follows the tramway route) until the end of the road was

reached. Here, the tramway continued in a cutting for some distance.

After back-tracking to Nambour and following the Mapleton Road, we reached the site of the 'horse-shoe bends'. A good vantage point was available on private property but unfortunately the lush grass growth obscured the formation to a large degree. However, it was still possible to see bits and pieces and visualise the rest as the tramway wound its way through 180 degrees and set off on its tortuous climb to the Kureelapa Falls Road.

Further along, we turned into Dulong Road and to the west, the Dulong Branch (originally the main line) was obvious as it climbed the side of a low ridge. From Thrush's Road, the Dulong Branch formation could be seen again after it crossed the ridge and descended the valley on the other side.

We again backtracked to the Mapleton Road and turned into Kureelapa Falls Road, from where a magnificent eastern view was available. A lengthy section of the tramway formation could be seen winding around and climbing the range. This was the most difficult section of the ascent to Mapleton and contained numerous tight curves. Also from here, an embankment of a branch in the Image Flat area was pointed out.

As it was now lunchtime, we continued to Mapleton and lunched in the Lilyponds Park, the access road to which is on the tramway formation. We were then shown the Mapleton Station site and a section of formation that is now the access road to a property. Our next stop was at the end of



*"Is that the whoop of a Shay I hear in the forest?" Participants on the LRRSA SE Queensland tour of the Mapleton Tramway on 31 May 2003.*

*Photo: John Browning*

## Coming Events

### AUGUST 2003

**2-3 Redwater Creek Steam & Heritage Society, Sheffield, TAS.** Operations with narrow gauge steam trains. Information (03) 6424 7348. Also first weekend of October and November.

**17 Cobdogla Irrigation & Steam Museum, Barmera, SA.** Steam Open Day with steam train and traction engine rides; 1100-1630. Phone (08) 8588 2323.

**14 Illawarra Train Park, Albion Park, NSW.** Narrow gauge industrial steam and diesel locomotives operating, together with miniature train rides and restored steam engines, 1100-1630. Phone: (02) 4232 2488. Also on second Sunday of October and November.

### SEPTEMBER 2003

**7 Wee Georgie Wood Railway, Tullah, TAS.** First operating day of new season with 610mm gauge steam trains, 1200-1600. Also on 14 and 28 September. Phone Anne Drake (03) 6473 2228.

**12 Cobdogla Irrigation & Steam Museum, Barmera, SA.** Steam Open Day with steam train and traction engine rides; 1100-1630. Phone (08) 8588 2323.

**19 Puffing Billy Railway, Gembrook, VIC.** Kids Fun Run With Thomas – great family day of fun when girls and boys run against Thomas. Book with the Fat Controller: (03) 9754 6800.

### OCTOBER 2003

**3-5 Puffing Billy Railway, Emerald, VIC.** Thomas the Tank Engine comes to Puffing Billy – a family attraction at Emerald town. Also on 11-12 and 25-26 October. Book with the Fat Controller: (03) 9754 6800.

**3-5 8th Annual Labour History Conference, Brisbane, QLD.** Presentations from academics, labour movement scholars, trade unionists and others on a range of topics relevant to Australian and comparative labour history – at Griffith University. Registrations by 12 September to PO Box 403, Nathan QLD 4111; Web: [www.gu.edu.au/school/mgt/lh2003](http://www.gu.edu.au/school/mgt/lh2003).

**4-6 Werris Creek Rail Reunion Festival, NSW.** A weekend of activities for railway workers, including those from industrial rail systems. Features include heritage rail motor rides, displays or railway history and songs, street procession, art & crafts, markets, reunion dinner, Gangers Grub' breakfast and railway sports event. Contact Chris Holley on (02) 6768 7464.

**5 Cobdogla Irrigation & Steam Museum, Barmera, SA.** Open Day with steam train and traction engine rides, plus Humphrey Pump operating; 1100-1630. Phone (08) 8588 2323.

**5 Wee Georgie Wood Railway, Tullah, TAS.** 610mm gauge steam trains, 1200-1600. Also on 26 October. Phone Anne Drake (03) 6473 2228.

**11 Historical Society of Beaudesert, QLD.** Centenary Picnic at Tabola to honour the opening of the Beaudesert Shire Tramway in 1903. Information 07 5541 3740 or the Secretary (Mrs Lewis) on 07 5541 1284.

**12 Illawarra Train Park, Albion Park, NSW.** Steam and Jazz, Trad jazz and narrow gauge industrial steam trains, together with miniature train rides and restored steam engines, 1100-1630. Phone: (02) 4232 2488.

**NOTE:** Please send information on coming events to Bob McKillop – [rmckillop@bigpond.com](mailto:rmckillop@bigpond.com) - or the Editor, *Light Railways*, PO Box 674, St Ives NSW 2070.

Spring Pastures Drive situated at the foot of the range just below Mapleton and which is part of a new estate development. Although a lengthy section of formation is on the estate, the highest section is on Council reserve and we were able to walk along for a few hundred metres as it climbed the side of the range.

As we headed back towards Kureelapa, sections of formation were pointed out until we reached our final stop, a private property where we walked the formation as it wound across embankments and through forested cuttings. This was a fitting end to the day's activities.

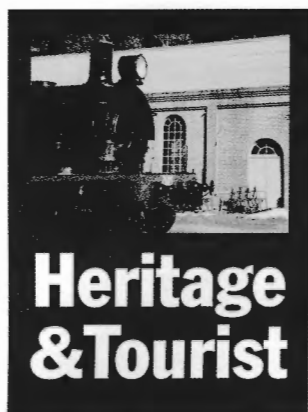
The sight and smell of Shay locomotives is long gone from the Mapleton Tramway, but the bells off both Shays still exist. The Mapleton State School purchased the bell off MAPLETON for 30 shillings in 1923. It is currently mounted on a beam in the covered games area and rings out clearly every school day. George Hadley, Cane Railways Supervisor of Moreton Central Sugar Mill, owns the bell off the other Shay.

*Owen Betts*

## Huon Timber Company, Tasmania

The May 2003 issue of *Labour History* (No.84, pp.47-67) carries an important article by noted forest historian John Dargavel entitled "Not easy work to starve their employees": the 1921-22 Tasmanian Timber Dispute". It examines the industrial dispute that emerged over the company's efforts to realign 70 chains of its tramway, which would require the building of a substantial embankment and a bridge. The paper examines why this dispute lasted so long and why it was so bitter. In doing so, John provides a fascinating analysis of the industrial structure of the Australian timber industry in the 1920s and the local context that generated the seeds to the dispute. For the light railway historian there is the added interest that part of the company's 64km tramway system was at the heart of the industrial dispute.

For subscriptions, contact Labour History, Room 529, Floor 5; Economics & Business Building, H69; University of Sydney NSW 2006. Web site: [www.asslh.com](http://www.asslh.com)  
*Editor*



## 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. Note new email address for H&T reports is: [rfmckillop@bigpond.com](mailto:rfmckillop@bigpond.com) Digital photographs for possible inclusion in Light Railways should be sent direct to Bruce Belbin at: [boxcargraphics@optusnet.com.au](mailto:boxcargraphics@optusnet.com.au)

## NEWS

### Queensland

#### DURUNDUR RAILWAY,

**Woodford** 610mm gauge  
**Aust. Narrow Gauge Railway Museum Soc. Inc.**

Further to LR 171 (p.27), ANGRMS has obtained public liability insurance to operate as a static museum. This allows the public to come onto the site to view exhibits and take photographs. The meeting of railway preservation groups across Queensland on 10 May was most successful and it was decided to form the Association of Tourist Railways, Queensland (ATRQ) to promote the interests of the movement. ATRQ is negotiating for umbrella public insurance cover for its members. ANGRMS was represented at the Miniature Railway Show at the RNA Showgrounds in Brisbane in May. *DR Bulletin* 269, June 2003

#### BALLYHOOLEY STEAM RAILWAY, Port Douglas

610mm gauge  
The revival of the Bally Hooey train as a tourist venture in 2002 was short lived and operations have been closed for some time. A private group, Ballyhooey Steam Railway, has taken over the operation and is negotiating accreditation with Queensland Transport. The two Bundaberg Foundry 0-6-2T locomotives, *BUNDY* and *SPEEDY* (2 and 6 of 1952), the 0-6-0 DM *MOWBRAY* (Baguley 3378/1954)

and carriages have been purchased from the mill. *BUNDY* and the carriages have been restored ready for the commencement of operations between Port Douglas marina and St Crispin's in July 2003. A wheel set is being cast for *SPEEDY* (formerly *DOBBIN*) at Bundaberg Foundry. On 10 June, the locomotive was being primed after sandblasting in readiness for repainting in green with white trim.

Tony Healey, 5/03, 6/03

#### BUNDABERG BOTANIC GARDENS RAILWAY

610mm gauge

#### Bundaberg Steam Tramway Preservation Society

The Society obtained ex-Gin Gin Mill FC Hibberd "Planet" 4wDM 3919 of 1959 from the Bundaberg City Council about 18 months ago. It has been put in working order and is used for maintenance trains as required. Restoration of ex-Qunaba Mill 0-6-2T *INVICTA* (JF 11277/1907) is well underway, with a hopeful completion late this year or early 2004. The intention is to restore it to its appearance on arrival from England at the old Invicta Mill. The restoration of Bundaberg Foundry No.1 (LR 164, p.27) is feasible and is planned to begin mid-2004. The current proposal is to restore it to a 1970 Millaquin Mill appearance, complete with period radios, water bags, sand boxes, etc., so that it is "a genuine cane locomotive". Fund raising will be required. John Browning, 5/03; Ross Driver, via Lynn Zelmer, 6/03

#### THE MOUNT MORGAN EXPERIENCE

1067mm gauge  
We have not heard of this operation since August 2001 (LR 161, p.27), when it was reported that significant progress had been made in upgrading the track and rolling stock. It was then predicted that operations would commence in late 2001! We are now advised that operation of the 3km Mount Morgan Shire Council owned railway will be taken over by Mount Morgan Experience, part of the Queensland Heritage Trails Network, with handover due to take place in late June. When visited in early June the station was a hive of activity with contractors carrying out renovations to the station building.

John Browning 6/03

#### PARKY'S PARTS, Maryborough

A visit on to this site in Alice Street on 31 May revealed that John Fowler 0-6-0T 11165 of 1907 had been removed, presumably to the Bauple Historical Society who acquired it in 2001. John Browning, 6/03

#### PEDRO'S INDUSTRIAL VACUUM SERVICE, Boyne Island

On display at the road frontage of this property at 500 Benaraby Road is an Eimco bogger numbered H4. It carries a plate indicating it was built by The Eimco Corporation, Salt Lake City, Utah, USA, Type 25, Serial number 250140. Painted on the unit is "LOT 15-20. 6 UNITS". The unit is narrow gauge and the wheels have a central flange.

John Browning, 5/03

### New South Wales

#### ILLAWARRA TRAIN PARK,

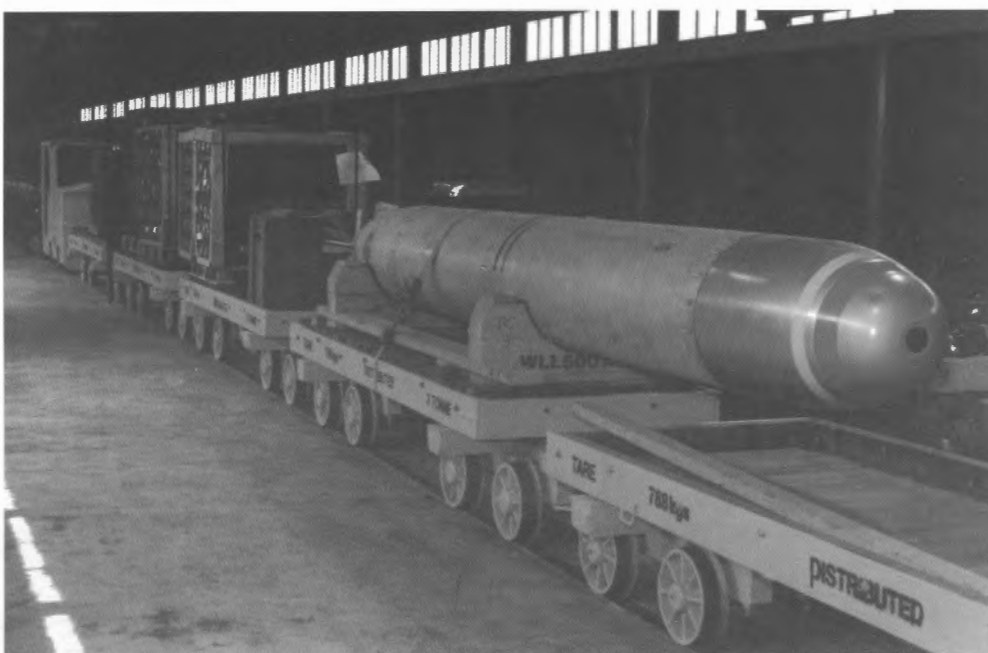
**Albion Park** 610mm gauge  
**Illawarra Light Railway Museum Society**

The museum has four steam locomotives still 'in ticket' and they will undergo their annual boiler inspections in August, together with the Brownhoist vertical boiler, which operates the stationary steam engines. The early Simplex 4wDM ex-Hambledon Mill owned by Rod Parker has been formally loaned to the ILRMS and will be restored to operate at the museum.

The project to build the Shay locomotive (LR 169, p.29) has made another step forward with the return of axles 3 and 4 to the museum after 2 years work to restore the wheels. The No.2 bogie has now been reassembled. The smokebox has been fitted to the chassis, which will now be placed inside the depot workshop to allow further assembly work to proceed.

The ex-Victoria Mill Drewry track inspection car (Baguley 1338 of 1924) made trial runs over the line in April. It has been returned to the workshop, where additional work will be undertaken to fully restore the car to its 1920s glory with upholstered seats. A new diesel locomotive is being built for the 7¼ in gauge miniature railway. It will be based on an EM Baldwin 24- or 32-tonne bogie loco in keeping with the museum's industrial railway theme.

John Garaty, 06/03



The replica ammunition train, complete with a torpedo in special cradles, at the Millenium Parkland Railway, 12 May 2003. Photo: Len King

# Heritage & Tourist

## MILLENNIUM PARKLAND RAILWAY

610mm gauge  
Further to our report in LR 167 (p.28), a visit on 12 May 2003 found that all new trackwork, points and ancillary equipment was in place and can be transversed by the incomplete 4-car articulated carriage set. Enamelled "Watch for Train" signs had been erected at all road/rail crossings with an unusual symbol of a steam locomotive in the red triangle. A surprise was the restoration of about 70 metres of track beyond Building 47 to the east of Holker Street (see map on rear cover of LR 161) that was previously thought to have been pulled up.

Four Gemco and three Wingrove & Rogers 4wBE locomotives are available for use, although only the Gemcos are equipped with knuckle couplers and air brake equipment. One car of the articulated carriage set was being fitted with bodywork and seating. Nearly all the WW2 bogie wagons had been overhauled, many with new stained and varnished decking timbers. Five of these vehicles had been marshalled as a replica ammunition train with a torpedo in special cradles and various sizes of metal and timber crates holding sample shells and other armaments.

Two public open days have recently been held, the last on 1 June. This was a great success with all visitors being taken on a variety of conducted tours. Future tours are planned and will be advertised on several radio stations and in newspapers. Len King, 6/03

## RICHMOND VALE RAILWAY

1435mm gauge  
Demonstration freight trains are a regular feature on British preservation railways, but less so in Australia. The opportunity to view an operating train of non-air coal hoppers hauled by former South Maitland Railways 2-8-2T number 30 therefore made the 2003 *Coalfields Steam* event something special. Steam operations on the SMR finished on Friday, 10 June 1983, so the June long weekend was the perfect opportunity to commemorate the 20th anniversary of this event. Only about 90 of the 13,000 non-air braked coal hoppers that hauled the

Hunter Valley's coal in the 1950s are known to exist and most of these are at the RVR, so an operating train of these classic vehicles can be made up. On 6 June, ex-BHP Bo-Bo DE number 34 hauled the train to Pelaw Main and back as a trial trip. The non-air train demonstration trip was on Monday 9 June, when number 34 took over passenger train operations to allow number 30 to haul the train of non-air hoppers. Special arrangements were made for photographers to leave the passenger train and photograph the non-air passing both ways.

Graham Black, 07/03

## Victoria

### ALEXANDRA TIMBER TRAMWAY & MUSEUM

610mm gauge  
The Museum hosted a day-long charter by 47 members of the Rail Tourist Association on 5 April. In the morning, the group made a bus tour to Rubicon power station and haulage, with a commentary on the history and remains of the Rubicon Tramway by Peter Evans. They returned to Alexandra for lunch, then an intense period of rail activity, with steam trains running on the loop and demonstration goods trains operating on the extension. These consisted of the Simplex hauling three hoppers and the Malcolm Moore hauling a flat truck and three bogies once used on the Rubicon Tramway.

Timberline 72, June 2003

### CARIBBEAN GARDENS,

#### Scoresby

This site was visited in February to inspect the Malcolm Moore V8 locomotive that is on standby there. It is reputedly the last one built. The locomotive was in the same position as it had been many years previously. It was not evident if it is running order, but there was evidence that the chain had been greased recently.

John Peterson, 5/03

### KERRISDALE MOUNTAIN RAILWAY

610mm gauge  
Andrew Forbes

Considerable work has been undertaken on overhauling the Ruston Hornsby 20DL 4wDM B/N 285301 of 1949 (see LR 165, p.28). The Gardner 4LK engine has been test run and fitted to the chassis. It will be governed at 1100 rpm to produce 30hp for traction. The 4-cylinder Gardiner is about the same weight

as the old 2-cylinder Ruston. The original input shaft and coupling had to be built up, machined and a new spline cut. The truck radiator was stripped and overhauled, with a facsimile Ruston plaque fitted to cover the header tank. The axles have been trued up in the lathe, with new brasses cast and machined to size. The brake gear has been fully overhauled and re-pinned, then the chassis and all components were sandblasted prior to painting. The track shoe brakes that proved so successful on the Malcolm Moore 4wDM have been fitted and a standard KMR wheel brake pedestal provided as the Ruston lever system would not hold on the grades of the railway. A tropical style body has been manufactured and fitted to the locomotive. The Ruston W3 gate gear lever has been shifted to place it in front of the driver so that all controls are comfortably worked from the driver's seat. The locomotive was scheduled to commence mechanical trials in May.

Andrew Forbes, 4/03

### RUBICON STATE FOREST

The Victorian Department of Sustainability and Environment (DSE) called tenders in May for the reconstruction of the Rubicon 15,000 Timber Trestle Bridge. The site is listed on the Victorian Heritage Register and is located in the Rubicon State Forest, south-east of Alexandra, Victoria. The works require removal of the existing timber structure, supply of the materials specified, and reconstruction of the timber trestle bridge to the original design.

Colin Harvey 05/03

### PUFFING BILLY RAILWAY

762mm gauge

#### Emerald Tourist Railway Board

The 2003 *Great Train Race* on 4 May attracted a record 2403 entrants and some \$25,000 was raised for the G42 appeal. On 6 May three NA 2-6-2T locomotives and carriages were temporarily relocated to the Menzies Creek Museum to allow the trackwork to the depot to be rebuilt. The main requirement was to provide straight track in the new workshop extension, while the 'zig zag' entry to the loco servicing pit was also removed. Tenders for the workshop extension will be called in July 2003.

PBR Newsletter, June 2003

## South Australia

### COBDOGLA IRRIGATION MUSEUM

610mm gauge  
Cobdogla Steam Friends Inc.

The museum commissioned its newly restored Simplex locomotive (Motor Rail 7369/1939) on 8 June 2003. Acquired many years ago from the Farleigh Sugar Mill in Queensland, the running chassis was overhauled fairly quickly. However, the Dorman engine was in pieces and several attempts were made over the years to find sufficient parts to rebuild this engine. This included the shipping down of another engine (also in a dismantled condition) from Queensland. The crankshafts were crack tested and both had cracks, so eventually the decision was made to install a 3-cylinder Perkins engine. CSF member Dean Adamson undertook the project and obtained an engine with very low hours on it from a generating set off a fishing trawler. Dean took the loco to his home workshop and proceeded to install the engine and build a cab. Assistance with sheet metal work, electrical and other engineering components was obtained from several local and Adelaide firms. The new loco was load tested by hauling the Bagnall and its train back up to the museum from the turntable at Mudge's Siding. Its first major task was to push out rail to the railhead as the railway line was extended towards Loveday over the June long weekend.

For the commissioning ceremony on the Sunday, the Humphrey Pump was operating in addition to steam engines. Dean Adamson formally commissioned the Simplex loco at 1pm by outlining the history of the loco and pouring a bottle of beer over the bonnet. It then operated passenger services with the steel carriage and guard's van.

During the day on Sunday, the long awaited book, by David Mack *Irrigation Settlement, Some Historical Aspects in South Australia on the River Murray, 1838 to 1978*, was formally launched. This 400-page book includes some 100 pages on the steam plants used in the irrigation settlements.

Denis Wasley, 06/03

### NATIONAL RAILWAY MUSEUM, Port Adelaide

467/1067mm gauges

Ex-Broken Hill Associated Smelters 0-6-0T *PERONNE* (Andrew Barclay 1545/1919) operated trains over the

## Heritage & Tourist

Easter period, while 0-4-0T *BUB* carried out duties on the miniature railway. They brought the Museum and the Port alive with the sounds of steam and whistles.

*Catchpoint, May 2003*

### Western Australia

**BENNETT BROOK RAILWAY, Whiteman Park** 610mm gauge  
**WA Light Railway Preservation Assoc. Inc.**

There are positive reports from the BBR since the return of public operations on 2 March 2003. On Easter Saturday, a Special Free Day to celebrate the recommencement of tram and train operations at Whiteman Park saw over 5000 passengers carried between Mussel Pool and Whiteman Village Junction using a special 5-carriage train run 'top 'n tail' with the Planet and Gemco diesel locomotives. Crowds were at times five deep on the platforms and every train left with a full complement and people still waiting on the platform. Heavy passenger loadings continued throughout the Easter weekend and into the school holidays.

The *Friends of Thomas the Tank Engine* Day on 25 May was also an outstanding success. The Shire of Swan provided a \$5000 grant to help with the costs of staging the event. A number of new members assisted in a variety of roles for the first time. Three trains ran all day without any problems. The Gemco 6wDM *WYNDHAM* operated a regular return goods train service to Kangaroo Flat and return, while two passenger trains operated on the Mussel Pool branch using the 0-6-0DM (J Fowler 4110019/1950), the Planet 0-4-0DM (FC Hibberd 2150 of 1938) and 0-4-2T BT1 (Perry 8967.39.1 of 1939).

The smokebox modifications made to BT1 (LR 171, p.30) involved the construction of a new blast nozzle and blower ring and their installation to achieve the correct height between the throat and the nozzle and a recalculated cross-sectional area in relation to the throat. The modifications have produced a steady draft, but the locomotive must be operated with at least one damper and/or the ashpan



Former South Maitland Railways 2-8-2T 30 (Beyer Peacock 6294 of 1925) hauls a train of non-air coal hoppers towards Pelaw Main during the Richmond Vale Railway's Coalfields Steam weekend, Sunday 8 June 2003. Photo: Jeff Mullier



The Ballyhooley Steam Railway's Bundaberg Fowler 0-6-2T BUNDY (Bundaberg Foundry 2 of 1952) is steam tested following repairs and repainting in the Mossman Mill workshops. Photo: Ballyhooley Steam Railway



The newly restored former CSR Drewry inspection car (Baguley 1338 of 1924) in the Illawarra Light Railway workshop at Albion Park, April 2003. Photo: John Garaty

## Heritage & Tourist

door open to allow sufficient air through the grate.

*BBR Newsletter, June 2003*

### **COLLIE RAILWAY HERITAGE GROUP**

1067mm gauge

This active group has restored the original WAGR goods shed in the centre of Collie town and built a two-road carriage shed on the same area of land, connected by trackage also laid by members of the group. They have recently acquired the former SEC Bunbury Powerhouse 0-6-0DH (ComEng E1120/1956) from Boyanup Museum and it is used for shunting operations at the site. Restored wagons housed in the carriage shed include two 4-wheel flat cars fitted with distinctive coal boxes, a semi-circular tank wagon (all wooden under-framed) and a LA ballast hopper. Restoration has been to a very high standard. Work is in progress restoring other wagons and a coach, while a second carriage shed is also under construction. A visit on 2 May found the shunter in use shunting the LA wagon and it was reported to be running smoothly. Volunteers working at the site were most helpful and railfans are welcome. The site is open, with operations, on Monday to Friday afternoons as well as some Saturday mornings. An older and separate operation is the Collie Locomotive Museum, a static collection of mainly WAGR locomotives, sited at the West end of town. Of particular interest to LR readers here is the geared locomotive *POLLY*, a former Aveling & Porter traction engine converted to a locomotive for use on Buckingham Brothers timber railways. Extended exposure to the weather has resulted in deterioration to the exhibits. It is reported, however, that *POLLY* and an Fs-class locomotive have been cosmetically re-restored and placed under a shelter.

Ian and Peter Chandler; David Prince 5/03

#### **ERRATUM**

The photograph of the Rottnest tramcar on page 31 of LR 171, credited to Simon Mead, was in fact taken by Lindsay Richardson.

### **COLIN PUZEY, Gelorup**

1067mm gauge

Further to LR 168 (p. 16), Colin Puzey's efforts to overcome a physical handicap and fulfil his dream to build the 1067mm gauge steam tram at his private workshop is making good progress. The tram is being built on a short length of track and Colin has made an overhead crane that has been invaluable in building the tram. A hand winch with two drums is used to haul the tram along the track. In May 2003, the under-fired boiler had been completed and lifted onto the chassis. The LH water tank was in position and the carefully made end-panels complete with curved edges piped from 1in diameter mild steel pipe all curved to the original shape. The curved sections on the lower part of the uprights await the curved side panels. The first of the roof supports was fitted, providing an outline of the clerestory section. In the workshop at the rear, Colin has the 22in. diameter headlamps under construction. These have the correct parabolic reflectors salvaged from industrial lamps, although the bronze rims are made from castings for which Colin has made the patterns. Keith Watson, 5/03

**Top:** Colin Puzey's steam tram takes shape with the boiler fitted onto the chassis. The first of the roof supports is in place, with the outline of the clerestory section clearly visible. **Right:** Close-up view of the under-fired boiler with the controls and fittings now in place. The cylinder at the left is the steam brake cylinder to operate the tram brakes. Photos: Keith Watson



*Kerrisdale Mountain Railway's Ruston Hornsby 20DL 4wDM (B/N 285301 of 1949) awaiting final painting and fitting of sandboxes, April 2003.*

*Photo: Andrew Forbes*



The Cobdogla Irrigation Museum's newly rebuilt Simplex locomotive (Motor Rail 7369 of 1939, ex-Farleigh sugar mill) on its trial outing in May 2003. Photo: Denis Wasley

## LRRSA NEWS

(continued from page 24)



Members of the LRRSA south-east Queensland group at the Timbeerwah Mountain Railway, at Coory, during the group's visit on 6 July 2003. Photo: John Browning



**Left:** On 5 June, LRRSA President Bill Hanks attended the meeting of the South Australian group, in Adelaide, to present Arnold Lockyer with his life membership award, for service to the LRRSA over many years. Photo: Brett Cleak. **Right:** On 25 June, Bill was at the Annual General Meeting of the NSW Division, in Sydney, to present Jeff Moonie with his life membership award, again for service to the society over many years. Photo: Michael Bickford


  
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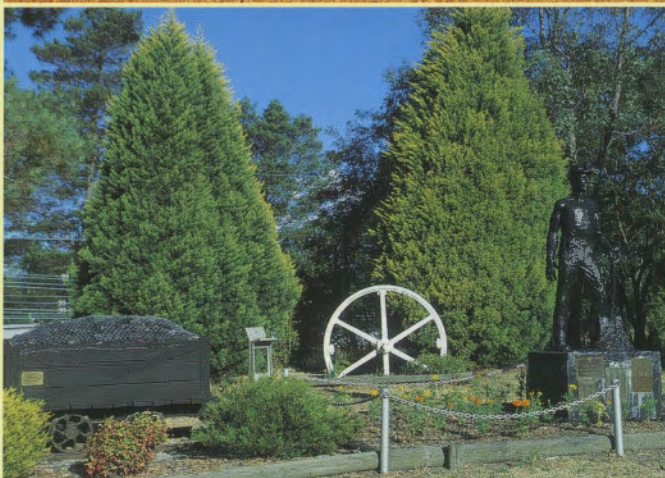
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## MINERS' MEMORIALS

Australia, it seems, has entered a new era of memorial construction. Around the country, memorials of every shape and form – some inspired, many just kitsch – are being erected in recognition of the service and sacrifice made by various groups. One group who have emerged as a prominent theme in this movement are underground miners. The memorial to the Mount Kembla mine disaster of 1906 is the most prominent, but of other forms of tribute to the men who have lost their lives in mines are also emerging. The railway rolling stock and locomotives used by these miners often serve as a central focal point to these memorials. Some of these memorials that have caught the attention of our photographers in New South Wales are depicted here.



**Clockwise from above:** A miners' skip forms a focal point to a simple stone arch at the memorial to the Mount Kembla mine disaster of 31 July 1906. Australia's worst land disaster occurred here when 96 men and boys died in an underground explosion. □ Preserved on Railway Street, Minmi on the Newcastle coalfield, this CHG guards van apparently serves as a reminder that private mining railways once passed this spot. □ This early 4-wheel coal hopper also forms part of the Mount Kembla memorial. It is the only surviving example of 200 hoppers imported from England in 1881. No.158 remained in continuous service until 1970. □ This Hunslet 0-6-0DM locomotive (B/No. 4059 of 1950) and man car from the Lithgow Valley Colliery have been preserved by the local Rotary Club in a park beside Lithgow's Main Street in dedication to the city's coal miners. When photographed on 25 October 2001 it demonstrated a level of maintenance that is often unusual for this kind of display. Photos: Brad Peardon □ Located near the junction of the Great Western Highway and Lithgow's Main Street, this memorial commemorates the 86 miners who lost their lives on the Western Coalfield between 1884 and 1998. The miner, sculptured from a lump of coal, stands between two loaded skips from Ivanhoe Colliery, January 2002. □ Erected for the Year of the Outback, this memorial to the miners of the Cobar mining field was photographed in May 2002. Located beside the Barrier Highway at the entrance to the town, the harsh arid landscape sets off the fine bronze sculpture of a miner at work. In the background, the recently relocated headframe from the Old Chesney Mine helps to complete the scene. Photos: Bob McKillop

