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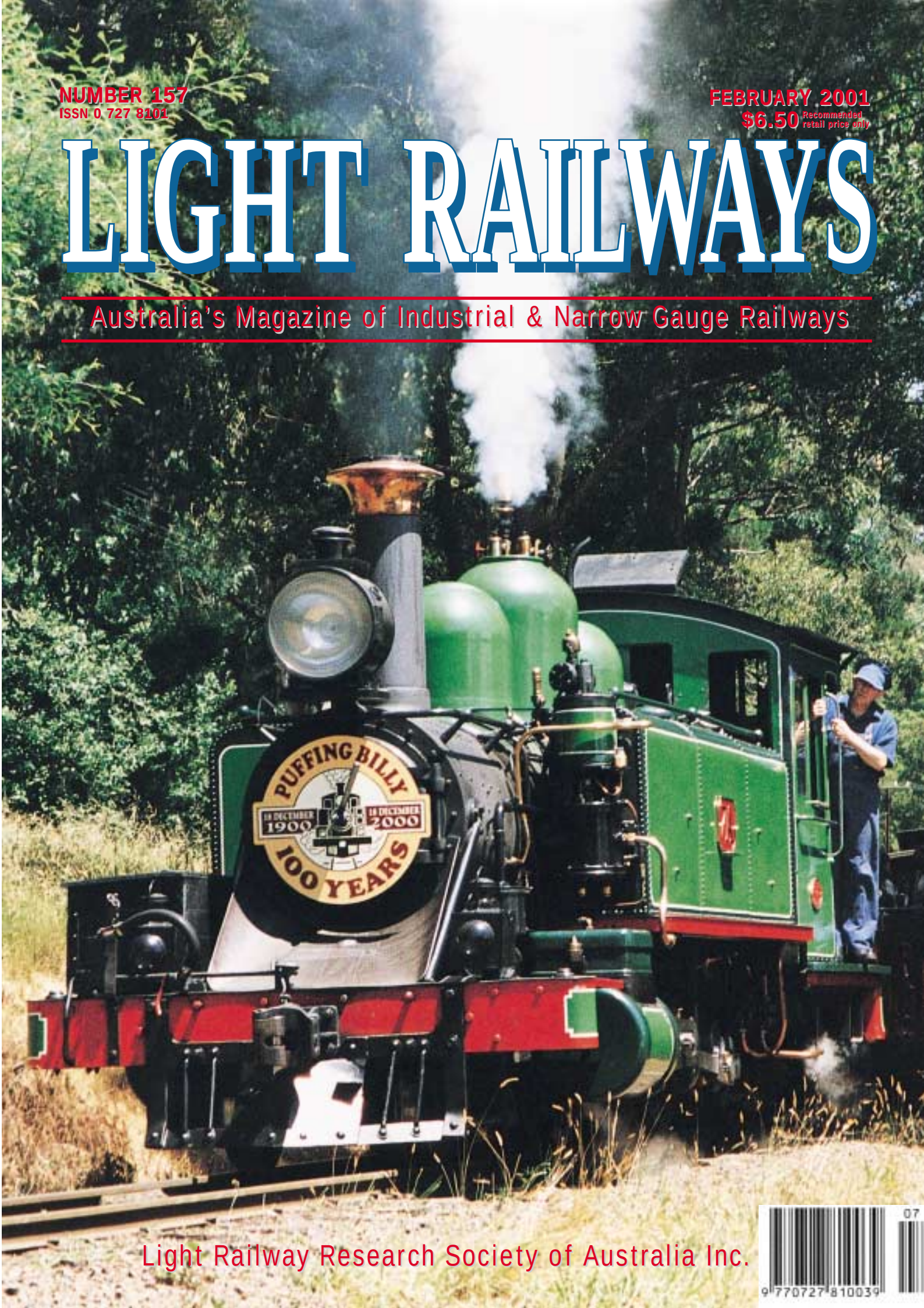
LIGHT RAILWAYS

Australia's Magazine of Industrial & Narrow Gauge Railways



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Australia's Magazine of Industrial and Narrow Gauge Railways

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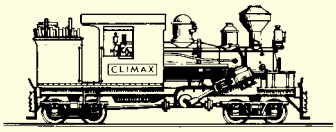

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Conversions:

1 inch (in)	25.40 millimetres
1 foot (ft)	0.30 metre
1 yard (yd)	0.91 metre
1 chain	20.11 metre
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

Contents

Comment

It's been said that if you put six statisticians in a room together, you'll end up with seven different opinions. Given the range, and strength, of opinions you see exhibited from time to time, the same could probably be said of those who are interested in railways. The need to serve the many disparate interests of enthusiasts makes publishing a successful railway magazine a challenging task.

Light Railways' particular niche is narrow gauge and industrial railways, with an emphasis on presenting the 'big picture' (not just 'what', but 'how' and 'why'). Given that, our scope is actually quite broad, encompassing everything from railways in zoos to those in coal mines, those hauling iron ore to those hauling sewage, and every kind of motive power from a single human being to multiple diesel-electric locomotives. Hopefully, with enough variety to keep our readers entertained.

Our last readership survey was done several years ago and, since then, sales have more than tripled. This means that the likes and dislikes of the majority of our readers are essentially a mystery to us - though, I should say, a happy mystery, since a steadily expanding group of you takes the trouble to buy our magazine.

In Australia, as elsewhere, the nature of railway enthusiasm is constantly changing and, like all magazine editors, we must work hard to respond to these changes. We plan to conduct another readership survey later this year, to gain a more accurate picture of where *Light Railways* fits into the great scheme of things.

In the meantime, we hope you enjoy our latest effort. *Bruce Belbin*

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

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

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

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

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

Front Cover: With Graeme Daniel at the throttle and fireman Rob McUtchen enjoying the breeze, Puffing Billy 2-6-2T 7A charges up the 1 in 30 Emerald Bank at the head of the Centenary Re-enactment Train, on Monday 18 December, 2000. Photo: Peter Ralph. Upper Back Cover: 861 (former West Melbourne Gasworks' John Benn*) at Cockatoo on a Lakeside shuttle. Shortly after, 861 failed with a hot bearing and was replaced by 0-6-0DM D21. Lower Back Cover: NRT1 and* Carbon *at Emerald, ready for departure to Lakeside, on the afternoon of 17 December. Pecket 0-4-0ST* Sir John Grice *waits behind with a train from Menzies Creek. Photos: Frank Stamford. See full report on pages 16 and 17.*

A Malcolm Moore 4wPM locomotive hauls a train of empties from the jetty towards Lune River, April 1971. *Photo: Frank Stamford*

The Ida Bay Railway and its Locomotives

by John Peterson, Wayne Chynoweth & David Beck, with additional research by Tony Coen. Steam locomotive notes by Wayne Chynoweth

Introduction

The 2ft gauge Ida Bay Railway is located about 65 miles south of Hobart in Tasmania and was built by the Commonwealth Carbide Company to carry limestone from their quarry west of Lune River to a jetty at Ida Bay. From the jetty the limestone was transported by sea to a plant at Electrona about 17 miles south of Hobart where it was used in the manufacture of acetylene gas.

Transportation of stone from quarries above Ida Bay seems to have commenced about 1919, by the Hydro Electric Power and Metallurgic Company. They used the recently abandoned timber tramway of the Lune River mill (Huon Timber Co.). The quarry company's improvement and extension of this tram encouraged the timber company to reopen its activities in the vicinity of the Marble Reward Quarry and Dewey Quarry, the Huon Timber Co. carrying the quarry requirements.

The Huon Timber Co./quarry company line seems to have been extended to Brick Point (Ida Bay). The Lune mill - Brick Point section presumably was put in by the quarry company.

The arrival of the first Krauss steam locomotive would seem to signal the creation of a separate 2ft gauge steel railed line. A letter to the Director of Public Works in 1921 suggests that the motivation for this was to increase capacity, proposing that *as the grade is with the load, the daily amount of freight outwards is practically only limited by the rolling stock available and the number of trucks the 10-ton locomotive can take up to the quarries*.[1] In the same letter the need for a new steel line was emphasised by the dangers to carbide production posed by the existing wooden railed line passing for 1½ miles through dense scrub and the consequent serious fire danger. It seems that the first Krauss locomotive was owned by the Carbide company by the end of 1921, before the 2ft gauge line was actually built sometime between 1922 and 1925.

Ultimately, four steam and five internal combustion locomotives were used at Ida Bay. The history of these has been thoroughly researched by Wayne Chynoweth as detailed below.

Early operation and modernisation

The early methods of operation involved the hand loading of limestone into small four-wheeled wagons at the quarry site. These wagons were then hauled by steam locomotive to a river side jetty initially about five miles distant where the limestone was hand loaded into boats for transport to the plant at Electrona.

At some stage, estimated to be around the late 1940s or early 1950s, the method of operation was extensively modernised to reduce labour needs and to increase the supply of limestone. At the quarry end, loading was done by earthmoving machinery. Wagons were designed with removable wooden box containers which were removed and placed onto a vessel at the jetty and transferred from the boat to trucks for the final journey to the plant. The wagons were braked with wooden blocks which dropped onto the wheels after being activated by the bunching of couplings, and released when the strain was taken up.

The line at some stage was extended a further 4 miles to serve a new jetty at Deep Hole. This was the site of an earlier jetty for loading timber from the surrounding district. It is unclear whether the silting up of Ida Bay or the desire to use larger vessels was the reason behind this change. Some rail in use on this section is ex Bellerive/Sorrell which the company purchased in 1935, suggesting an approximate time for this extension. Other rail used on this section is 42lb rail near the junction with the old line; 30lb to near the cemetery; 42lb ex Sorrell to beyond Garub Point; ex TGR 50lb to the terminus.

Anti-clockwise, from above: On 9 May 1993, a double-headed tourist train, hauled by Hunslet 0-4-2T No.6 OLD THOMAS *and Malcolm Moore 4wDM No.2, crosses the highway at Lune River. Photo: Lindsay Whitham* ❑ *The four-wheel petrol railmotor, with trailer attached, used for transporting workers to the quarry, and for carrying bush-walkers to the start of the track to Mt Perouse and all points west, 25 January 1958. Photo: David M Wilson* ❑ *The jetty, seen in April 1971, with regular shunting loco No.4, the only Malcolm Moore on the line to be fitted with an open cab. Photo: Frank Stamford* ❑ *Malcolm Moore loco No.5 at the Lune River depot in Commonwealth Carbide days. The unusual inertia brakes can be seen on the first wagon. Photo: Tony Coen*

Operation with petrol locomotives

From 1948, five Malcolm Moore V8 petrol locomotives were obtained to form the main motive power over the next 25 years. Daily operation during this period was reported as varying according to the previous day's operations and on which boat was being loaded. Around 5 or 6 trains, each consisting of 12 wagons, were run each day. The headquarters and a crossing point were situated at Lune River, at about the mid-point on the line, where the line crossed the main road from Hobart. Full trains from the quarry met empties returning from the jetty at this point. As there was no loop provided, the procedure was for full trains to wait on the quarry side with locomotive and wagon brakes on until the empty train arrived from the jetty and reversed into a level siding. This enabled the full train to continue with the benefit of the continuous downhill grade with the load from the quarry to Ida Bay.

Two driving styles were used depending on the driver. One method involved driving the locomotive flat out with the wagon brakes on. The other method involved driving quickly to maintain stretch in the couplings. Reversing the empties into the siding at Lune River would have been difficult enough given greasy rails.

Loops were provided at each end of the line for the locomotives to run around their trains. Turntables were also used to ensure that locomotives always ran bonnet first. At the quarry end there were single bladed points through which fully loaded trains were shunted. When loading at the jetty, a locomotive was generally stationed there for shunting purposes.

As the jetty and quarry were not yet connected by road, the railway was the sole means of communication. Bulldozers and other heavy equipment, for example, were transported on specially-designed bogie wagons. Workers were transported in a delightfully archaic railmotor converted from a vintage car, or in loco hauled wagons if this was unavailable.

Photographs of the line in industrial service show at least one of the Malcolm Moore locomotives with what looks like the standard canopy fitted by the builder as shown in original plans. Most locomotives sported cabs of different design. Another feature that made this line unusual is that in spite of such apparently intensive operations, all the locomotives retained petrol engines during their industrial service. Most intensive users tended to replace the thirsty V8 motors with diesels, as happened later at Ida Bay when the line became a tourist operation. It is likely that the company may have had a plentiful supply of spare engines and components, obtained cheaply, when considering that engine life would have been about two years based on the way the locomotives were used.

In 1985 and 1987, the Tasmanian Steam Preservation Society's Krauss 0-4-0T (comprising parts of 5682 of 1906 and 5800 of 1907) visited the line. Frank Stamford photographed it at the head of a three-car consist in April 1987.

Single bladed points at the quarry, 3 November, 1971. Photo: Ray Graf

Tourist Operations

During 1975, the line ceased being used for industrial purposes. It was purchased by the Tasmanian Government in 1977 for tourist operations and was subsequently taken over by a succession of tourist concerns. The layout was changed with balloon loops installed at the Lune River depot and Deep Jetty which were the new termini with the rest of the line becoming disused. Bogie carriages were also constructed.

Various leaseholders tried and failed to make a living from the line, and stripped some of the assets in order to survive. The picturesque line from Lune River to the quarry was ripped up and sold. Operators are understood to have included The Lune River Railway Co (J Molyneux & R Ludbey), 1979-80, and Ida Bay Railway Pty Ltd (Mike & Faye Williams), 1981-7. The present leaseholder, Peter Fell of Hobart (TransDerwent Ferry and Railway Company) who began operations in 1988, is the first railway enthusiast to attempt anything with the railway. Management of the line with paid employees has proved unviable and has been replaced by Sunday only operations from Easter to December using a small but growing band of volunteers. At present the railway is run as a sort of club, but without elections, politics etc. Work is voluntary where possible but paid where there is no alternative. All income goes back into the railway. The emphasis is on having a fun time for all involved.

Currently, all locomotives and rolling stock are kept under cover, and a new station is being built at Lune River. One bogie carriage is being rebuilt into an "observation car". A new railmotor loosely based on a Victorian Railways AEC is now in operation. The Hunslet locomotive is hired from the Don River railway but is seldom used since it is a heavy drain on finances given present patronage, but is being retained as a high priority for the group in the future. Two steam locomotive frames from the Tullah tramway are also on site, believed to be from Orenstein & Koppel 719 and Fowler 17732, and also here is the charming petrol rail motor which dates from Commonwealth Carbide days.

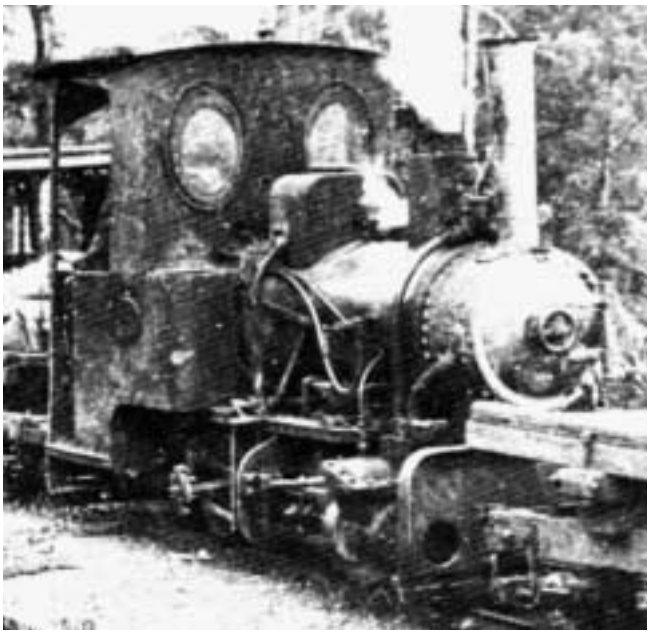
Krauss 5682 1906 2-4-0T 10 tons 9in x12in cylinders 24in driving wheels

This was purchased new by the Sandfly Colliery Co. from Lohmann Brothers of Melbourne, agents for Krauss[2] , and shipped to Margate, arriving in early 1907.[3] Being new and heavier than the other Sandfly loco, Krauss 4526, it was regarded as their No.1 locomotive. It was used on the Sandfly Colliery tramway by the successive owners and lessees, being the sole locomotive after 1914 until stranded by a bushfire in January 1920. As rebuilding the burnt-out bridge was too expensive, the locomotive was left idle, with a timber shed built around it for protection. In June 1922, the dismantling of the tramway from the colliery end reached the locomotive and so it was removed to Margate, a temporary section of line having been built around the burnt bridge[4]. The locomotive was sold to the Carbide and Electro Products Company[5] for use on the Ida Bay line. In 1935 the state of the boiler rendered the locomotive out of use until it was reboilered in 1938 with *an identical boiler except that the furnace was steel instead of copper*.[6]

The locomotive continued to work until 1948[7] when it was put out of service with the arrival of the first petrol locomotive, and it was later dismantled. In the late 1960s - early 1970s the boiler, tanks, cab etc were combined with the frame and wheels of Krauss 5800 by the Tasmanian Steam Preservation Society for their tramway at Karoola[8]. This locomotive paid a visit to the Ida Bay Railway in March of 1985 and of 1987 to help generate custom for the new tourist line. Since 1994 it has been at the Redwater Creek Steam & Heritage Society Inc site at Sheffield.

Krauss 2640 1892 0-4-0T 6 tons 6½in x11in cylinders 24in driving wheels

This was imported to Australia by agents Bloomfield Brothers of Melbourne[9] and purchased by the Zeehan Tramway Company for their tramway system serving the mining town of Zeehan in western Tasmania.[10] The locomotive arrived in pieces at Zeehan on Thursday 28 September, 1893[11] and was



Krauss 2640 operated on the Tullah Tramway between 1908 and 1921, where it was known as PUPPY, *because of its high pitched 'bark'. In 1915, legendary Tasmanian photographer H J King photographed it at work. Photo: Phil Belbin collection*

Krauss 5682, an unusual outside-framed 2-4-0T, at the Lune River quarry. Photo: Bruce Macdonald collection

fitted together to be given a trial run on Wednesday 4 October[12]. It worked the passenger service as well as carting ore from the mines to the railway yards, but the busy schedule and the poorly laid track[13] took their toll and in October 1895, it broke down[14]. It was transported to the Tasmanian Government Railways workshops at Strahan and received a complete overhaul *receiving practically a new boiler, the dome and copper firebox being the only parts of the old boiler used again*[15]. The repairs and alterations were carried out under the supervision of Mr W R Deeble, Government inspector at Strahan, and the locomotive was returned to Zeehan and re-entered service on Wednesday 22 November 1895[16]. Whilst the locomotive was out of service, the company used horses on the tramway.

In January 1899[17], a second, more powerful, Krauss locomotive (3941 of 1898) was introduced to the system and Krauss 2640 became little used and was placed "out of use" until 1903 when it was again required and re-entered service[18]. In early 1908[19], another new Krauss (5800 of 1907) was put into service and Krauss 2640 was soon afterwards sold to Dunkley Brothers, Zeehan timber and firewood merchants, who initially used it to assist with the final stages of construction of their tramway to extensive timber belts north of Zeehan[20].

In May 1908, Dunkley Brothers successfully contracted to complete the new Tullah Tramway for the North Mount Farrell Company and later in the year[21], the Krauss was transported to Tullah to assist with the construction and subsequent operation of the tramway. While at Tullah it became known as *PUPPY* because of its high-pitched "bark"[22]. Dunkley Brothers retained the operating lease until 1921 when the North Mount Farrell Company took over the operations of their tramway[23]. Dunkleys kept the locomotive although they didn't need it again until 1924, when it was used at their sawmill at Trowutta in north-western Tasmania, hauling in eucalypt and blackwood logs from the bush and possibly at their nearby Nagabeena mill where it is believed to have sat idle after 1926.[24]

In 1934, the poor condition of Krauss 5682 at Ida Bay[25] prompted the Commonwealth Carbide Company to seek another locomotive, and they purchased Krauss 2640 from Dunkley Brothers. It was transported to Ida Bay, presumably by boat, started work in October 1934[26], and continued until about September 1937[27], when the new Hunslet locomotive arrived from England and took over operations. Krauss 2640 was stored derelict at the Ida Bay workshops until scrapped in 1938.[28]

Hunslet 1844 1937 0-4-2T 8 tons (empty) 9in x 12in cylinders 26½in driving wheels

Ordered new by the Australian Commonwealth Carbide Co.[29], it commenced operations at Ida Bay in September 1937[30], replacing Krauss 2640.[31] The locomotive continued to operate on the tramway until 1952[32], after the introduction of the fifth Malcolm Moore petrol locomotive in 1951[33] had finally made it surplus to requirements even as the spare locomotive, though it was much more powerful than the petrol locos. It was stored at the Ida Bay workshops until 1971[34] when it was purchased by the Van Diemen Light Railway Society and ended up at their Don River Railway Museum in north-western Tasmania. While there it was partially dismantled[35] and housed in a shed, until the early 1990s, when it was leased to the TransDerwent Ferry and Railway Co, who restored the locomotive[36] including painting it red, numbering it No.6, and naming it *OLD THOMAS*. The finished locomotive was put on display in Hobart on 14-15 November 1992[37], when it was steamed up on a road trailer outside the TransDerwent ferry wharf promoting its return to the Ida Bay Railway. On Monday 16 November it was taken down to the Ida Bay depot, steamed up and given a trial run and again the next day around the depot area[38], but gear problems delayed its official commencement until Mothers' Day, 9 May 1993[39]. The original appearance of the Hunslet was compromised around 1995 with the removal of the full length canopy to encourage more passengers, especially *Thomas the Tank Engine* fans. It was used on the railway for special occasions only until suffering a mishap necessitating boiler work before a return to service.

Krauss 5988 1908 0-4-0T 10 tons 9in x 12in cylinders 24in driving wheels

Ordered new by the Mount Lyell Mining and Railway Company for their narrow gauge system at Queenstown, western Tasmania. It was numbered 9 and commenced operations in late 1908 or early 1909[40], having been fitted together and trialled at the Company's workshops. Being one of the larger 10-ton Krauss locomotives, it was used mainly on the main system between Queenstown and the smelters and reduction works at Penghana, including the passenger service for the workers. In 1935[41], it was withdrawn from service probably due to a deteriorating boiler. Interestingly, the number 10 Krauss boiler also needed replacement at the same time and the Company chose to reboiler that unit straight away and quickly return it to service. Krauss 5988 finally received a

Krauss 5988, still carrying its original Mt Lyell number, at work on the Tullah Tramway. *Photo: Ralph Proctor*

Hunslet 1844 at Ida Bay, 1 November 1971, awaiting transport to its new owners at Don River. *Photo: Ray Graf*

new boiler, constructed at the Company's workshops, in 1941[42] and returned to service until 1947 when it was not required further and so was sold to the Australian Commonwealth Carbide Co.[43] for use at Ida Bay. It was acquired to replace Krauss 5682 but from its commencement of service in 1947 its weight proved too heavy for the track[44] so it had limited usage, especially after the arrival of the first Malcolm Moore petrol locomotive in 1948[45]. Krauss 5988 was sold in 1950 to the Farrell Mining Company at Tullah, western Tasmania[46] and was used intermittently until 1960 when it was stored at the mine.[47] In 1972 it was donated to the Van Diemen Light Railway Society by the Electrolytic Zinc Company.[48] After a period in storage, it was taken to the Don River Railway Museum in 1977 where it was displayed[49] until 1987. It then went to Burnie for restoration for the Wee Georgie Wood Steam Railway[50], arriving back in Tullah by 1997.[51]

Malcolm Moore V8 petrol locomotives

Malcolm Moore 1010, 1017, 1038, 1052 & 1056 1943 4wPM 32hp 24in driving wheels

These five locomotives were obtained from the War Department and were put into service between 1948 and 1951. Unfortunately the government inspector did not take note of the Malcolm Moore builder's numbers but numbers 1 and 2 were first inspected at Ida Bay 21 September 1948, number 3 first inspected on 20 September 1949, and two further locomotives on 19 September 1950 and 18 September 1951 respectively.[52]

One locomotive continued to carry an original pattern Malcolm Moore open canopy (with curtains for inclement weather) although there seems to be some confusion as to identity in industrial service. The other four locomotives had been fitted with enclosed cabs more suited to the south Tasmanian winter climate.

What made this line unusual is that despite such apparently intensive operations, all of the locomotives retained the Ford V8 motors during industrial service. Most extensive users tended to replace the thirsty motors with diesels as indeed was done later when the line was used as a tourist operation. David Beck has suggested that the company may have had a plentiful supply of spare engines and parts which were bought cheaply with the original locomotives. He estimates that engine life would have been around two years based on how they were used on the line.

In 1977,1056 had its Ford V8 petrol engine replaced by a six-cylinder Perkins diesel, the frames being extended to accommodate the larger unit. Jim Shugg found 1056 parked near the depot in February 1980.

The current status of the locomotives is as follows:

1010: Old number 1. Frames and body panels only in Peter Fell's Hobart yard. Still carries No.1.

1017: Number 2 when noted in 1971; current number 2; converted to a tram by Peter Fell. The "front" has been reversed and a wooden box built on the frame. This unit is called *TEDDY BEAR*. The vibrations have caused some damage to the body. There are some problems with the gear change. This is a comfortable and fun locomotive. It is currently due for some modification and strengthening as well as the removal of its name.

1038: Number 3 when noted in 1971; current number 1. Isuzu diesel fitted, 1981; described as "very tired" but used often as a spare.

1052: Number 4 when noted in 1971; Hillman petrol engine fitted 1977. This was the jetty shunter with the original open cab. Currently derelict at Ida Bay; frame in one spot; body in another; no wheels and other parts missing; recently builder's plate in the dash went missing.

1056: Number 5 when noted in 1971; current number 3. Perkins diesel engine fitted 1977. Currently fitted with Isuzu diesel engine; engine reconditioned in 1996 and runs well.

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General acknowledgments

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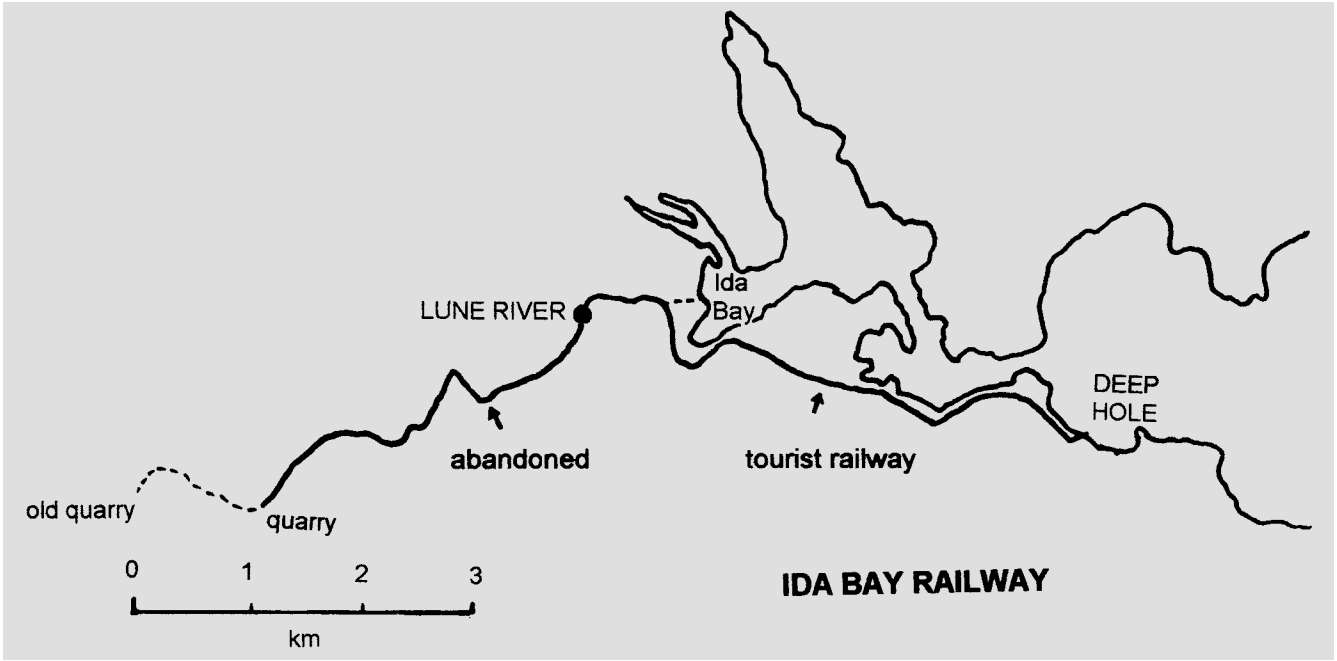


An Evening Run on the Mossman Central

by E M (Mike) Loveday

It is a fine sunny afternoon in early spring, as springs go in Far North Queensland. In the yard of the Mossman Central Mill preparations are being made for the hand over of locomotives between shifts. The day crews are taking on water and filling sand domes after completing their runs and evening shift engine crews take over their locomotives. The drivers are filling their oil cans and are oiling around while the firemen fill drinking water bags and, after pushing the remaining billets of firewood in the firebox to one side with the 'pricker', shovel out the clinkers on the other side of the grate, then, moving the fire to the other side, clean out the clinkers on the first side. The drivers 'oil around', at the same time making sure there are no breakages in the springs, suspension and motion of their locomotives.

The crews going off duty hand over their running sheets to the relieving men. The running sheets are attached to clipboards and show, in one column, a list of farmers' names in the order as they appear on the run. Other columns show the number of empty cane trucks, trucks of fertiliser and rail bogies (of portable track) delivered to these farmers from the mill. Yet another column shows trucks of cane collected. There is also space for notes by engine crews about faults on the track, engine maintenance and needed repairs, the numbers of out of order cane trucks and other matters.

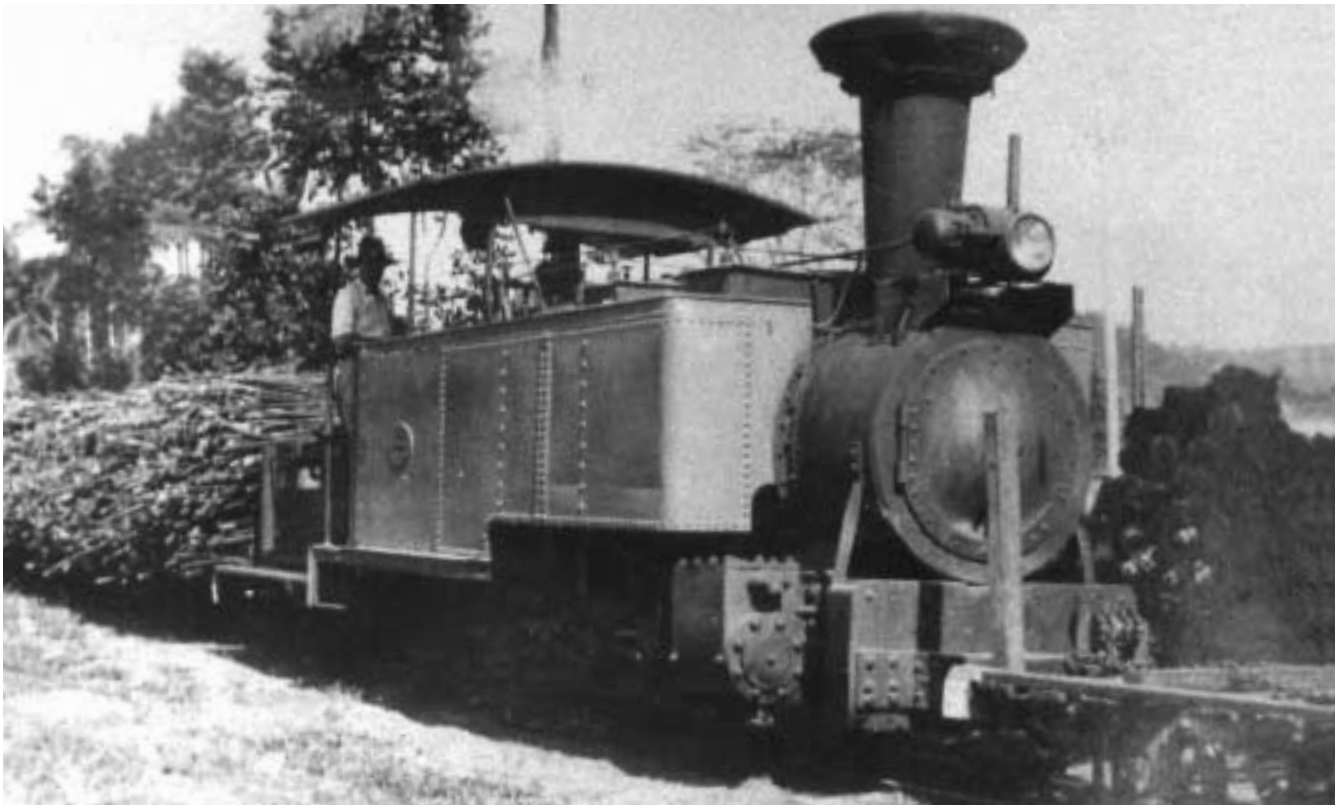
The relieving driver glances over the running sheet of the off-going men (the previous crew), takes their running sheet to the traffic office and receives his own running sheet in return. While the driver, whose name is Bill, is in the traffic office, his fireman, who is known as Jim, has taken from the lamp room the hurricane lamps to be used on the run, the lamps having been cleaned and filled by the yard rousabout. This rousabout attends to the drying of sand for locomotive purposes also.

On receiving his own running sheet, Bill checks over any points that need clarification and returns to his engine. After a short toot on the whistle to indicate he is moving the locomotive, it heads for the firewood stack with Jim walking ahead setting the points. At the woodheap they throw out a small mountain of firewood beside the engine cab. Jim climbs onto the footplate and Bill hands him the firewood which Jim passes into the firebox, taking care to build up the fire neatly and not allowing any air spaces between billets which would allow holes to develop in the body of the fire. This is important as a carelessly laid fire would prevent the engine steaming well.

Jim lays the billets lengthwise against the tubes, then fills the space under the firedoor with billets lying crosswise. When the fire has been built up near the crown sheet Jim says "that's enough!" and slams the firedoor. They stack the remainder, nearly a cord of firewood, on the tender, with a few pieces on the footplate. All this time the cylinder drains have been left open until they start their run.

Bill moves the engine off to the rail yard to pick up a pair of loaded rail bogies and takes the engine and rails to the fertiliser shed to add eight cane trucks loaded with sacks of fertiliser to the rake. The fertiliser is destined for some farms along the Mowbray Valley Branch.

Meanwhile a Shire Council locomotive with two waggons of general goods and a combination passenger-guards van has come along Mill street to the Mossman sugar mill. It had taken on water at the Shire Council yard in Mill street and had picked up passengers and 'roadside' to be dropped along the line to Port Douglas as well as any freight to be delivered at Colenso, Ferndale and Port Douglas. This train backs around the 'town' leg of the 'angle' (triangle) at the throat of the mill yard and proceeds onto the sugar loading lines. Loaded waggons of bagged raw sugar covered with tarpaulins



Fowler 0-6-0T PIONEER *(8047 of 1899), with driver Iva Evans on the footplate, in 1950. The loco is fitted a 'Cheney Spark Nullifier' a WA invention first used in Queensland at Bingera mill, and brought to Mossman by chief engineer Arthur Gees. Photo: E M Loveday*

securely sheeted down wait here for transport to Port Douglas.

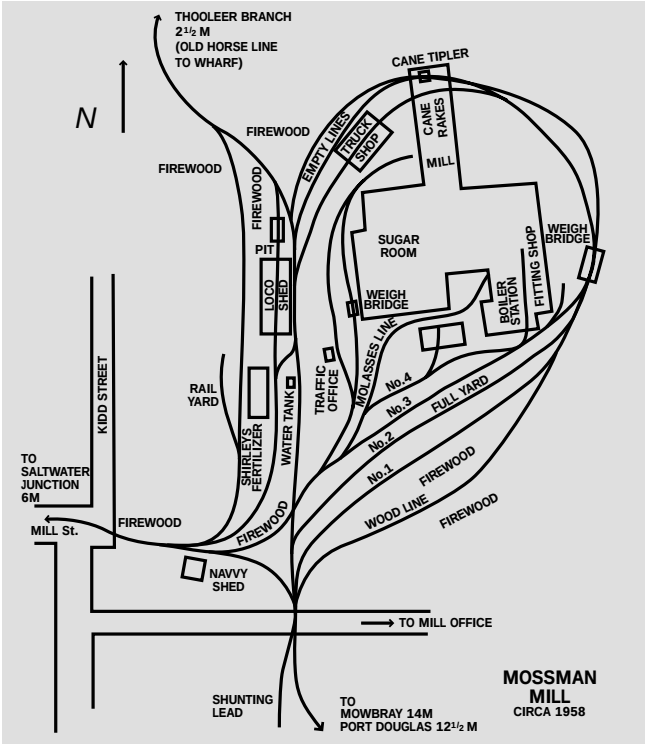
The guard of the Port Douglas tram goes into the mill traffic office to get the consignment notes for the loaded sugar and anything else the mill is sending to Port Douglas or places along the line. Leaving the traffic office the guard picks up a staff for the section which hangs on a hook on the wall outside the office and returns to his combination van, which has been shunted in the meantime to the back of the waiting waggons with bagged sugar.

These staffs, one for each of the two Shire Council engines, were introduced by the Shire Council after some near collisions on the Mossman-Cassowary Junction section of the track to Port Douglas. In particular, the curve and dip onto the rail bridge at the South Mossman River was a danger spot. There is a telephone box and a post with hooks to hang the staffs on at Cassowary Junction. This system of protecting Council trams was not fool proof but gave some protection. Drivers noting the staffs being or not being at the mill traffic office or at Cassowary Junction could ring through to ascertain the traffic situation.

The Port Douglas tram hoots and stretches its couplings with various creaks and groans as the engine begins to move its load to the throat of the yard and gathers speed down the short grade to Parker's Creek bridge. The driver sounds the whistle in a long wailing blast as it nears the bridge in case someone is taking a short cut into town.

The Chief Cane Inspector comes to the mill loco as Bill backs it down to make up enough empties for the rake. Jim takes a hurricane lamp, lights it, and walks back with it along the empty trucks, counting the required number, and ties the lighted lantern on the rear right hand stanchion of the cane truck then returns to the engine, checking on the couplings as he walks back.

The Chief Cane Inspector has been talking to Bill, asking him if he is agreeable to take a passenger on the engine. A visitor



to the mill has asked to be taken out on the Mowbray Valley run and has been given permission to ride on the locomotive. Bill is non-commital but agrees. Passengers riding on the loco can be in the way but, as the mill office has authorised the passenger to accompany them, he does not raise any objections. The Chief Cane Inspector tells Bill the passenger can board the loco at the traffic office where he can wait for Bill and Jim.

They draw the tram out of the empty line and halt briefly while Bill goes into the traffic office for any last minute instructions about crossing other trams, where the 'Seven Mile'

In June 1947, the Mowbray Tram is passing down Mill Street, Mosman, headed by the Shire Council's Orenstein & Koppel 0-4-4-0T compound loco DOUGLAS. *(B/N 943 of 1902).* *Photo: E M Loveday*

Sunday morning in the Mossman mill yard, September 1943. All steam locomotives then owned by the mill are visible. Photo: E M Loveday

navvy gang is working, and any such relevant information. The passenger is introduced by the Cane Inspector and told to make himself as comfortable as possible on the tender as they move off, sounding the whistle briefly to warn anyone climbing across the cane trucks instead of walking around them.

The loco moves out along the line through the 'angle' and down the short grade to Parker's Creek in the wake of the Port Douglas tram, likewise sounding a mournful blast on the whistle to clear the tramway bridge of pedestrians risking their necks. While the engine was moved around the yard preparing for the run, the cylinder drains were kept open. After moving the tram clear of the yard where Bill had kept the lever in the last notch, the loco was then run on early cut-off down to Parker's Creek bridge. This bridge is of four spans.

On the bridge the reversing lever is then moved to the third notch forward to lift the rake up the far bank. Bill pulls the regulator about two thirds open and closes the cylinder drains as the engine feels the pull of the load against the grade of the short bank. Coming over the top of the bank, Bill sets the cut-off back in the second notch and pulls the regulator wide open. There is an eight chain radius curve to the right followed by a two mile straight on a slight grade up through the Brie Brie. The loco settles down to a steady 20 miles per hour with the exhaust purring in the funnel and the two hundred or so wheels in the rake behind setting up a subdued roar.

Bill whistles for Crawford's level crossing, about halfway along the straight, and then again at the new Shire Council workshop and yard. Here, there is an 'angle' for entering this yard from both directions. In the workshop is a line with an inspection pit, and a loop line goes around the side of the workshop to the back. Bill whistles for the workshop and yard. The loco pitches over the top and descends Pringle's Hill. Bill shuts off steam and steadies the rake with a slight brake application. The rake is allowed to buffer up a truck at a time.

Bill has brought the rake to the top of the bank with tight couplings then allowed the slack of the couplings to run in one at a time as the tram made its descent. This is important, ensuring the canetrucks have sufficient speed at the top of the bank and making sure the cane trucks have their coupling slack run in so that there are no loose couplings and no slack between the trucks. By making sure the trucks are buffered up from the top of the grade they descend in a compact mass and have no tendency to break loose, run amok and scatter themselves around the neighbourhood. The only time it is permissible to come to the top of a descent slowly and pull a rake down a bank with tight couplings is if the descent is short relative to the length of the rake. Otherwise it is important to have enough speed to make sure the trucks have enough pace to have them run their slack in from the top and then keep buffered with the brake for the descent and near the bottom to begin allowing the slack to run out again as the loco pulls away the rake.

At the foot of the bank down Pringle's there is a junction, the mill's South Mossman branch line running straight ahead across the Cook Highway. The main line to Port Douglas bears away to the left and shares the bridge across the South Mossman River with the highway. There is a sharp grade up the river bank on the far side. Bill starts his run about twenty to twenty-five yards from the bridge. He begins by pulling the regulator wide open and, as the engine responds, has the reversing lever in the third notch, then as they come off the bridge, pushes the lever right forward. The exhaust, from being a little more than a mild pulsing, becomes a loud bark, staccato and fast.

Bill has the loco pulling fast. There is a curve to the left beyond the bridge followed by a reverse curve to the right. The loco heels over in the first curve and then in the second one, as the wheels squeal and protest. The track straightens out and the rake follows the engine obediently up the rise from the river bank. At the top they come to Cassowary Junction, an 'angle' with a loop line holding a couple of dozen loaded canetrucks. The afternoon tram from Port

Douglas is backed up into the front leg of the 'angle' here, a cane tram en route to the mill has pulled into the back leg of the triangle, headed by the mill's loco *WEMBLEY* and another loaded rake of cane has come down from Upper Cassowary in charge of loco *IVY*. It is waiting behind the Shire Council's afternoon tram from Port Douglas. The junction had become a little congested, waiting for both the Port Douglas tram and the Mowbray Valley mill tram to clear.

There is a slight down grade past Cassowary Junction around two or three curves leading to the high trestle bridge over Cassowary Creek. These curves are taken with easy steam and there is a fairly steep pull over the bridge and up through the deep cutting through the Cassowary Range by means of a low saddle. This bank is taken the same way as the approach to the South Mossman River. As the line emerges from the top of the cutting, Jim drops the damper and cracks on the blower explaining to the passenger that due to some freak of the land contour just there, it is likely a 'blow back' from the fire could occur, filling the cab with flames and possibly severely singeing the footplate men. When the danger spot is past, Jim tops up the fire again and lifts the damper. As the grade levels off Bill opens the regulator and Jim turns off the blower.

They approach Big Chinaman Hill and the loco takes the bank on the third notch, then drifting down to the foot of Little Chinaman Hill which only requires more regulator without increasing the cut-off and so down past 'Lofty' Hines' farm. There is a bit of a pull past the farm through a dog leg in the track which necessitates dropping the lever a notch.

As they come up through the dog leg a booming sound comes from the firebox, which seems to shake the whole locomotive. Jim grabs the pricker and, shielding his face from the fire with his left arm, wriggles down the burning logs with the pricker and closes the firedoor again. He lays the red hot poker along the tank. Jim explains that one log had burnt out, leaving a hole in the fire, allowing cold air to gain access through the fire. As he says, "it makes you think the whole world is shaking to pieces".

After the dog leg the tram comes to a long, slightly descending straight through Colenso, which has a long crossing loop. Bill allows the loco to drift along with the regulator slightly cracked open as the tram gradually gains speed. Just past the loop there is a short siding at Broad and Boswell's points. Bill tells the passenger that the siding switch point was left open once and a long mixed Council tram heading for Port Douglas ran at speed into the dead end siding. The locomotive came to rest leaning against a tree with its tender and some waggons heaped around it. Luckily no one was seriously hurt, the engine crew, guard and passengers receiving a thorough shaking up.

On 11 September 1941, DOUGLAS *came to grief at Broad and Boswell's siding. Photo: Miss Baird, E M Loveday Collection*

The driver and fireman jumped clear. The loaded waggons towards the rear of the tram absorbed most of the shock for the combination passenger/guards van.

Beyond the end of this long straight through Colenso there is a short drop down to Killaloe pump where the loco water is replenished. Jim winds on the handbrake and climbs onto the side tank, swings the standpipe beside the track over and inserts the 'feed bag' into the filler hole. He couples up the flexible steam hose on the engine to the steam pipe on the steam pump beside the well. Jim comes back to the footplate and turns on the steam. The pump comes alive with frenetic action and Jim closes the steam valve sufficiently to cause the pump to work more efficiently and fill the loco tanks faster.

They get out their crib tins. Jim boils the tea billy, resting it on the edge of the fire hole. He asks the passenger if his landlady has cut him sandwiches and the passenger says she has. Jim finds a spare pannican, washes it out with hot water from his injector and puts it beside Bill's and his own on the footplate. The billy is soon boiled and Jim drops in the tea leaves, then waiting for the tea to cool, he arranges the firewood on the tender to make more comfortable places for them to sit out in the cool.

The loco tanks being full, Jim has turned off the steam to the pump and allows the steam hose connector to cool while he finishes his crib. After the evening meal he unscrews the connector and then gets onto the footplate and fills up the fire again. He lifts the damper and starts the injector on his side to fill the boiler to near a full glass. He swills out the pannicans and puts them and the crib tins away, then tidies up the tender bringing plenty of firewood forward within easy reach. Meanwhile Bill is topping up the axleboxes with oil, and goes around the oilcups on the motion with his oil can handfeeder. Jim cuts off the injector. Bill refills the mechanical lubricator, swabs the valve spindles and piston rods gland mops with cylinder oil and puts the oil cans and handfeeder back on the footplate beside the firebox to keep warm. Jim looks at the running sheet to memorise the allocation of empties, fertiliser deliveries, etc. to each farm on their run.

When Bill climbs back onto the footplate, he nods to Jim to unscrew the handbrake and they proceed on to the line to Ferndale Junction. This junction is triangular. Bill tells their passenger that to save time and effort, they will pull the rake into the 'angle', and shunt the various trucks into their correct order of delivery. Having done that, they push back until the trucks and rail bogies are clear of the front leg of the 'angle' points, then cut off the trucks to be delivered beyond Hockley Loop and draw the part of the rake to be delivered before Hockley Loop back into the triangle where they are cut off and left temporarily there while the loco is run right around the triangle turning the loco. Back onto the mainline and coupled to the trucks to be delivered at Hockley and beyond, they pass again into the triangle, turning the loco again, so that the trucks that are to be delivered before reaching Hockley Loop can be coupled onto the tender. They then proceed along the branch, tender first so the engine is facing hauling to the mill. The trucks are now sorted correctly.

At the first siding harvesting has not begun. Bill slows down and Jim climbs along the rake to set the points for the siding. The Crees brothers use the siding for Ferndale plantation, nine empties, three trucks of fertilisers and the bogies of portable rails go in here. There are six loaded canetrucks at the next siding, at Luigi's farm. These are hauled out, six empties are pushed into this siding and the six loaded canetrucks returned into the siding also, to be picked up on the return trip. A short descent from Luigi's siding down to

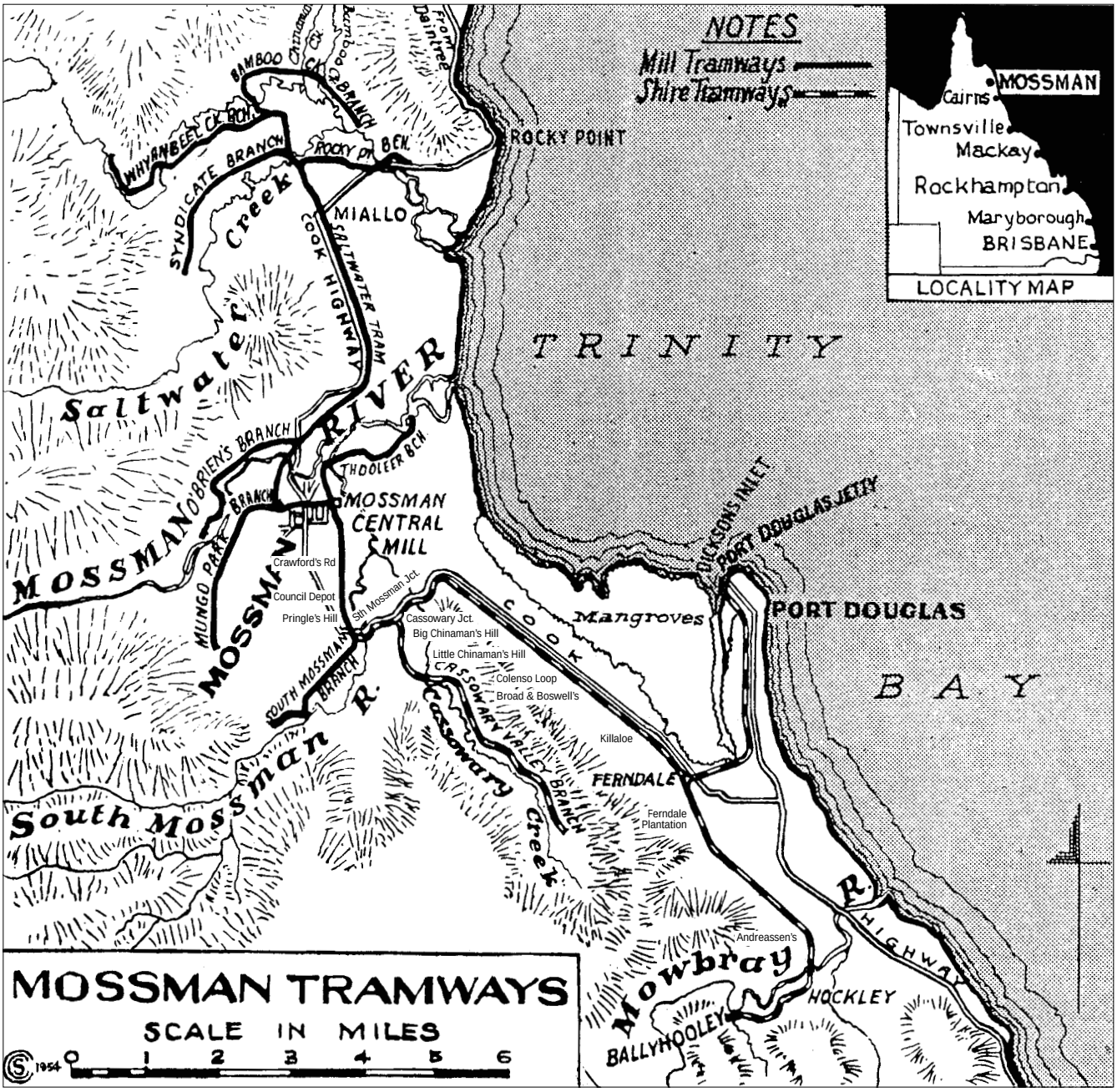
Crees' Creek and then a rise up to Alec Ramsay's place which has a very inconveniently situated siding right on top of the grade. The cane here is left for the midnight shift to pick up when they deliver Alec's empties. There is a long steep descent beyond the Ramsay farm and then about a mile and a half of undulations onto Andreassens's where several farmers have empties delivered and loaded canetrucks left to be picked up. The remainder of the trucks loaded with fertiliser are left here.

Before arriving at the Mowbray River we reach Bill Hardwick's place where the tram shunts four loaded trucks out and pushes the same number of empties in and places the loaded trucks in front of them again for the pick up on the return journey. The Mowbray River is crossed by a high bridge of about eight spans. On the far bank of the river the Robbins brothers have a large plantation. A long rake of eighteen loaded canetrucks stand in their siding. Bill decides it would be better to push their empties in and leave them in front of the loaded canetrucks, leaving the shunting until they return.

They have now come to Hockley where just before the loop a siding with 'back hand' or trailing points has to be shunted. Here Bill pulls the loaded canetrucks out with the empties on the tail of the rake they have been pulling, put them on the main line and put the remaining fertiliser with the empty canetrucks back into this siding. He then pulls the remaining empties along with the loaded canetrucks and pushes them into the far end of the loop.

Jim uncouples the loaded canetrucks when the engine has pushed empties and loaded canetrucks clear of the end of the loop and then pulls the empties back into the loop. The engine is now run out of the end of the loop and taken up the main line side, pulls the loaded canetrucks back into the loop and leaves them there. Bill couples on to the trucks to propel these out to the terminus, leaving the empties in the loop for the farmers who haul out there. All this takes considerable time to explain, but in actual fact the shunting was quite expeditiously performed.

The next siding has Finlay Reynold's five loaded canetrucks which are shunted in front of the empties that are being left for him. This siding is straight ahead, the main line to Ballyhooley turns sharply to the left around the shoulder of a spur of the surrounding hills. The main line is practically straight from there to the terminus. A couple of one-span bridges are passed over and the main line ends in two dead-end sidings. The 'Bump road' joins the tramway for the last few



0-6-0T WEMBLEY *(Fowler 16186 of 1924).*
Photo: E M Loveday

hundred yards. Here begins the ascent of the Great Divide to Mareeba and the great mineral fields beyond, but the road is now little used since the coming of the Queensland Government railway via Kuranda.

It has been dark for the last six or seven miles and the engine's turbo generator has been whining its low monotone. The last few yards are particularly steep so Jim screws on the handbrake to hold the engine stationary while Bill puts a little oil in each oilcup. The passenger climbs down from the tender to stretch his legs and asks Bill: "How far are we from Mossman?" "About 15 miles" Bill replies. Jim fills up the fire again and as the steam pressure is rising, puts on the injector and lifts the damper. He looks over the running sheet, estimating the loading.

After attending to oiling around the engine, Bill climbs onto the footplate, the passenger resumes his seat on the firewood and Jim unscrews the handbrake. They leave the empties in one siding and couple on to the 'fulls' (loaded canetrucks) in the other siding at the terminus. Jim has taken the tail lamp from the empties and having taken a picket from the engine, climbs on the last loaded canetruck, plants the picket into the cane and ties on the lantern. This is the tail light.

Bill says: "Right, we'll go" and moves the engine and the loaded canetrucks from the terminus down the grade. They pick up the loaded canetrucks at Finlay's and proceed to Hockley Loop and attach the fulls there in front of the Ballyhooley cane. Coming to the siding at Robbin's farm they stop to pick up the loaded canetrucks there and pull over the Mowbray River bridge to Hardwick's, then on to Andreassens' where the several farmers in the neighbourhood receive their empties and drop off their cane. The loco and its load continues on through the undulating mile and a half or so, passing Craiglie, where they don't stop.

Approaching the bank up to Alec Ramsay's place, the heaviest grade on this branch, Bill puts on speed to 'rush' it. He has the regulator 'out behind his ear'. Bill drops the reversing lever a notch at a time until it is right forward and a myriad of sparks erupt from the funnel. The loco and its rake roll and buck along. The passenger looks worried and hangs on to the side of the tender with white-knuckled grip, no doubt wondering whatever had induced him to embark on this wild ride.

Jim, appearing quite unconcerned, like Bill, has quickly opened the firedoor, flung in fuel and shut it again before the passenger's face has time to scorch or his eyebrows singe. The safety valves begin to sizzle and nearing the top, break out into a full throated roar, which Jim checks by dropping the damper and starting his injector again. The engine quickens its beat from the steady slogging match to a note much softer and less strident as Bill pulls back the reversing lever. They run down to Crees' creek and then up the far bank to pick up Luigi's cane, which is the last to be lifted on this shift.

It is now on a down grade to Ferndale Junction and the engine has to brake hard to hold the rake after allowing the slack in the couplings to run in. They go onto the mainline with the couplings tight again. With a slack coupled rake of loaded canetrucks it is the skill with which the slack in the couplings is controlled with the reversing lever and the brakes that are the marks of a good driver, as Bill explains to the passenger. The regulator, as Bill goes on, is of less importance as beyond starting and stopping, the regulator can be largely left alone as it should be wide open or fairly wide open as much as possible. Of course when an engine slips, after closing the regulator and re-opening it, it is better to run with full or near full cut-off and 'drive on the throttle' until the danger of slipping is past.

Water is taken again at Killaloe pump. While the loco tanks are filling they boil the billy and Bill fills the axlebox oil wells, goes around the motion with his handfeeder and slops some more cylinder oil onto the piston rods and valve spindle 'mops'. Jim shuts down the steam pump to allow the hose coupling to cool down while the crew sit down for a quick pannican of tea. Jim then unscrews his steam hose coupling from the pump and on a nod of Bill, unscrews the handbrake. They move off while Jim fills the firebox again.

When they come to the long straight through Colenso, which is slightly rising, Bill has the reversing lever on about ¾ forward. The loco plods along about 15 miles per hour. Jim enters up the running sheet for Bill, giving the latter a break. The passenger notices the locos seem to have individual names as he's noticed some of the engines in the mill yard before they had set out and asked the name of the engine they were on. "*PIONEER*", Bill says, "she's the oldest engine on the line now, built in England in 1899. The newest loco is one from Bundaberg, built by Bundaberg Foundry. It's bigger and weighs about 20 tons".

In 1953, 0-6-2T BUNDY *(Bundaberg Foundry 2 of 1952) is about to cross the Daintree Road at 'Cedars' level crossing with a load of cane from Saltwater.* *Photo: E M Loveday*

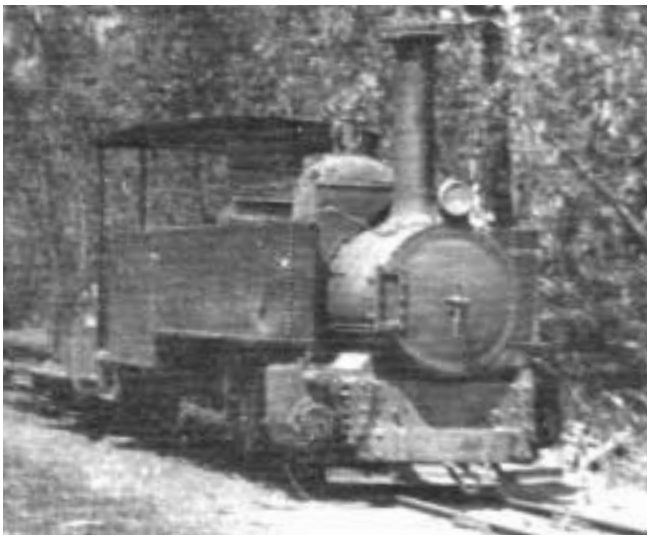
As they pass through Colenso loop they pass *MIALLO* on her way out to the 7-mile with a few empties. She will deliver them and pick up cane on her return from Ferndale Junction to South Mossman. *IVY* will have been to Lower Cassowary and will wait for us at Cassowary Junction so as to allow us through. *IVY* can then pick up cane from South Mossman into the mill.

WEMBLEY will do the South Mossman - Shannonvale line and if she cannot make it back to the South Mossman Junction ahead of *PIONEER*, will wait there until the 7-mile loco, *MIALLO*, comes through. But in the meantime *PIONEER*, having slowed at the entrance to Colenso Loop, picks up speed again as she comes level with *MIALLO*, showering herself, the other engine and the neighbouring surroundings with cinders and sparks. The driver of *MIALLO* has switched off his headlight as soon as *PIONEER* appeared in the distance and has done the same with his rear light as *PIONEER* draws level so as not to dazzle the men on the other loco.

Coming towards the Cassowary Range the loco from the '7-mile' has climbed over Little and Big Chinaman and rushes now in a final assault, Jim having prepared the fire while passing over the level 'breathing space' between the two 'Chinamen' banks. The pull up to the saddle of the range is heavy for the small *PIONEER* with her all up weight of twelve tons but she claws her way up to the gap in the saddle, having done it so many thousands of times before.

Jim has kept the water up, never allowing the level to fall below half a glass. As they come through the cutting at the top Jim drops the damper to check the fire. They come out of the cutting and down across the high bridge over Cassowary Creek, steadying the rake on the handbrake and then bring the load up to Cassowary Junction. They should have telephoned through to the traffic office but *IVY* is there waiting for them to get clear of the road and allow *IVY* to pick up cane from there into the mill. *IVY*'s fireman is standing beside the telephone box and waving them through with his lantern indicating that he has called through and got them the road.

Coming down to the South Mossman River bill brakes the load while Jim tops up the fire and, as steam is well up, he is able to get a bit more water into the boiler. As they approach the bridge Bill makes his run up the far bank, through South Mossman Junction and up Pringle's Hill, the last heavy pull before arriving in Mossman. As the tram climbs the steepest part of the bank a few spats of rain fall making the rails as slippery as glass.



0-4-2T IVY *(Fowler 15947 of 1922).* *Photo: E M Loveday*

Fowler 0-4-2T MIALLO *(20276 of 1934) crosses Saltwater Creek bridge in 1944.* *Photo: E M Loveday*

The locomotive suddenly 'loses her feet'. Bill, in a reflex flash has slammed the regulator shut, opened the sander and then the steam regulator again. But *PIONEER* has lost momentum and it is a struggle for the engine to keep going. Bill has the lever at maximum cut-off from near the foot of the bank and if the engine stalls there is the sorry business of having to back down, with the likelyhood of breaking a coupling, and trying again. But the old locomotive gamely struggles on to the top. Bill is as sparing as possible with the sand, not to save it, but for easier pulling. There is no future in having the engine, in effect, pulling the rake over a sandhill.

The safety valves begin to roar and Jim drops the damper to check the steam pressure. They finally top the rise and commence the two mile straight to the outskirts of Mossman. Bill whistles for Crawford's Road and Parker's bridge then storm into the millyard. Someone is waving a lantern to direct them into a vacant receiving line.

They pull up at the far end of the line indicated and Jim sets the road to release the engine after uncoupling from the rake of loaded cane trucks. He then goes to the weighbridge office and hands in the bunch of truck tickets, indicating the receiving line the rake is on. He throws the points after the loco has passed and they run down the release line to the particular wood stack being used. Jim has retrieved the tail light from the end of the rake they have just brought in. Having time to spare they fill the tender with firewood. They then take the loco to the stand pipe to fill the tanks.

Their passenger says, while they are turning the engine on the triangle, that he will leave them there and he climbs down from the tender, thanking them for an interesting and, at times, exciting trip. He says he will call at the mill office in the morning before leaving town to thank them too, for giving him a chance to see how tramways are run on the sugar coast.

They take the loco to the running shed, rake over the fire and blow through the two gauge glasses. Then, while Bill is filling the oilcans and drawing a handful of cotton waste for the on coming driver, Jim rakes out the ashpan and smokebox. Bill hands over his running sheet to his relief, telling him of anything of interest he ought to know before he and Jim sign off. They then take their crib boxes and go home to hot baths and bed.

Gembrook Centenary

On 18 December 1900 transport was revolutionised for pioneer farmers around Emerald and Gembrook, about 60km east of Melbourne. On that day the 2ft 6in gauge railway from Upper Ferntree Gully to Gembrook was opened.

Before that, it could take two days to transport produce to the nearest railway station, although the distance was only about 16km. Bullock teams were essential, as the roads were too steep, rough, and muddy for horses.

Although the railway was built to carry produce and timber, it also carried tourists from its first weeks of operation. Marc Fiddian, in *Potatoes Passengers and Posterity*, writes that the first excursion trains were run on 26 December 1900, and 1 January 1901 (Federation Day).

The railway's first quarter century was a period of apparent prosperity. It provided the catalyst to enable the communities it served to grow rapidly. Its second quarter century was a period of rapid decline as new roads were put through and much traffic was lost - partly due to an unwillingness of the Railway Commissioners to exploit the railway's unique possibilities. The railway's first closure date - 13 January 1936 - was announced but public outcry was so great that the closure did not occur.

The third quarter-century was period of life and death struggle to survive, and re-establishment under the control of a preservation society. When a landslide blocked the line in August 1953 the Railway Commissioners used this as the opportunity to discontinue the train service and announce the line's closure from 30 April 1954.

Public sentiment was strongly against the closure. Many residents of Melbourne had used the railway over a period of 53 years to take holidays in the hills. As a result the Puffing Billy Preservation Society (PBPS) was founded in 1955 and it financed the operation of trains between Upper Ferntree Gully and Belgrave until 23 February 1958. This 5km section was then replaced by a 5ft 3in electrified suburban line which opened in February 1962. During that four year period PBPS members worked towards the re-opening of the railway between Belgrave and Lakeside.

Their efforts bore fruit on 28 July 1962 when the railway was reopened between Belgrave and Menzies Creek. Most management and staff positions were in the hands of PBPS volunteers, but ownership and provision of locomotive and rolling stock maintenance were still with the Victorian Railways. The section from Menzies Creek to Emerald was re-opened on 31 July 1965, and the section from Emerald to Lakeside (Emerald Lake) on 18 October 1975.

The railway's fourth quarter century saw separation from the Victorian Railways with the establishment of the Emerald Tourist Railway Board. That enabled the railway to manage its own affairs, resulting in better maintenance and presentation. During the 1990s the railway was restored between Lakeside and Gembrook, and this section was reopened on 18 October 1998 (see report in LR 144).

Centenary celebrations

To mark the railway's somewhat miraculous survival to its centenary, special events were held on Sunday 17 December 2000, and Monday, 18 December.

Sunday 17 December was advertised as Centenary People's Day, and one special fare of only $6 applied to all passengers. This allowed unlimited travel on the day.

However, it was not possible to board a train at Belgrave and travel straight through to Gembrook. The railway was run as a sequence of separate sections, with shuttle trains on each section.

Between Belgrave and Menzies Creek most trains were hauled by NA class locomotives, with the first train departing Belgrave at 9.30am. There were also many attractions and activities at Belgrave, which were collectively described as "A Celtic & old-time music shenannigans (sic) festival!".

Between Menzies Creek and Emerald, *SIR JOHN GRICE* (Peckett 0-4-0ST) performed valiantly hauling three car trains, and taking the 1 in 30 grade between Clematis and Emerald in its stride. The first train in this section departed Emerald at 9.30am.

A most interesting train was operating between Emerald and Lakeside. It consisted of four cars hauled by NRT1 (Ruston Hornsby 4wDM) double-heading with *CARBON*, (Couillet/Decauville 0-4-0T of 1886). The two locos were coupled cab to cab, with NRT1 leading to Lakeside - so this train looked better when running back to Emerald with *CARBON* leading. The first departure on this section was from Emerald at 9.30 am.

Between Lakeside and Cockatoo a three car train was scheduled to operate, hauled by "861" (former *JOHN BENN*, Couillet/Decauville 0-4-0T of 1889, rebuilt as 2-4-2ST). The first train in this section departed from Lakeside at 9.30am. However, before 861 could make its first return to Lakeside, it developed a hotbox at Cockatoo. This created some disruption to the timetable in the morning. Fortunately D21 (ex TGR 0-6-0DM) had been strategically placed at Emerald as a spare engine. It triple-headed with NRT1 and *CARBON* on one of their trips to Lakeside, then made its way to Cockatoo to replace 861.

Between Cockatoo and Gembrook NA class locomotives 7A and 12A were taking turns on a six-car train consisting of two NBHs, two Mt Lyell cars, an NBD platform-end car, and an NBC car/van. The first train in this section departed Cockatoo at 9.30am.

Mercifully, all the small engines were allowed to run as themselves, and not with their "Thomas" like faces. The four NAs all had headboards, announcing that this was the railway's centenary.

Climax swansong?

There were variations on the program described above. At least one train hauled by an NA ran through from Belgrave to Lakeside, and the Climax took a train from Belgrave to Emerald and back. This was announced as the Climax's last trip before a major boiler inspection. The Climax is currently working on a temporary boiler certificate, and the boiler will have to be removed from the frames for a major inspection. Resources and facilities to do this will be hard to find whilst the Belgrave workshops are occupied with the return to service of 6A and Beyer-Garratt G42.

At the end of the day it was found there were about 18 passengers at Emerald whose cars were parked at Lakeside, so an unscheduled train was run to Lakeside for their benefit. This consisted of *SIR JOHN GRICE* and one NBH car.

Centenary day

Things were much quieter on the actual centenary day, 18 December. Being a Monday there were not large crowds around. The major activity was running a re-enactment of the first train. The first train had been hauled by Vauclain Compound NA class 4A, and consisted of three NQR trucks, an NBB platform-end car, and an NBDBD car/van. The third NQR truck had been set up as an open excursion car with seats and safety handrails. The re-enactment train was almost exactly the same. The loco used was 7A, the nearest in age to 4A and the same colour, followed by two freshly restored and repainted NQR trucks, then 146NQR (the roofless excursion passenger truck), an NB passenger car, and an NBC car/van. (The VR simplified their classification system in 1910, so that NBDBDs became NBCs, and NBBs became NBs.).

However, there was much activity at Gembrook before this train's arrival. DH59, the "big" diesel (Walkers BB diesel-hydraulic) arrived with a 13-car special train with Tecoma Primary School pupils. This included six NBH excursion cars, five NQR excursion trucks, and an NC van at each end. Tecoma Primary School is also celebrating its centenary this year, and entertainment was provided for the children in JAC Russell Park next to the station. This long train then backed out of the "Town" station into No.3 Road at the "Heritage" station. DH59 had a large Centenary headboard, which improved its appearance.

The regular train then arrived at the "Town" station hauled by black NA 12A, with Centenary headboard. It consisted of eight NBH excursion cars, and 24NB - an enclosed compartment car.

Much shunting then followed to park all these trains at the "Town" end of the yard, to leave the Heritage station empty. The re-enactment train then arrived at the Heritage station, with most of its passengers dressed in period costume. A few short speeches followed, and a plaque was unveiled in front of the Heritage station. At present this consists of a standard VR portable building without verandah, which is all that was there on opening day 100 years ago. The pupils of Tecoma and Gembrook Primary Schools provided most of the crowd, with a number of those from Gembrook being dressed in period costume. *Frank Stamford*

Further reading: *Speed Limit 20*, E.A. Downs, ARHS 1963; *Potatoes Passengers and Posterity*, Marc Fiddian, 1978; *That Little Train*, Peter Cuffly, Five Mile Press, 1987.

Photos, from top left: *On 17 December, former West Melbourne Gasworks 0-4-0T* CARBON *(Couillet 986/Decauville 90 of 1886) and diesel loco NRT1 are about to depart from Packing Shed siding on a shuttle service between Emerald and Lakeside.* ❑ *Climax 1694 at Emerald, the same day, on what may prove to be its last outing for quite a while.* ❑ *At Gembrook Heritage Station, on18 December, officials and guests, many in period dress, listen as Tourism Minister John Pandazopoulos, standing beside PBPS President Mel Elliott, delivers his speech from the deck of open wagon 146NRQ.* ❑ *Earlier that day, 7A (Newport 1905), the oldest member of the NA class presently in service, leads the re-enactment train across Monbulk Trestle, near Belgrave. Photos: Peter Ralph*

Industrial Railway NEWS

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NEW SOUTH WALES

BHP LTD, Newcastle
(see LR 153 p.20)
1435mm gauge
Demolition work was continuing when the site was visited in late November. Goninan Bo-Bo DE 50 (014 of 1961) was noted in its usual position outside the old wagon shop and appears not to have moved for months. It was stated by a security guard that the rest of the locomotives were still to be found in one of the sheds. He also went on to mention Korea as a possible destination for them. Brad Peadon 11/00

BHP Ltd, Port Kembla
(see LR 156 p.18)
1435mm gauge
A motive power crisis affecting coal train haulage late in November was precipitated by the unavailability of English Electric (Aus) Co-Co DE locomotives D34 (A.197 of 1969) and D51 (A.111 of 1965). D34 had just entered the shops for an engine overhaul when D51 suffered a seized engine. Some unusual workings occurred around this time, such as on 24 November when a Kemira coal train was handled by English Electric (Aus) Co-Co DE D47 (A.146 of 1967) on the front with General Electric Co (Aus) Bo-Bo DE D40 (A.241 of 1972) at the rear. Similarly, on 1 December A.E.Goodwin Co-Co DE 103 (84179 of 1963) was noted on the same duty, partnered with General Electric Co (Aus) Bo-Bo DE locomotives D41 (A.269 of 1974) and D43 (A.271 of 1974) at different times.
The locomotive shortage led to a decision to hire two Silverton 442 class Co-Co DE locomotives on a short-term basis for use on the Elouera line. These units, 442s1 and 442s2, built by A E Goodwin in 1972 (G-6045-20 & G6045-17 respectively), arrived at Cringila from Sydney on 25 November. 442s1 led 442s2 on a trial loaded coal train from Elouera about midday on 30 November and noise level readings were taken at Wongawilli when they passed. After further trials and some necessary work, the two hired locomotives entered service from around 4 December, each paired with one of the A.E.Goodwin Co-Co DE locomotives 101 and 102 (G6048-09 and G6048-13 of 1972 respectively). As 101 & 102 have air conditioned cabs, this allowed the crew a one way trip at some level of comfort. A large stockpile of coal to be loaded at the mine meant that three trains were in use on the Elouera line in early December. On 12 December, 442s2 led A E Goodwin Co-Co DE 103 (84179 of 1963) on an empty coal to Elouera leaving the works around midday. On the evening of 20 December, 442s1 and 103 failed on an up coal train at Unanderra and 102 and 442s2 were sent to the rescue, resulting in a quad lineup.
D34 was back in service on 14 December, while repairs to D51 were reported to be progressing ahead of schedule. It was reported that the Silverton hire period would end on 3 January 2001.

Doubleheaded BHP "Jumbos" as 442s1 in Silverton livery heads 102 in BHP livery with a Port Kembla bound coal train from Elouera at Wongawilli Village, 8 December 2000. Photo : Brad Peadon

Locomotive, Rolling Stock & Equipment Manufacturers

DBT MASCHINENFABRIK SCHARF, Germany
A team from this company visited Australia recently promoting the use of its monorail systems in Australian underground metalliferous mines. Such roof-mounted systems can be used for personnel and general materials transportation but will also replace traditional rubber wheeled high-capacity trucks. The trend to greater safety and towards automatic operations in underground mining is believed to favour tracked transportation systems but a monorail can handle much steeper gradients and much sharper curves than conventional railways or even conveyor belt systems.
Australia's Mining Monthly 11/00 via David Blakeley

GEMCO RAIL PTY LTD, Rivervale, WA
Gemco Rail appears be continuing the track maintenance equipment business of George Moss, and maintains the Geismar agency. Most of the staff had been employed at the Midland Railway Workshops until its closure in 1994 and the main business appears to be the refurbishment of wheelsets and wagon bogies for main line railways.
The Mining Chronicle Vol 5 No 6 via Ray Graf

SKINNER ENGINEERING, Gympie, Q
This company advertises its services in bogger and loco repairs, battery boxes, skip repairs, rail trucks etc.
The Mining Chronicle Vol 5 No.7 via Ray Graf

TESCORP HYDRAULICS PTY LTD, Cairns, Q
This company obtained a $800 000 contract to build a delivery system for the electricity cables needed to rebuild the main power grid in Auckland, New Zealand. The installation work, by Queensland power supply company Energex, is taking place in a 10km long 3m diameter underground tunnel. The 1350m long cable sections of 110mm diameter are required to be drawn into the tunnel and are then lifted onto brackets on the tunnel wall in a precision operation that avoids any damage to the cable, positioning it so as to allow for the cable expansion caused by the heat of high electrical currents. A narrow gauge railway is being used for this purpose. The specially designed locomotive uses solid rubber tyred wheels for traction, running on the tunnel floor outside the rails, with retractable flanged wheels for guidance on the track. 700 special trolleys are used for conveying the cable. After hauling the 30-tonne train into position, the locomotive reverses over the trolleys and simultaneously places the cable into position.
Exact details of the ingenious mechanism by which this takes place are not altogether clear, but it seems that the trolleys may in fact run on only one rail of the track and that the locomotive uses only the guide wheel on the opposite track when reversing over them.
Engineers Australia 2/2000 via Ross Mainwaring; *PACE (Process & Control Engineering)* 9/2000 via Frank Mitchell

Top: *Dosec coke ovens loco H07 in the Port Kembla steelworks, 14 October 2000. Photo: Brad Peadon* ***Centre:*** *Two Clayton 4wDH locomotives from Peabody-Obayashi's S1 sewer tunnel project at Brisbane City Council's Newstead Depot amid a sea of wheelsets and bogies, 29 November 2000. Photo: Ken McHugh* ***Above:*** *Energy Brix's unnumbered Gemco 4wDH with the two hired Cooks Construction Walkers B-B DH locomotives behind, Yallourn, 23 November 2000. Photo: Peter Newett*

Industrial Railway NEWS

On 2 December, D43 made two passenger trips to Kemira with staff Christmas excursions.

Another locomotive casualty reported was English Electric Bo-Bo DE D17, which collided with a truck on 4 December, suffering some cab damage.

A coke oven locomotive of a new type was noted, numbered H07, and carries the plate *Dosec* on the side. It seems this may be a local builder. H05 and H06 have also been noted. Two of the older type of coke oven locomotives were observed out of use in late November.

The CRM works, shunted by BHP locomotives, has been put on reduced working hours and now only works three or four days per week, with only Tuesday and Wednesday as operating days every week.

Brad Peadon 11/00 & 12/00; Chris Stratton 11/00 & 12/00

COYA CONSTRUCTIONS PTY LTD,
Coya Palms Industrial Estate, West Gosford
(see LRN 71 p.9)
610mm gauge

Equipment used by Coya on a tunnel construction job at Boomerang Creek is now stored here. Inside a shed is Hunslet 4wDH 8824 of 1978, which is reportedly for sale. Outside were seven 4wBE locomotives without battery boxes. Two are numbered 327-2021 & 327-2022, purchased by Coya from the Melbourne & Metropolitan Board of Works in 1973. They are believed to be 5-tonne Gemco locomotives. There is a further Gemco of a similar size, numbered 5. Three other locomotives are identified as 4, 5 (again) and *LES* while the last carries no identification. At least two appear to be units built by Coya in about 1989 using parts from ASEA locomotives. The ASEA locomotives were originally built as trolley wire/battery locomotives and had been offered for sale by Mt Lyell in 1985. The remaining unit(s) are probably Gemco, possibly also ex MMBW.

Ray Graf 10/00; Editor

QUEENSLAND

BUNDABERG SUGAR LTD, Moreton Mill, Nambour
(see LR 156 p.19)
610mm gauge

The proposed closure of the tramway system at the end of 2001 will require nearly 35 000 23-tonne road truck movements to handle the transport of 800 000 tons of cane, an average of one almost every 3 minutes, 24 hours per day, 7 days per week for 22 weeks. The social cost of this change in transport system will be very high for the local community but it has been presented as the price needed to keep the mill open. It is true that the relative economy of the Moreton Mill tramway system is the lowest in the industry, with only half the cane transported per kilometre

compared to similar sized systems. However this is in part due to a lack of investment in the rail system, and the fact that cane harvested in areas away from the tramline tends to be taken direct to Nambour by road rather than being taken to road dumps on the cane railway.
Durundur Railway Bulletin 10/00; Editor

CSR LTD Sugar Division
(see LR 155 p.17)
It is believed that a number of bids have been received for the acquisition of CSR's sugar assets at an expected price of around a billion dollars. Potential buyers are said to include a group of around 1500 existing CSR growers led by the Canegrowers organisation and believed associated with Leighton Holdings (the Thiess parent company), the Taiwan Sugar Corporation associated with the Mackay Sugar Co-operative, a Citigroup Inc. buyout unit, and Anglo American's sugar affiliate Tongaat-Hulett, Africa's second ranking sugar producer.
The existing CSR suppliers would finance part of the purchase price by accepting lower cane payments for 10 years. A loan from the Queensland Treasury Corporation and borrowings from a syndicate of banks, secured against the co-operative's assets and future income from milling, refining and distilling, would make up the balance of the purchase price.
The Sugar Worker 11/00; *Sydney Morning Herald* 8/12/00, *Bloomberg Financial News* 9/12/00, & *Herbert River Express* 21/12/00 via Chris Hart

CSR LTD, Herbert River Mills
(see LR 156 p.20)
610mm gauge
Macknade Mill's 6-tonne Motor Rail "Simplex" 4wDM 10232 of 1951 is being used as the truck shop shunter for the slack season. The mill's ballast plough, built from Motor Rail 4wDM 3717 of 1925, was sent on loan to Invicta Mill on 11 December. **Victoria Mill's** Walkers B-B DH *HERBERT II* (612 of 1969 rebuilt 1993) was noted in mid-December with its motor removed. About 800 people took rides behind Hudswell Clarke 0-6-0 *HOMEBUSH* (1067 of 1914) on 21 October as part of the annual Maraka Festival activities.
Herbert River Express 24/10/00 via Chris Hart; Chris Hart 12/00

GYMPIE GOLD LTD
(see LR 145 p.21)
610mm gauge
A significant new ore body has been located at the Monkland Mine adjacent to the new rail heading on Level 12 at 550m depth. A second mine, Lewis, is to be commenced. This will be a decline mine connecting with the Monkland workings. It is believed that the new mine will use large diesel powered mobile mining equipment, but it is intended that the rail system will remain in use at Monkland.
The Mining Chronicle Vol 5 No 7 & *Australia's Mining Monthly* 6/00 via Ray Graf

MACKAY SUGAR CO-OPERATIVE ASSOCIATION LTD
(see LR 156 p.21)
610mm gauge
75 14-tonne and 82 15-tonne bogie bins operated successfully on the **Pleystowe Mill** network in the 2000 season, with only two derailments being experienced. During the last part of the season, after Pleystowe Mill had finished, cane in 15-tonne bins was hauled from North Eton transfer station to **Farleigh Mill** conveying cane delivered to North Eton by road from the Nebo area. Trials were also held during the season of 20 extended height 6-tonne four-wheel bins on the Pleystowe, Farleigh and **Marian** networks. These trials were not completed because of the short crushing season.
With the poor conditions of the 2000 season causing a massive financial loss, the rail maintenance is expected to be minimal. Stabilisation work has continued on Farleigh Mill's new Summit cutting, repairing washouts, restoring drainage blocked by fallen rock, and rock anchoring by bolting and wire netting. The old Marian Mill timber railway bridge at Gargett was removed during November. It had been replaced by a new road/rail bridge from the start of the season. Running Creek bridge on the **Racecourse Mill** system has been strengthened from 18-tonne to 21-tonne capacity by receiving new pre-stressed encasement of the original spans. It can be further upgraded at a future time. The Racecourse Mill line that interconnects with Pleystowe Mill is being upgraded with about 5000 concrete sleepers fitted between July and

As the mill chimney towers above like a Saturn rocket, Clyde 0-6-0DH 561 (57-159 of 1957) rests briefly between duties at Millaquin Mill on 15 August 2000. *Photo : Brian Webber*

November. Some rail is also being replaced in a project that will continue until June 2001.
A safety harness restraint system has been designed and built by Farleigh Mill staff to safeguard mill personnel working on bridge maintenance and repair. Hinged gantry brackets carrying a safety line are fitted temporarily to the bridge and can be folded away to allow trains to pass.
Mackay Sugar Newsletter 12/00

PEABODY - OBAYASHI JOINT VENTURE
S1 Sewerage Tunnel Project, Brisbane
(see LR 156 p.20)
610mm gauge
The tunnel boring machine broke through at the North Quay (City) end of the 3m diameter tunnel on 20 October 2000, having travelled almost 4 kilometres from its starting point at Perry Park, Bowen Hills.
Following this, in late November, two of the four Clayton 4wDH locomotives and the 12-seater man car were noted at a Brisbane City Council depot at Newstead, together with a quantity of bogies and wheelsets. The locomotives are owned by USA company Mining Equipment Inc of Durango, Colorado. One carried the identification LOCO 2 and a steel strip engraved ME3934. It also had a brass Clayton Equipment builder's plate, but with the serial number obliterated. The other one had two steel strips, engraved ME3932 and WOI732. These 9-tonne locomotives are fitted with a 78hp Deutz F6L912W air-cooled engine with an exhaust conditioner and hydrostatic transmission. Gauge is convertible, and three gauges, 610mm, 762mm and 915mm are easily obtained by the use of spacer rings on the axles.
Completion of the tunnel is currently scheduled for September 2001 and it is assumed that the other two locomotives are being used for concreting and clearance work.
Ken McHugh 9/00 & 11/00; *Durundur Railway Bulletin* 12/00

PROSERPINE CO-OPERATIVE SUGAR MILLING ASSOCIATION LTD
(see LR 156 p.21)
610mm gauge
The 2000 season marked the end of the 4-tonne cane bins, which have been completely replaced by 10-tonne bins. All cane is now loaded into bins at the siding using tipper haulout units rather than the old roll-on roll-off bin transporters that carried the bins into the field.
Australian Canegrower 25/9/00 via Chris Hart

SOUTH AUSTRALIA

AUSTRALIAN SOUTHERN RAILROAD, Whyalla
(see LR 156 p.21)
1067mm & 1435mm gauge
A colourful sight greeted a Port Dock Museum tour group on 11 November when the following pairs of 1067mm gauge Clyde Bo-Bo DE locomotives were noted near the steelworks: DE5 (57-136 of 1956) in BHP blue with CK1 (67-496 of 1967) in AN green, and DE4 (56-122) in BHP yellow & black with DE8 *ANGELO SAVAIDIS* (65-429) in ASR orange. Clyde Bo-Bo DE DE1 (56-109 of 1956) has returned to Whyalla, overhauled on 1067mm gauge and in ASR orange.
Standard gauge A E Goodwin Co-Co DE DA1 (G-6016-03 of 1969), supposedly damaged by a hot metal spill, arrived at Port Augusta on 21 December under its own power.
Scott Martin 12/00; Stephen Molloy 12/00

TASMANIA

TASRAIL SERVICES PTY LTD,
Emu Bay Railway
(see LR 142 p.23)
1067mm gauge
Following the closure of the Hellyer Mine and the resulting loss of traffic, the four B-B DH 10-class locomotives were withdrawn from service in June 2000 and parked in a line at Burnie. These locos are:

1001	Walkers	576	1963
1002	Walkers	577	1963
1003	Walkers	578	1963
1004	TGR Launceston		1966

ARHS Bulletin 12/00

VICTORIA

EDI RAIL, Newport
(see LR 155 p.21)
1600mm gauge
Clyde Bo-Bo DE Y134 (65-400 of 1965) was noted on 14 October painted blue and yellow, and with its bogies being converted to standard gauge in preparation for a proposed transfer by road to the Cardiff works in NSW. However, it had still not departed by 19 December. Meanwhile Y136, (65-402 of 1965) also repainted, was being used as the Newport works shunter.
Rail News Victoria 11/00 via Bob McKillop; Michael Kurkowsi 12/00

ENERGY BRIX AUSTRALIA, Yallourn
(see LR 156 p.21)
900mm gauge
Coal transfer operations on the Interconnecting Railway (ICR) from the Yallourn brown coalfield to the Morwell briquette factory ceased during the second week of October, marking the end of 80 years of narrow gauge operations in the Latrobe Valley. The ICR was closed as the Maryvale extension project at the Yallourn Open Cut Mine required the removal of a fair percentage of the ICR alignment. It was apparently decided that due to the generally run down condition of the rolling stock, the substantial cost of constructing a new diversion could not be justified. Coal for the briquette factory has been coming from Loy Yang mine by road as well as from Yallourn in recent times so there was a serious push to put all the coal transport onto road as it was seen as being more flexible
Part of the line was in the process of being dismantled on 8 November 2000. The train unloading point at the Morwell Ditch Bunker had been removed and there appeared to be flat top wagons loaded with sections of track nearby.

Industrial Railway NEWS

Tenders have been called for the purchase and removal of the ICR's infrastructure and rail vehicles. The five Gemco 4wDH locomotives and the two hired Cooks Construction Walkers B-B DH locomotives awaited their fate at Yallourn. It appears that latterly the trio of working Gemcos was numbers 1, 3 & 5, with 2 laid to one side and the remaining unit unnumbered.
Robert Ashworth (Walhalla Goldfields Railway) 11/00; Scott Lakey via Brad Peadon 11/00; Peter Newett 11/00

SKILLED ENGINEERING LTD, Yallourn
(see LRN 108 p.19)
900mm gauge
Skilled Engineering has a major mechanical workshop at the Yallourn terminal of the Interconnecting Railway, and it is understood this company will continue rail operations for moving equipment by rail within the workshop precinct. Skilled Engineering's locomotive is John Fowler 0-6-0DM *PRIDE OF YALLOURN* (4210049 of 1951).
Robert Ashworth (Walhalla Goldfields Railway) 11/00; Editor

WESTERN AUSTRALIA

BHP IRON ORE
(see LR 156 p.21)
1435mm gauge
An independent iron ore development is planned at Hope Downs, about 75km north-west of Newman, to become operational in 2004. It is intended that it will share "existing rail and port infrastructure" which presumably means the neighbouring BHP rail line and facilities at Port Hedland.
The Mining Chronicle 10/00 via Ray Graf

HAMERSLEY IRON PTY LTD
ROBE RIVER IRON ASSOCIATES
(see LR 155 p.21)
1435mm gauge
Three Japanese steel makers, holders of 47% of the Robe River partnership, have commenced court action against Rio Tinto, owners of the remaining 53% of Robe River as well as of Hamersley Iron. The dispute is over Rio's August suspension of the railway works associated with the development of the West Angelas ore body, agreed to by the Robe partners before the Rio Tinto takeover. Rio always intended that part of the cost of the takeover would be offset by the savings in linking the West Angelas mine to the existing Hamersley railway with a 30km-40km branch line rather than building the full 340km railway to Cape Lambert. Before the takeover, Hamersley Iron had taken court action to prevent Robe having any use of its rail network as was originally proposed as part of the West Angelas development.
The Australian 15/12/00

Book Reviews

BY THE BANYAN
Tully Sugar, the First 75 Years
by Alan Hudson

171mm x 248mm, 371 pages, hard cover, 59 black & white and 33 colour photographs, one map, with index.
Published by Christopher Beck Books, Windsor, Queensland

Tully Mill was the last sugar mill to be built in the coastal strip of Queensland. It was established by the state government and within a few years it became the property of the farmers who supplied it with cane. A 2ft gauge railway system was laid down to bring cane to the mill from the beginning and was a vital supply chain in the development of the district.
The mill has run the gamut of change in the sugar industry. It began as the offspring of state socialism in Queensland, and survived the rigours of militant unionism and sectarian division among its suppliers. It was offered the chance to duplicate after World War II but the entrenched position of the suppliers, who feared the dilution of their ownership though admitting many new growers to the co-operative, prevented this opportunity from being taken.
It was only after the change to an unlisted public company in 1990 that large-scale expansion took place, with the nexus broken between being a supplier and shareholder. The change in status from a co-operative left the mill vulnerable to corporate predators. However, the raid on Tully Sugar by Bundaberg Sugar in 1993-4 amazingly led to not a single Tully shareholder accepting the offer made by the larger company.
This is the author's second foray into sugar mill history. His first book, dealing with South Johnstone Mill, was somewhat breathlessly journalistic in style, but this one adopts a more measured approach. It is described as an "incidental" history, and focuses heavily on the human element. This is done not merely by giving accounts of individuals and families that have been important in the district.
What the author does particularly well is to show the reader how the interplay of human attitudes and motives shapes the destiny of institutions and communities. In doing this, he provides fascinating insights into the story of the mill, and creates a wonderful "feeling" for the people that have been behind its development.
The cane railway system receives infrequent mention in the overall story of the mill. However there is a chapter devoted to the cane railway, largely concentrating on the recent past. It was surprising that there was only one historical photograph featuring a steam locomotive in the book.
Although this book does not contain a great deal of material that is specifically about cane railways, I have no hesitation in recommending it highly to anyone who wants to gain a better understanding of the historical development of the sugar industry and the evolution of a mill community.
It is available for $55 postage paid from Tully Sugar Ltd, PO Box 441, TULLY 4854.
John Browning

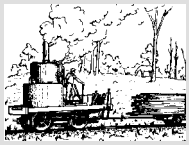
Victorian Railways Narrow Gauge "NA" Class
A photographic profile: Early 1950s - 1961
Edited by Emile D. Badawy

48 pages, 297 mm x 210 mm, 55 photographs.
Published by Train Hobby Publications.

This is a landscape format picture book following the style of this publisher's previous books on G42 (see LR140 and LR147). All the photographs are in colour, mostly one to the page. My impression is that the overall quality of the images is below that in the G42 books. Although the pictures are sharp and detailed, shadow detail is mostly missing. This is probably a limitation of the original Kodachrome 10 ASA film.
Thirty of the views are taken on the Upper Ferntree Gully - Belgrave section after the 1953 landslide; and ten are of an ARHS special on the Beech Forest line. Unfortunately there are no goods or mixed trains, and the only views of the Whitfield line are of locos stabled at Wangaratta. There is only one photograph of a train on the Walhalla line - 7A on the last train at Moondarra, and no views between Belgrave and Gembrook. There are a rather depressing number of pictures of NAs in parks or in storage. Altogether, nine members of the class are represented.
Despite these reservations, this book is essential to anyone interested in VR narrow-gauge. The scenes between Upper Ferntree Gully and Belgrave can never be repeated.
Frank Stamford

ERRATUM, LR 156

Page 17: In the photo captions of "Tears for Tramways Lost", an extra '7' has managed to find its way into the builder's number of the Powelltown Tramway's *LITTLE YARRA*.
The correct details for *LITTLE YARRA* are Baldwin Locomotive Works B/N 37718 of 1912.



LRRSA NEWS

MEETINGS

ADELAIDE: "Light Railways in South Australia"
The main activity will be a discussion on light railways in South Australia. Arnold Lockyer will bring some of his collection of photographs on the subject.
Location: 150 First Avenue, Royston Park.
Date: Thursday 1 February at 8.00 pm.
Contact Arnold Lockyer (08) 8296 9488.

BRISBANE: "Queensland Railway and Tramway Bridges"
Greg Stephenson will be speaking on the subject of railway and tramway bridges in the 'Sunshine State'.
Location: BCC Library, Garden City Shopping Centre, Mount Gravatt.
After hours entrance opposite Mega Theatre complex, next to Post Office.
Date: Friday 2 February at 7.30 pm. Entry from 7 pm. Contact Bob Dow (07) 3375 1475

MELBOURNE: "West Side Lumber Co."
The main entertainment at the February meeting will be a fantastic video of the operations of West Side Lumber Co., Tuolumne, California, USA.
Location: Ashburton Uniting Church Hall, Ashburn Grove, Ashburton.
Date: Thursday, 8 February at 8.00 pm.

SYDNEY: "Timber Tramways in Australia"
Members are invited to bring along colour slides or photographs (or movies - if any are available) of timber tramways in Australia.
Location: Woodstock Community Centre, Church Street, Burwood, (five minutes walk from Burwood railway station).
Date: Wednesday 28 February at 7.30 pm.
Contact Jeff Moonie (02) 4753 6302.

MEMBERS' ADS

FOR SALE: John Fowler Steam Loco Parts;
Cast iron sand dome top, 630mm outside diameter (to suit late-model 0-4-2 or 0-6-2). **Cast iron sand dome lid,** 260mm outside diameter (fits dome top above, but also fits older style, smaller, dome). **Firebars,** three sets of 'triples', 695mm overall length (possibly from older loco). **Brake shoes**, four, cast iron 310mm overall depth (to suit 28in drivers - as on late model 0-4-2 and 0-6-2 machines).
$300 the lot, or will separate.
Enquiries to: Bruce Belbin, PO Box 674, St Ives NSW 2075

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

LRRSA Publications

Modernising Underground Coal Haulage
BHP Newcastle Collieries' Electric Railways
by Ross Mainwaring
Battery and overhead-wire electric locos at Burwood, Lambton, and John Darling collieries.
60 pages, soft cover, A4 size, 18 photographs, 13 maps and diagrams, references and index.
$16.50 (LRRSA members $12.38) Weight 230 gm.

Settlers and Sawmillers
A History of West Gippsland Tramways and the Industries they Served 1875-1934
by Mike McCarthy
Timber tramways serving over 100 sawmill sites from Beaconsfield to Trafalgar.
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 and Bushmen
A Sawmilling and Tramway History of Gembrook 1885-1985 - by Mike McCarthy
Describes a network of 3 ft and 3 ft 6 in gauge timber tramways, and associated timber mills.
104 pages, soft cover, A4 size, 71 photographs, 17 maps and diagrams, references and index.
$26.00 (LRRSA members $19.50). Weight 500 gm.

Rails to Rubicon
A History of the Rubicon Forest
- by Peter Evans
3 ft and 3 ft 6 in gauge timber tramways in rugged mountainous terrain; the 2 ft gauge Alexandra-Rubicon steam tramway, and the 2 ft gauge State Electricity Commission tramways..
200 pages, hard cover, A4 size, over 175 photographs, 53 maps/diagrams, references and index.
$37.95 (LRRSA members $28.46) Weight 1 kg.

Arsenic and Molasses
A Pictorial History of the Powelltown Tramway and Timber Milling Operations
by Frank Stamford
Companion volume to the book *Powelltown*, but with an emphasis on photographs. All the photographs are different to those in *Powelltown*.
88 pages, hard & soft covers, 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.

Powelltown
A History of its Timber Mills and Tramways
by Frank Stamford, Ted Stuckey, and Geoff Maynard.
Victoria's only timber tramway to provide a passenger service. Six steam locomotives.
150 pages, soft cover, A4 size, 150 photographs, 22 maps and diagrams, references and index.
$22.00 (LRRSA members $16.50) Weight 550 gm.

Timber Mountain
A sawmilling history of the Murrindindi Forest from 1885 to 1950
by Norm Houghton
Timber tramways and mills in the Healesville, Toolangi, Yea, Buxton and Narbethong area.
106 pages, soft cover, 165 x 230 mm, 40 photographs, 8 maps/diagrams, 3-colour fold-out map.
$16.00 (LRRSA members $12.00) Weight 275 gm.

Books from Other Publishers

Britannia Creek
Wood Distilling in the Warburton District
by Arthur Winzenreid, published by the author.
The history of Cuming, Smith's wood distillation chemical works near Yarra Junction, Victoria, and its associated timber tramways. Many superb photographs, in a style similar to LRRSA books.
131 pages, soft cover, A4 size; 125 photographs; 17 maps, diagrams and drawings; references and index..
$20.90 (LRRSA members $18.81) Weight 555 gm

Tasmania's Hagans
The North East Dundas Tramway Articulated "J" Class
by Geoff Murdoch, published by the author.
Detailed history and superb diagrams of the unique Hagans 2-4-6-0T locomotive. Includes scale drawings of all N.E.D.T locomotives.
71 pages, soft cover, A4 size, 42 photographs, 2 maps, 38 diagrams/drawings, references and bibliography.
$22.00 (LRRSA members $19.80) Weight 300 gm

Firewood Tramways of the Walhalla Mines 1865-1915
A Research Paper on the History of the Firewood Tramways of the Walhalla Mines
by Terry & Brenda Jenkins. Published by T. & B.J. Publications.
Traces almost 100 km of mostly horse-drawn firewood tramways around Walhalla, Victoria.
272 pages, hard cover, A5 size, 96 photographs and maps, references and bibliography.
$33.00 (LRRSA members $29.70) Weight 530 gm

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

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- If joining in December or January, pay $19.50 ($26.00 overseas) and receive 3 issues of Light Railways (Nos 157-159).
- If joining in February or March, pay $13.00 ($17.40 overseas) and receive 2 issues of Light Railways (Nos 158-159).
- If joining in April or May, pay $45.50 ($62.00 overseas) and receive 7 issues of Light Railways (Nos 159-165).

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 $39.00, or please charge my Bankcard/Visa/Mastercard No.

_ _ _ _ · _ _ _ _ · _ _ _ _ · _ _ _ _ Expires _ _ · _ _

Name on Card _____

Signature _____

LR 2000-2001

LETTERS

Dear Sir,

Cameron & Sutherland Catalogue (LR 143)

Regarding the Baldwin locomotive *EVASIVE* listed by Norm Houghton and John Browning, this engine can be none other than *NOBBY*, alias *RABBIT*, a standard gauge 0-4-0ST (BLW 6114 of March 1882). This loco was originally imported for the Berrima Coal Mining & Railway Company as reported by the late John Buckland in *Light Railways* No.74 (October 1981) and appropriately illustrated with a delightful builders photograph. I wonder where he got it from, as it is one of those Baldwin negatives that does not appear in the Broadbelt negative catalogues now held by the Pennsylvania Railroad Museum at Strassburg, Pa, USA.

An even more detailed history of this engine was written up by the late 'Giff' Eardley in the *ARHS Bulletin* No. 346 of August 1966. This article refers to its disposal and sale in 'about 1912' by the agent Sloman to G&C Hoskins for their Rhodes cast-iron pipe factory and its earlier modifications - not particularly successful - as a 0-4-2T.

Buckland says he was unaware of the loco's eventual disposal, yet Eardley clearly documents the scrapping of *RABBIT* as prior to March 1946 in his earlier article that Bucko refers to. He also documents that the brass regulator segment of the engine found its way into the metallic composition of the Australian Railway Historical Society's descriptive tablet commemorating 100 years of NSW Railways' operations, which was unveiled at Granville on 26 September 1955.

Frank M Mitchell
Lyneham, ACT

Dear Sir,

Labuan Collieries Railway, Borneo (Letters LR 148 and LR 152)

There are mentions of this railway in *The Industrial Railway Record* (Nos 14 and 24).

Also, a contemporary account of the development of the coal mines (with some mention of the railway) is to be found in the (British) *Minutes of the Proceedings of the National Association of Colliery Managers (Vol XIV 1917)* in the form of a paper entitled "Some Personal Experiences in Coal Mining in North Borneo" which was presented to the Association's North Wales Branch by William Hopwood.

Mining Railways at Cobar (LR 149)

A small matter, but to set the record straight, it is my opinion that the top illustration on Page 6 is not the sinking of the first shaft as captioned, but rather the commencement in 1903 of the Great Cobar 'Main Shaft', financed by the Great Cobar Syndicate and under the supervision of Mr George Blakemore.

The dress of the workmen, the sawn timber in the adjacent structure and the electric light poles in the distance lead me to this conclusion.

John Shoebridge
Dora Creek, NSW

Dear Sir,

Cane Railways to Goondi East, Sundown and Innisfail Estate (LR 154)

With reference to my recent article on the Sundown line in *Light Railways*, I have come across unexpected additional information (as luck would have it) since the publishing deadline. My work has brought me into contact with Mr Greg Veluta, whose family was one of the cane farming families on the Innisfail Estate in the 1950s, prior to its subdivision and development. Indeed, the initial housing estate on that area was called the Veluta Estate, to honour the land owners.

As a young man living on the Innisfail Estate, he well recalled the isolated tram line system and the cane trucks being hauled to the punt on the river for onwards transit to the main Goondi system and the ferry line beyond. He mentioned the use of "a Simplex", as well as conventional farm vehicles, such as tractors and trucks, in the placing and movement of cane trucks on the system. Of course, the system operated in the days before bulk haulage, when whole stalks were loaded onto diminutive four-wheeled trucks.

Two rail bin sidings still exist on the Innisfail Estate as at July 2000, and hold bins for onward transit to the sugar mill by road truck. Ironically, one of those (in Bergin Road) is not that far away from the alignment of the old isolated cane line. Furthermore, not far away from this point, some spindly looking narrow gauge cane tram rails have been used in a fence line by a cane farm. The suspicion exists that they may well have come from the old isolated line, now lifted.

Andrew West from the ARHS (Queensland Division), with the help of Keith Macdonald, has kindly provided a view (below) depicting the punt that connected the isolated system with the Ferry line on the other side. You can see from it that it was a two-track punt, with two loading tracks on the landings each side. I have been told that the punt itself was horse operated.

I hope this information is of interest, augmenting the article already published.

Rod Milne
Nerada, Qld

Dear Sir,

Identifying the Mapleton Shays (LR 155)

The captions to the photographs with the reprint of C C Singleton's 1947 article on the Mapleton Tramway (LR 155, October 2000, p 12) indicate that there is some confusion about the identity of the two engines.

So far as I have been able to observe from photographs, the only one to ever carry its name was *DULONG* when new. It arrived from the builders with a diamond chimney. Other photographs show a new locomotive with a conical chimney, which has to be *MAPLETON*.

I have seen photographs from the 1930s with the names reversed, as in all the photographs accompanying the reprinted article except the upper one on p 14. Where this reversal occurred, I had always considered the names to have been mistaken.

The late Bill English Jr was the Nambour driver from circa 1937 to the closure, and his father (Bill Sr) was the Mapleton driver from 1917 to the closure. When I interviewed him ca 1990, Bill Jr told me that from 1937 to 1944, *MAPLETON* mostly worked the regular train and *DULONG* the cane and timber extras, the latter driven by him. In all the photographs we looked at together, he identified *DULONG* as the

engine with the diamond chimney and *MAPLETON* as the one with the conical, ie the types of chimney with which they were built, and made no mention of change (I was interested in whether the different types of chimney made any difference to working the engines, to which the answer was no).

The QR inspected the line and rolling stock in 1941 to advise the State Treasury about the finances of the line (and other local authority tramways - the authorities had outstanding debts to the Treasury). Its report is on QR Secretary's file 44/658 in the Queensland State Archives, at A12819. The report said that *MAPLETON* had received a new boiler in 1941, and that *DULONG* was mechanically good, but would need heavy boiler repairs soon.

Bill English Jr advised that Moreton Mill used both engines in 1945, the first year after the closure, one dismantling the line from Mapleton down, and the other hauling cane from Burnside (a branch from the Mapleton line, retained by Moreton Mill after the closure, the branch nearer Nambour in the map on p 13) and press residue to the wax factory (a Moreton Mill subsidiary) in Nambour. During the 1946 slack season, the two Shays were rebuilt into one, using the frame and boiler of *MAPLETON* and the engine of *DULONG*, with a new steel cab. That rebuilt locomotive always had the conical chimney.

It is difficult to obtain any further check on Bill's recollections, made over forty years after the line closed. One of the photographs was of a derailment of the engine with the diamond chimney in 1934. This was identified by Bill Jr as *DULONG*. The *Nambour Chronicle* of the time mentioned the event, said that the engine was driven by Bill English Sr, but does not identify the engine.

In the article, Singleton says that *DULONG* hauled his train in 1937. A photo from his collection showing the engine with the diamond chimney, almost certainly on the timetabled tram at Pope's Siding, appeared in the ARHS *Bulletin* for December 1994, p 348. (It was said to show a Shay on the Coff's Harbour Timber Tramway, NSW. The location was corrected to the Mapleton line in the March 1995 *Bulletin*, p 79.)

I had thought that the photo had been taken by him or a friend accompanying him on his 1937 journey, which, if correct, would have shown the engine with the diamond chimney to have been *DULONG*. That thought offered no proof, however, because, in making the correction of the location, the ARHS *Bulletin* Editor remarked that Mr Singleton was meticulous in identifying his own photographs, and that the photo must have been given to him.

The engines were sent to contractors for overhauls a few times in their lives. What needed replacing was replaced, and there was always one engine with each type of chimney. That is not to say that boilers or chimneys were never exchanged. The date of the photo on p 15 is certainly earlier than 1945, because the plate on the bunker, showing details of the importing agents, disappeared about 1938, when the original was sent away as a pattern for a replacement. The plate was not included with the replacement.

John Knowles
New Malden, UK

Editor: As I mentioned in the article's preamble, the original Bulletin *piece appeared without the benefit of photographs. For our reprint, however, we had a good selection to choose from (12 in all), thanks to the generosity of George Bond, Norm Houghton and David Burke.*

With no definitive book or article existing on the subject, establishing the identity of the loco in a particular photo can be difficult. In captioning the photographs, using the evidence at my disposal, I arrived at my conclusions by the following means:

• In 'Sing's' original article, in a part of his preamble which I edited out, he identifies the balloon-stacked Shay as DULONG *and the diamond-stacked one as* MAPLETON.

• In the April 1977 issue of the ANGRMS magazine Stack Talk, *a marvellous old photo from David Mewes' collection shows the balloon-stacked loco at Mapleton township. The caption identifies it as* DULONG.

• Observation reveals that one of the Shays had a tall, thin steam dome, whilst the other had a short, fat one. In all the 'pre-amalgamation' photos I've seen, the tall-domed loco is the one with the balloon stack. This loco appears to have been originally fitted with a diamond stack - which had a deeper top section than bottom (refer the early photo, from my late father's collection, on the cover of LR 138). The short-domed Shay always appears (pre-amalgamation) fitted with a diamond stack - but one which has a deeper bottom than top section. Since, in US practice, thin domes usually pre-date fat ones, I believe the fat-domed loco is more likely to be MAPLETON.

• Most of the prints I had to choose from were simply captioned "Shay loco…etc", so identifying the locomotives was obviously a problem for contemporary photographers and historians as well. However, the three prints that did provide that information, and in Ken Rogers' own handwriting, confirmed 'Sing's' identification.

Finally, the "February 1947" date of the photo on page 15 (lower) was written on the print and, whilst Ken Rogers, like any of us, could make a mistake, I also have a John Buckland print of the same loco, shot from the other side, and clearly dated "10/47". If the two Shays are said to have been amalgamated into one balloon-stacked, steel-cabbed machine in 1946, then the coincidence of these dates is of some interest. BB

Dear Sir

General Electric locomotives in Australia (LR 140, 143 & 146)

Ross Mainwaring has informed me of two further General Electric locomotives to be added to the list. These were two 8-ton standard gauge 4wWE locomotives (B/n.8951 & 8952 of 1923) for Kandos Cement Co Ltd, NSW. They were similar to 9517 & 9518, which were delivered the following year. These four locomotives apparently were used at the company's Kandos quarry. Company files in the Geelong Historical Records Centre collection indicate that the four were out of use and available for sale by 1949. Ross tells me they were still unsold in 1953 when offered with the huge Glen Davis auction, but it seems that they were passed in. Thanks to Ross and to Norm Houghton for making this information available.

John Browning
Rockhampton, Qld

Dear Sir,

Zoo Railways (LR 155)

Further to the item on the Adelaide Zoo Railway in LR 155, I thought the photo (below) may be of interest.

It shows the aftermath of an accident on the railway at Perth Zoological Gardens, which occured on Saturday 3 April, 1948.

According to the *Daily News*, a piece of jarrah had been placed on the track, possibly by children. Driver F Newton spotted the obstruction, but was unable to stop the train in time.

The elephant's thoughts on the matter were not recorded!

Arnold Lockyer
Dover Gardens SA

A mishap at Perth Zoological Gardens, 1948. Photo: Perth Daily News, *from A D Lockyer collection.*

Dear Sir,

My copy of **LR 156** having recently arrived, may I be permitted three comments:

Two Krausses and a 'Koppel

What an irony in human relations, the appointment of the two engine drivers on this job. One a self-confessed strike-breaker and the other dismissed for his union activities!

The West Wallsend Extended Colliery and its Skipways

To me, this was a most interesting article, all the more so because I was, for a short period, employed on this very job.

Brian is to be commended for his clear and complete description of the project and especially the complicated manoeuvres necessary to construct the false bottom in the shaft.

At Killingworth, on commencement of the shift, each official (I was underground in charge of the scaffold) was handed a typed set of instructions meticulously prepared by the manager overnight. If these were followed to the letter then all went as if by clockwork...if one thought one knew better or tried a 'shortcut', as all young men do, then confusion reigned.

Brian has not named the man who planned and supervised the work and who must have been bitterly disappointed at the final abandonment of his scheme. I feel that his memory should be preserved for the record and state that Colliery Manager Ronald Atkinson FIME is one of the few persons to whom I would freely award the title "Mining Engineer".

It was certainly a very specialised piece of work, I was privileged to be part of it and I agree with Brian's statement that such an operation will never be performed again in Australia. However, I think there may well have been a previous instance (Waratah Colliery, Charlestown) where a shaft was similarly reduced in depth.

Letter from Phil Rickard Re: Mining Railways at Cobar

Here, I must hold up my hand as being responsible for the discrepancy between the description in the text and the obvious evidence in the photograph (in LR 154).

When the author paid me the compliment of allowing me to proof his article, it was at my suggestion that this description was inserted. It was based on another photo I had seen but, as it happens, the two illustrations that were published were new to me and, of course, they contradicted my description.

In the same manner, the two glaring errors of omission in my previous article on Cobar (*ARHS Bulletin* No.383, Sept 1969) - ie my ignorance of the Morts Dock locos at Cobar and of the name of the builder of the electric motors - have long since been corrected, as new researchers have come on the scene.

John Shoebridge
Dora Creek, NSW

Dear Sir,

Proposed closure of Moreton Mill tramlines

The news that the management at Moreton Sugar Mill, Nambour, Queensland, intend to close the 130km 2ft gauge sugar cane tramway at the end of 2001 is indeed sad.

The elimination of the tramway is supposed to help save the mill from financial troubles; the increased cane harvest in 2002 would be transported entirely by road. This will burden the local often narrow, winding and hilly roads with a multitude of heavy vehicles. Some analysts predict that in excess of 70,000 heavy vehicle movements will be needed to service the mill each crushing season.

The cane railway is a valuable asset to the community. Due to the hilly nature of the district it has more route miles per ton of cane transported than most mills. However it still represents the most efficient, safe and environmentally friendly transport system for cane harvested in this region.

It is very doubtful if the closure of the tramway will prove to be an economy to the foreign owners of the mill in the long term. Continuing growth in the local tourist industry, and future trends in fuel costs are not likely to favour road transport, and indeed the change may hasten the demise of the mill.

I ask all who believe that this proposed closure of this well known 2ft gauge railway at Nambour is wrong, to write with your concerns to the following:

Mr Geoff Mitchell, Group Managing Director, Bundaberg Sugar, PO Box 82, Nambour 4560

Councillor Alison Grosse OAM, The Mayor, Maroochy Shire Council, PO Box 76, Nambour 4560

If you would like to support the campaign against the tramline closure by further letter writing or in some other way, please e-mail me c/- ceo8@rocknet.net.au or by mail at PO Box 312, Zillmere 4034.

Stephen Malone
Zillmere, Qld

ERIC MICHAEL LOVEDAY 1919-2000

The railway fraternity is saddened to hear of the passing of Eric Michael Loveday on the 16th November in hospital. There are not many of especially the older railway enthusiasts who have not heard, read, seen or experienced any of his many and varied railway activities.

EM (Mike) Loveday was born in London and came at an early age to Buderim in Queensland. His father farmed there and Mike grew up alongside the shire tramway that ran from Buderim to Palmwoods. Mike attended technical college and trained as a fitter and turner. He worked in this capacity in sawmills, workshops and became a qualified driver on steam locomotives at sugar mills.

Mike, in his glory days, looks ahead from the cab of BUNDY.

Mike was a strong proponent of the narrow gauge railway in the industrial field and the preservation of its relics. He has studied and written extensively on railway matters. A horrendous industrial accident incapacitated him for the greater part of his life, but this did not deter him in any of his activities. He learned to walk on what he called his "pins".

Mike had wide interests in government transport politics, British history and the Masonic movement. He was also a skilled craftsman in metal, wood and leather. He drove steam locomotives at various sugar mills and rescued from the torch a 2ft gauge 0-6-2T Krauss locomotive at Bingera sugar mill, one that ran along the tramway of his boyhood years.

He restored and maintained to perfection his old Morris truck. Mike was a great believer in the solidity of British manufacture. Despite his handicap he made the tray of this truck to the highest standards of British craftsmanship, all bearers were shaped and scarved. Apart from the mechanical work, he did his own wheel alignment.

This truck was used for many years to cart rescued railway items. He rescued a now unique Jung locomotive from an almost impossible location. A present day engineer commented once after such a rescue mission, "I would never have believed it, if I hadn't seen it with my own eyes".

For many years, Mike's large backyard in Mareeba, Queensland, was a storage place of items awaiting transport to a suitable museum. His house was open to all enthusiasts who cared to call.

He was also a competent draftsman and a very prolific and concise writer in his fields of interest. Later in life, Mike married Theresa (Tessie) and in the nineties moved to Burpengary near Brisbane. It was a privilege to have known Mike for over 40 years.

Now one duty remains. Vale Eric Michael Loveday

Gerry Verhoeven

RESEARCH

"JLN Southern Award"

LRRSA member JLN (Jack) Southern has generously made available to the Society his large collection of railway books and photographs for disposal. The funds from the sale of these items will be used to set up the "JLN Southern Endowment"

It is proposed that the interest earned on this endowment will be used to award a prize (The JLN Southern Award) as a reward for excellence in published research for magazine articles and books dealing with Australian light railway subjects.

The LRRSA Council is currently determining the way this will be administered, and further information will be published later this year

The Mail Auction recently organised by the LRRSA was part of the process of disposing of the JLN Southern Collection. Further Mail Auctions will be held during 2001, and negotiations are in progress with State Libraries regarding the sale of some of the photographs in the Collection.

Jack has had an interest in railways dating from his boyhood days in suburban Kew. Victorian Government Railways dominated this interest and he became very involved in technological aspects of the locomotives especially during a sojourn with the VR as part of his engineering training at the University of Melbourne in the early thirties. His academic qualifications were in metalurgical engineering and in this he gained employment with the then recently established Australian Iron & Steel Co. at Port Kembla. Here he discovered that there was a more fertile field of railways outside government systems and became a researcher and author in aspects of private and industrial railways. He became an avid collector of information and recorded it in voluminous notes, supplemented by photographs and diagrams.

With advancing frailty, Jack took the wise decision that, rather than leave his material to be disposed of posthumously he would see the fruits of his interest carried on by others and be able to launch this scheme now rather than in an obituary.

The LRRSA gratefully acknowledges Mr Southern's valuable gift to the Society.

Frank Stamford

Australia Forest History

The highly successful forest history conference, *Perfumed Pineries,* covering the environmental history of Australia's Cypress pines, held at Coonabarabran, New South Wales from 20-24 November offers some useful lessons for light railway researchers. Convened jointly by the Australian Forest History Society, the Australian National University and Macquarie University, the conference brought together historians, foresters, ecologists and a range of other scientists. While the cypress pine forests have not supported timber milling on a scale to support railed transport, apart from the role of the NSWGR Binnaway-Gwabegar branch line serving the mills of the Pilliga State Forest, there was much of interest to all those interested in forest history.

A key theme to emerge was the linkages between the history, science and management themes of our forests. There was a lot of passion over the use of scientific techniques that can help unravel the history of today's forests over the centuries. In the case of Cypress pine, there are also the impacts of man through the use of fire and his pastoral and agricultural pursuits.

In the end it came down to a debate about how historians and scientists should go about disseminating their findings to the wider public. While there was some satisfaction in exchanging information 'among the converted', it was recognised that this was of limited value unless the researchers were able to provide a popular product to a wider audience. An impressive book by a 'populist' author was one option, but the Internet and other materials for schools also need to be explored. Equally important, the wind-up session agreed, was the framework used to draw the material together. Traditional approaches to assembling forest histories - the 'discovery' of the forest, its biology, ecology, human impacts and future management - were criticised as 'colonial' and there was a call for new ways of interpreting our history. For LRRSA researchers, the Conference highlighted the usefulness of bringing a range of disciplines together to enhance our understanding of forest history, and it identified the importance of interpreting and presenting our findings to the wider audience in an attractive manner.

Editor, 12/00

Forest Oral History

The Australian Forest History Society is collaborating with the John Oxley State Library in Brisbane to conduct interviews with retired forest workers in order to gain an understanding of forest-related activities in Queensland. The oral history project focuses on operational tasks, key people, changes, trends, notable events and changing technology. Retired foresters, Peter Kanowski and Peter Holzworth, are conducting the interviews, while Margaret Kowald and Judy Powell, both members of the Professional Historians Association, are providing supervision, administration and management. The library is providing the recording equipment. A log providing an index to the content of each tape is being prepared. The tapes and logs will be stored and can be used in the John Oxley Library.

In Western Australia, a group of people in the timber industry are planning a similar endeavour for that State.

AFHS Newsletter No. 26, August 2000

Taronga Zoo Railway

Ross Wilson of Canberra is seeking published material on the miniature railway at Taronga Zoo Park which was constructed by the NSW Tramways. He notes that, in this artificial sense, it could be regarded as the last section of Sydney tramways to be operated. Ross has obtained some information taken from Railway and Tramway Institute's journal, *The Staff* in 1929, the *Sydney Morning Herald* and a description of the Zoo issued by its Trust in 1941.

Ross suggests a compilation of the above material might be helpful in stimulating further research. Do we have any takers?

Ross Wilson

Coming Events

FEBRUARY 2001

2 Wee George Wood Railway, Tullah, TAS. Steam train rides - also on 17-18th. Phone 03 6473 1229.

4 State Mine Railway Heritage Park, Lithgow, NSW. Open day at the premier museum showcasing the industrial heritage of the Western Coalfields, 1000-1600. First Sunday of each month. Phone 02 6353 1513.

11 Illawarra Train Park, Albion Park, NSW. Open Day with 610mm gauge steam train operations - on 2nd Sunday of each month. Phone 02 4256 4627.

18-20 Fifth Australian Forest History Conference, Hobart TAS. *Australia's Ever Changing Forests.* Janet Clark Hall, University of Tasmania with study tour of southern forests on 21-22 February. Contact Denise Gaughwin, (03) 6336 5384; Email: deniseg@fpb/tas/gov.au

27 Puffing Billy Railway, Belgrave VIC. Children's Picnic Day - part of Puffing Billy's Centenary celebrations. Phone 03 9754 6800 (BH) for information.

MARCH 2001

9-11 National Vintage Machinery Rally, Carrick, TAS. Large displays of operating steam equipment and machinery. Phone (Dudley Russell) 03 6428 2250.

10-12 Alexandra Timber Tramway & Museum, VIC. Murrindini Timber Workers Reunion. Steam train operations 1000-1600, 11th. Phone 03 5772 2392

11 Cobdogla Irrigation & Steam Museum, Barmera, SA. Steam Open Day. Phone 08 8588 2323.

11 Healesville Timber Festival, VIC. Fun day out with machinery/truck displays, educational and historical displays. At Healesville Racecourse. Phone Kerrie Perry 03 5962 1874 for information

18 Wee Georgie Wood Railway, Tullah, TAS. Steam train rides - also on 25th. Phone 03 6473 1229.

28 Puffing Billy Railway, Belgrave VIC. "Commissioner's Train" - travel the line in luxury with guided inspections of the depots, Menzies Creek Steam Museum and a pub lunch at Gembrook. Bookings essential, Phone: (03) 9754 6800.

APRIL 2001

1 Wee Georgie Wood Railway, Tullah, TAS. Steam train rides - also on 14-15th. Phone 03 6473 1229.

14-15 Miniature Railways Convention, Penfield, SA.

14-15 2001 Australian Narrow Gauge Convention, VIC. In Melbourne at The Performing Arts Centre of Mullauna Secondary College, Corner Mitcham & Springfield Roads, Mitcham 3132. Registration forms from PO Box 435, Sunbury 3429.

15 Cobdogla Irrigation & Steam Museum, Barmera, SA. Humphrey Pump Open Day. Phone 08 8588 2323.

28-29 Richmond Vale Railway, Kurri Kurri, NSW. Hunter Steamfest 2001. Regular passenger trains from 1000-1600. Phone 02 4937 5344. 3801 Limited steam train operates from Sydney to Maitland both days.

Heritage & Tourist

Heritage in the new Millennium

By the time you read this, Centenary of Federation activities will be in full swing and, if the hopes of the organisers are realised, there will be a heightened public awareness of the historical themes and trends that led to the Commonwealth of Australia. These events have a strong community base and, in contrast to the Sydney-centred activities of 2000, they will be celebrated across the length and breadth of the Continent (and its Island State!). For those interested in our industrial history and heritage, this focus on Australian history offers new opportunities.

Many of the heritage icons that feature in these columns are closely linked to the forces that shaped the new Australian nation. As featured in this issue, the opening of the narrow gauge Belgrave to Gembrook line on 18 December 1900 provided ample opportunity for Centenary celebrations. At Lithgow in New South Wales, William Sandford opened his first steel furnace in April 1900 and, May 1907 saw the opening of our first modern blast furnace at Lithgow that shaped the future of heavy industry in Australia. Today the ruins of Sandford's furnace stand as both one of our most important industrial archaeological treasures and as a symbol of the social impact of technological change. At Federation, 2ft gauge Divisional or Shire railways were being constructed in Queensland and John Fowler built the 0-6-0T *FAUGH-A-BALLAGH* in 1901 (B/N 8733) for the Douglas Shire Tramway. In Tasmania, the Magnet Tramway opened in 1902, using Australia's first Mallet locomotive (O&K 882/1901) and that year the Tullah Tramway opened as a horse-operated line. In the West, eight timber milling companies merged to form Millars Karri & Jarrah Company in August 1902, while the Sons of Gwalia Mine commenced operating its famous firewood tramway the same year, using 0-4-0T *LEONORA* (KS 750/1901). The heritage associated with these and the many other railways that served Australia's industries is the focus of this column. In researching and interpreting this industrial heritage in the broader historical setting of Federation and the evolution of the Australian nation, we have the opportunity to widen the appeal of much loved icons.

The editor is constantly seeking reports on heritage sites and objects that celebrate and interpret our industrial and narrow gauge railways. As 2001 unfolds, it is to be hoped that we can bring a wider range of reports that tell the story of our 'light railways' in shaping the nation. Please send reports to the editor at: rfm@enternet.com.au or the address given on page 2.

Bob McKillop

NEWS

Queensland

ACLAND COAL MINE MUSEUM
610mm gauge
Rosalie Shire Council

A week before the scheduled auction and the anticipated dispersal of the exhibits (see LR 156 p.28), the Rosalie Shire Council stepped in to secure the site and the core of the museum collection. The shire is to acquire 1½ acres of land including the pithead, picking belt and winch room, and acquired various items at the auction including the two diesel locomotives and about a third of the colliery skips. The future of the site is not clear at present, but a passive museum concept is a possibility. Immediate plans include some workshop attention for the Bundaberg Jenbach locomotive and the formation of a support association.

Kath Greenhalgh 12/00

IPSWICH HISTORICAL SOCIETY
610mm gauge

Bundaberg Foundry 4wDM 11 of 1953 (ex Invicta Mill) was acquired by the Historical Society from John Shoesmith, Corinda, in 1991 for a proposed museum project at Kholo. With the abandonment of this scheme, the locomotive was moved to secure storage in 1996 together with a variety of other items of rolling stock such as coal skips, manriders and some cane railway line bogies. Although delivered to a sugar mill, the locomotive is typical of the small "Jenbach" diesels that were used in the coal industry in Queensland in the 1950s and 1960s.

John Browning 12/00

KENNETH PETTS, "Bedrock", Walkerston 610mm gauge

This operation (see LR 143 p.22) has been built as a "garden railway" project with the possibility of future limited public access and is a steeply-graded 2-kilometre circuit of Dals Lookout alongside the Peak Downs Highway between Walkerston and Eton.

Kenneth Petts constructed a purpose-built train in 1998. The locomotive is a 4wDE fitted with a large diesel truck engine driving a generator supplying power to an electric motor transmitting traction by drive chain to both axles. Four four-wheel carriages make up the train, and electric traction is supplied by the locomotive to the first and last cars, again with chain drive to each axle. This makes for a very powerful low speed train that is able to manage the steep gradients on the line.

Also on site is Motor Rail 4wPM 4199 of 1927 which was acquired in 1997. This was originally used by a cane farmer near Innisfail and later worked on Hayman Island. No restoration work has been carried out on this to date.

Kenneth Petts 8/00

PROSERPINE HISTORICAL SOCIETY MUSEUM
610mm gauge

Ex Proserpine Mill Hunslet 4-6-0T 1317 of 1918 (see LRN 121 p.18) is in storage pending restoration, and the society is investigating the possibilities of it being returned to working order at some time in the future. A new museum was due to open on a new site on the Bruce Highway on Australia Day 2001, but the locomotive will not be able to be housed there until a further display building is built, and cosmetic restoration at least is carried out. Jenny Steel 12/00

SUNSHINE PLANTATION, Woombye 610mm gauge (see LR 153 p.29)

A number of battery electric locomotives were delivered to storage here in 1997. They are intended for use on a new rainforest attraction to be developed in the next two years. The locos came from Broken Hill in NSW, and nearly all are among the units that were listed for auction on behalf of Pasminco in May of that year (see LRN 118). All the locos are thought to have been built by Gemco and are 4wBE of around 6-8 tonnes. The numbers are reported as D2, D4, D7, D11, D12T, D13, D16T, D20, D22T, D23T and D26. On 2 November, all those listed above with the exception of D4, D12 & D26 were noted in storage on site. Also delivered with the locomotives were an Ammesa rail mounted backhoe and a number of Granby type 4-wheel wagons built by Gemco. Those noted stored on site were numbered 1, 2, 3, 4, 7, 8, 10, 11, 12, 13, 14, 15, 16, 17 & 18 plus one unnumbered unit. They were loaded with sundry wheelsets, couplers and other parts.

Ken McHugh 9/00; Bill Henderson 10/00; John Browning 11/00; Sunshine Plantation 11/00

New South Wales

TIMBERTOWN, Wauchope
610mm gauge
Hastings Shire Council

Updating LR 148 (p, 28), a recent visit to this complex disclosed that it is again open for business and a new administration involving local management has introduced the innovation of free admission and seven day opening although some features only operate on weekends. The features - food, souvenirs, demonstrations, etc. - are leased out to entrepreneurs and they operate under a set of requirements.

On the day visited, the train was hauled by the 0-6-0 Hudswell Clarke locomotive (1862/1952), ex-CSR Macknade Mill No.6. It is painted glossy black with polished brasswork, providing an impressive appearance. The driver doubles as ticket seller. In the shed were the original Fowler 0-6-0T (12271/1910, ex park Lucinda Point) and Fowler 0-4-2T (17881/1928, ex Belbin family), both undergoing repairs.

A Taree doctor leases the operation of the railway and the sawmill and

under the care of Brendan Guest who has had a long association with the "steam" side of the Timbertown project. Whilst the railway is in daily operation the steam sawmill is less regular due to the unavailability of suitable staff. It is good to see the resurrection of this project after a number of "downs". Finally, Devonshire teas at $2 is a treat not to be missed. Bruce Macdonald

Victoria

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

The most important features of a railway museum from the general public's perception are often very different to those its promoters have in mind. The opening of the new toilet block this museum to coincide with the Alexandra & Eildon Woodturners "Steam and Timber" day on 21 October highlighted two lessons for other museum operations. First, the accessibility, presentation and cleanliness of the toilets can be a significant factor in people's assessment of their 'day out'; and, second, joint activities with other community groups helps make better use of the museum's assets. ATT&M are now erecting the Visitor Education Centre on its site, with funding by the Centenary of Federation Grant. The building will house a reception area, booking office, timber industry displays, archives section and administration offices. The building is scheduled to be formally opened in January or February 2001.

Timberline, 12/00

COAL CREEK BUSH TRAMWAY
610mm gauge

Further to LR 155 (p.29), the South Gippsland Shire Council has decided not to invest more money in the Coal Creek Heritage Village, as the $1 million upgrade several years ago did little to reverse dwindling numbers. However, Council agreed with the Friends of Coal Creek's plan to run Coal Creek Village and has allocated $100,000 for upkeep. The situation will be reviewed in June 2001. Closure of the complex is expected if visitor numbers do not improve in the next 8-months.

Sunday Herald Sun, 15 October, 2000, via Steven Haby

GATOR MAGOONS TOURIST RAILWAY, Porepunkah
610mm gauge

Further to LR 155 (p.29), a visit to the site on 25 October 2000 found the 4-6-4 steam-outline locomotive had been removed, along with the semaphore signals and virtually all of the track. The station building cum-restaurant and the island platform appeared to be intact. The site was securely locked and no one was in attendance. A Matisa BL09M tamper (B/N 7665 of 1967) that was formerly located at Gator Magoons was purchased by the Alexandra Timber Tramway and arrived there on 23 September 2000.

Wal Lane, 10/00; *Timberline* 10/00

MOONDARRA STATE PARK RAIL-TRAIL

The remains of the Moe to Walhalla 762mm gauge railway line located in the Moondarra State Park is to be developed as a RailTrail. A group of cyclists rode over a 7km section of the former railway formation in October. The northern section of the trail is accessible from a track running south, then south-east from the Moe to Erica Road. Travelling from Moe, this track turns off to the right about 1km past the turn-off to the Moondarra Reservoir. The northern section is marked by a mound of earth blocking off the old railway formation to the north.

Heritage & Tourist

From here south, visitors can walk or cycle down the grade through the State Park. The first section was quite clear, but then the formation becomes overgrown. The surface is the original railway ballast compacted down by years of trains.

After crossing the Moondarra Reservoir Road, the trail is quite clear, although all former rail bridges on this section have been removed. The spring visit found

Ken Petts' "multiple-unit" diesel electric train at "Bedrock", 2 August 2000 *Photo : John Browning*

Ipswich Historical Society's Bundaberg Jenbach 4wDM 11 of 1953 in storage 27 August 2000. The bodywork and cab are not original. *Photo : John Browning*

Heritage & Tourist

many varieties of wildflowers, including heath and native orchids. There are many species of native birds, while the keen observer can spot echidnas and koalas.

Mark Plummer, 11/00

WALHALLA GOLDFIELDS RAILWAY 762mm gauge
Walhalla Tourist Railway Committee of Management

Further to LR 155 (p.30), the first three bridges beyond Happy Creek had been completed by early November. Work trains were travelling to the new railhead at 3.2km, which is only 300 metres from Walhalla yard. Bridge 6 has been built as a replica of the original, using the restored original iron girders and timber-trestle sets, fabricated at Orbost. Bridge 5 is at the narrowest point of Stingers Creek gorge. It was redesigned as a steel and concrete structure to minimise the risk of future flood damage. Its regauged 16m central span formerly carried the VR Warburton line over the Maroondah Highway at Lilydale, while four 6.7m restored girders from the original bridge have also been used. Bridge 4 also uses restored 6.7m girders from the original bridge. Work has now commenced on bridge 1, with bridge 2 to follow. After completion of bridge 1, 4wDH locomotive *KASEY* (EM Baldwin 3225-1-2-70 of 1970) will be transferred to Walhalla yard as the construction loco. The works are scheduled for completion by May 2001, subject to funding availability.

As a demonstration of potential flooding problems, a major landslide cut the line at 1.4km on the down side of Thomson, on 14 November 2000. Work commenced immediately to remove the debris, which contained many large boulders. A locomotive assisted with shifting the material, but because of the inaccessibility of the location, mechanical equipment could not be used. The Thomson-Happy Creek section was reopened on 16 November. However, as heavy rain continued, a second rockfall occurred shortly after the opening. The line was closed again until further notice.

Rail News Victoria, 12/00

Tasmania

REDWATER CREEK STEAM & HERITAGE Soc., Sheffield
610mm gauge

As noted in LR 156 (p. 31), the composite Krauss 0-4-0WT (5800/1907 and 5682/1906) will be taken out of service for about two months in June 2001 for its boiler examination. The boiler will be removed from the locomotive and the opportunity will be taken for a thorough cleaning and protective coating of the areas normally behind the water tanks, the replacement of all boiler stays and repairs to the firebox. Trains will not run until the locomotive is back in service. Daily train operations are scheduled from 30 December 2000 to 14 January 2001. However, there is no *SteamFest 2001* at Sheffield, due to the 8th National Machinery Exhibition at Carrick on 8-11 March. This is expected to be the largest steam display ever held in Tasmania. The Society is currently extending its 15m long locomotive shed by building 8m wide extensions on both sides for a workshop, storage areas and museum purposes.

Peter Martin, 11/00

Overseas

K1 RESTORATION PROJECT
610mm gauge
Welsh Highland Railway, UK

Further to LR 150 (p.39), there has been significant progress with the rebuilding of ex-Tasmanian Government Railways 0-4-0+0-4-0 K1, the world's first Garratt locomotive. On 30 April 2000, the WHRS K1 Group made the public launch of Project K1 2000 at Boston Lodge and Dinas, marking the final push to complete the loco's overhaul. The boiler frame was moved to Dinas in late April 2000, together with the old tanks and major boiler components, joining the extensive collection of smaller parts that had already been moved there from Tyseley. The boiler frame only stayed at Dinas for a few weeks, before being moved to Boston Lodge, where assembly of the loco will be completed. It was fitted to the power units in July, to facilitate work on pipework, etc. The major components of the new

K1 parked at Porthmadog. As can be seen from the size of the Garratt, compared to the FR carriage stock on the right, it will not fit the FR loading gauge. However, this is not a problem on the WHR. *Photo: Michael Chapman*

Walhalla Goldfields Railway's EM Baldwin 4wDH KASEY *at Thompson, 27 December 1998.* *Photo: Ray Graf*

boiler have been made, and are now at Dinas together with the condemned original firebox. Further assessment is to be done on the old tanks, though it is not thought that they are likely to be in an adequate condition to be refurbished. Replacements would be a relatively straightforward proposition, and if this path is followed, the original appearance will be followed, including (dummy) rivets. The tanks and boiler components remain at Dinas. The original plans were for K1 to be oil-fired, but it has recently been decided that it will be a coal burner using the gas-producer principle.

K1's rolling chassis was on display at the Ffestiniog Railway's Vintage Weekend on 7-8 October 2000. At this time, the power bogies were 90% complete. The cylinders had been rebored, the motion completely overhauled and new bogie centres constructed. The K1 rolling chassis was returned to Boston Lodge for further restoration work by Farleigh locomotive *EARL OF MERIONETH*. The contract to assemble the boiler has now been let to Israel Newton of Bradford, with delivery scheduled for May 2001. The target date for the locomotive's return to steam has accordingly been changed from May to late-2001.

Meanwhile, the Welsh Highland Railway has achieved a number of important milestones. The 5km Dinas-Waunfawr extension was officially opened on 15 September 2000, followed by a gala weekend on 16-17 September. For this event, surviving original WHR locomotive 2-6-2T *RUSSELL* and replica Fairlie 0-4-4T *TALIESIN* and five former WHR carriages, together with

Heritage & Tourist

England 0-4-0ST *PALMERSTON* and two carriages from the Ffestiniog Railway, joined the regular WHR fleet to carry some 1300 passengers. The target for opening the Waunfawr to Rhyd Ddu section of the WHR is Easter 2002.

Michael Chapman 11/00; WHR Home Page, 12/00; *Steam Railway*, 10/00

Abt WILDERNESS RAILWAY, Queenstown, Tas

Further to LR 154 (page 29), reconstruction of the 1067mm gauge Queenstown to Regatta Point rack/adhesion railway is steadily progressing. A visit on 18-19 November, 2000 found the track had been laid from Queenstown to Halls Creek. Train services had commenced on the weekend of 4-5 November 2000 between Queenstown and Lynchford using *KLONDYKE* (Perry 271 of 1927) which is on hire from the Queenscliff railway in Victoria. One train operates four times daily and the price of an Adult return to Lynchford is $17.50. At Lynchford station there is a run around loop, souvenir shop and mock gold mine. Passengers can pan for gold (at an additional charge) in the covered area provided.

Both Queenstown Station and the new workshops are cathedral-like in structure. The turntable was lying outside the station ready for installation, but earthworks had not been completed. The souvenir shop, restaurant and ticket office are beautifully lined in Tasmanian timber. The workshop will have an area for the public to view maintenance work being carried out. Panels from an Army Bailey bridge are used in the construction of both buildings.

The track is being laid with second-hand 60lb rail and second-hand timber sleepers, with every fourth one being steel. The first rack entry was installed at Halls Creek on 18 November and utilises a new design that has coil instead of leaf springs. From the publicity literature available, many bridges are being replaced with concrete culverts. A new shorter Quarter Mile Bridge is being built from Army Bailey bridge sections and the Iron Bridge is being restored.

Eight new carriages are being built using ex-TGR bogies. Five of these cars are in Queenstown, three under construction and two in service. Three other carriages are being built elsewhere in Tasmania. All have a steel structure that is beautifully lined internally with timber. Each car uses a different Tasmanian timber, eg. Sassafras, Blackwood, etc. The windows are of a similar style to the original Mt Lyell cars, but have no glass. Plastic sheeting will be rolled down from the outside during poor weather to provide limited protection from the elements. The cars have clear polycarbonate roofing to make use of natural light and have the peculiar feature of ex-NSWGR luggage racks. All cars are fitted with vacuum brakes, although the two currently running have dual air and vacuum systems to allow working with *KLONDYKE*.

Ex-Mt Lyell and EBR shunter No.22 (Vulcan/Drewry B/No. 2405/D193 of 1953) is being used on construction trains by the contractor who is laying the track. Also, the tamper and ballast regulator being used on the construction are fitted with a pinion drive to assist with track laying on the rack. No. 3 Abt loco (Dübs 3730 of 1899) was due back from Saunders and Ward in Hobart around Christmas / New Year.

To sum up on the railway as a whole, it is an impressive project by Australian tourist railway standards, but it is clear that this is a NEW railway with a NEW purpose operating on the original right of way utilising some of the original locomotives. If you visit Queenstown expecting to 'relive' the line's operations as it was under the Mt Lyell Mining and Railway Company you may be disappointed, as there is an element of Mt Lyell meets Disneyland! David Jehan, 12/00

Top: KLONDYKE *(Perry 271 of 1927) standing in the new cathedral-like Queenstown station with a single carriage, having just arrived from Lynchford, 18 November 2000.* ***Above:*** KLONDYKE *and carriage standing in the new Lynchford station. Here passengers can pan for gold, visit the mock gold mine and visit the souvenir shop whilst the locomotive changes ends. 18 November, 2000. Photos: David Jehan*