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Australia's Magazine of Industrial & Narrow Gauge Railways



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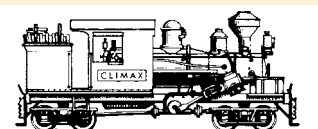
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Imperial to metric conversions:

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



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Editorial

Balancing *Light Railways*.

One of the tasks as editor of a magazine is to try and keep an even spread of material to satisfy the readership. In the case of *Light Railways*, this generally involves trying to cover off operating railways, historical research, cane operations, and where possible a sprinkling from across all the states, something easier said than done! One of the challenges is that we rely on you, the reader for contributions, and are very fortunate to have passionate authors who are willing to share the fruits of their research and field work.

Contributions ranging from recollections of past operations, in depth historical research, present day operations and restorations all help give our magazine something for everybody.

In this issue:

In the shadow of the Prom – Mike McCarthy continues his story on the fortunes of early sawmilling operations in South Gippsland.

LRRSA Gundiah Bauple visit – Graeme Prideaux writes on a visit to the Mount Bauple Sugar Mill's 3'6" and 2' gauge tramways. More than a report on what's left, Graeme tells some of the story of the mill and its rail operations, a very interesting read.

Scott Gould

Front Cover: Australia's southernmost railway, the Ida Bay Railway operates over 7km between Lune River, and Deep Hole. Originally constructed to transport quarried limestone, this portion of railway has been a tourist operation since 1977 under various operators. In November 2012, locomotive 1, Malcolm Moore 1038 of 1943 was photographed at Deep Hole with two of the railway's passenger cars. Photo: Meg Thornton

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 forests.

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Articles, letters and photographs of historical and current interest are welcome. Contributions should be

In the shadow of The Prom

Part two – Muddy Creek

by Mike McCarthy

Continued from LR 240, the December 2014 issue of Light Railways

The Muddy Creek Sawmill

We don't know for certain about the arrangements between George and Patrick Turnbull and William Buchanan but based on events that were to transpire it seems clear that the Turnbells put up the capital to purchase the run and the mill. It also seems they borrowed the money from their wealthier merchant brothers, Robert and Phipps. For his part Buchanan had to move the Sealers Cove mill onto Muddy Creek, which had also been purchased by the two Turnbells from their brother Robert, and establish it there. This work was to be paid for by him. He had made a small fortune from the sale of timber from both the Sealers Cove and Franklyn River mills for the railway construction work and he was to invest this for a share of the future profits.

The sawmill was shifted during the period March to May 1858;¹ timing that deliberately fitted snugly into the lull between the construction work on the Geelong to Melbourne and the Geelong to Ballarat Railways. Full production resumed during June. The shift was a huge task particularly given that, in the absence of usable roads and tracks, most of the heavy equipment had to go by punt to Swan Bay and then be manhandled onto land through the mud flats. It is highly likely that the tramway to Swan Bay was constructed first and then used to transport the boilers and other equipment from the shoreline to the sawmill site. The wooden rails could easily have been sawn for the job at the Franklyn River site.

The Franklyn River sawmill was offered for sale in July 1858² but failed to attract a buyer willing to meet the price

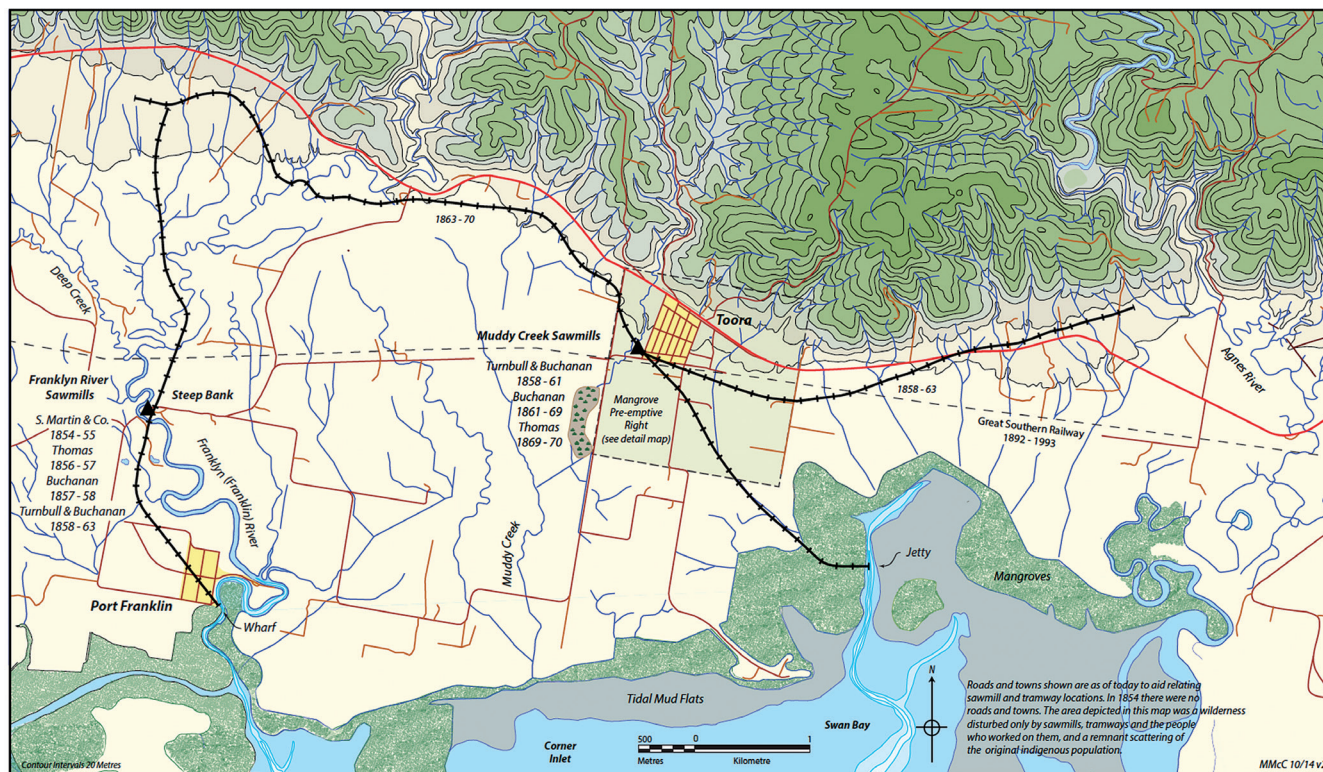


Patrick Turnbull (1818–1870), in partnership with brother George, was the operating partner of Turnbull Brothers who were one-time owners of the Franklyn River and Muddy Creek Sawmills.

Photo: State Library of Victoria

sought by Turnbull and Buchanan. This is not surprising as it was being sold for removal, not as a continuing operation on the Franklyn River. One could imagine that the costs of removal away from Corner Inlet for a buyer would have been prohibitive. Instead Turnbull and Buchanan decided to keep the plant and use it to supplement the capacity of their Muddy Creek sawmill when needed.

With the Sealers Cove sawmill re-established at Muddy Creek the saws began turning immediately. A large order for piles and planking for the Williamstown Railway Pier was on



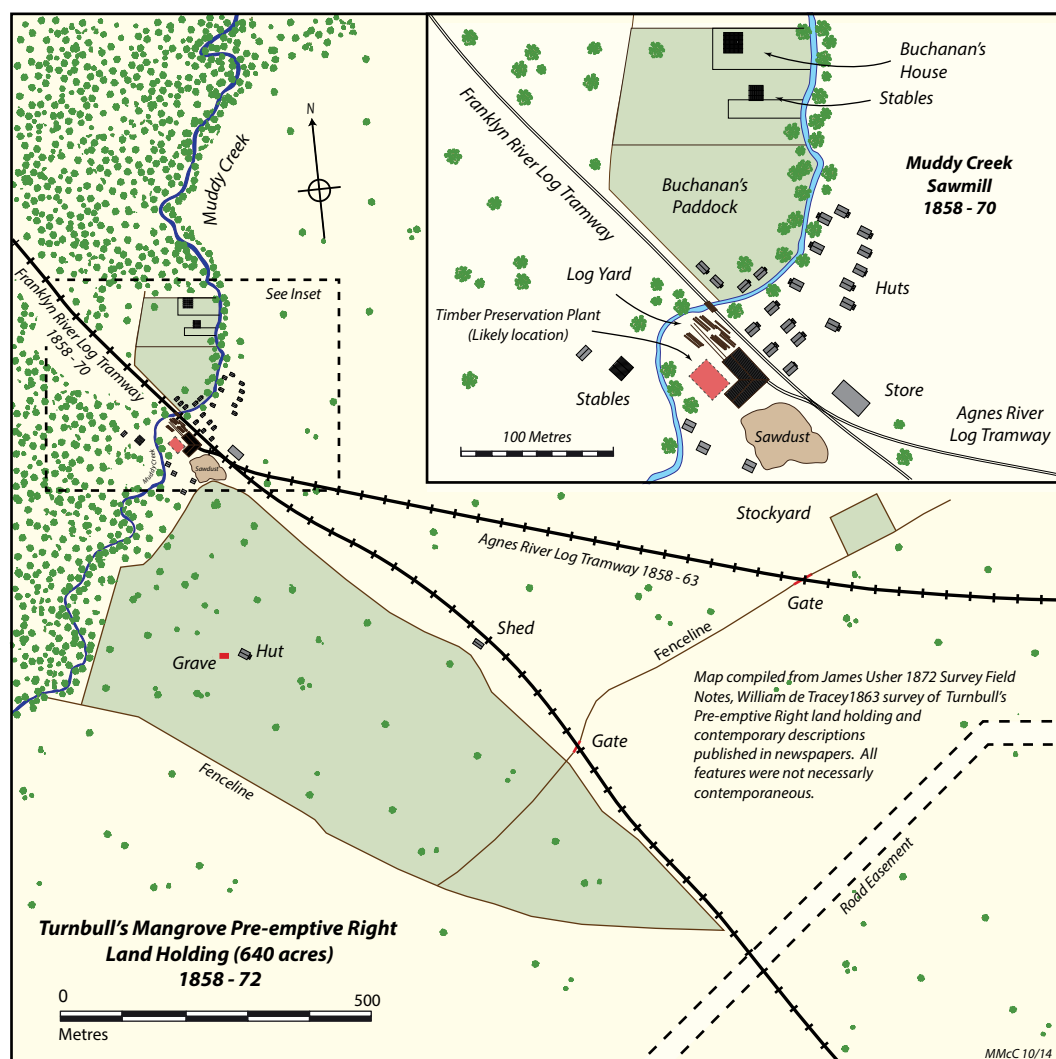
hand and in June three large shipments were sent away.³ Buoys were placed by the government at Bentley Spit at the entrance to Corner Inlet and also in the channel leading up to Swan Bay (Toora Channel in later times). This part of Corner Inlet had rarely been sailed in the past and with a massive increase in shipping anticipated there was a need to clearly identify the channel. In addition, mooring buoys were provided at the head of the channel for ships awaiting lighters and punts.⁴

Masters of vessels visiting the Muddy Creek mill had to be very careful about finding the channels but they almost always could see where they needed to get to. The shores of this vast stretch of water were almost entirely uninhabited although the abundance in those times of Cape Barren geese, swan, gulls and, along the streams entering the inlet, duck, truly emphasised that it was indeed bursting with life. On crossing the bar and entering the inlet it was, nevertheless, apparent where the one settlement was. From afar the plume of steam and smoke from the Muddy Creek mill could be seen bursting through the lower layers of cloud on anything other than the dullest of days.

At the head of the channel the depth of water was good, as was the breadth. This was important for sailing vessels as they needed to beat and tack to make progress against the wind, and broad, clear water was required to do this. The journey between ship and jetty was by a small shallow-draught punt or lighter that could negotiate the narrow gutter into Swan Bay with help of both sail and pole. Even then it is likely that low tide would have been avoided because of the tightness of the route.

The jetty at Swan Bay stretched 50 metres from the edge of the channel to the mangroves lining the marshy bank. The wooden tramway rails extended to the jetty's end, and a visitor intent on walking the distance to the sawmill in the wetter months would have been somewhat dismayed to find that the quality of the track diminished rapidly after leaving the jetty's wooden planking. Packed mud and sand supported the sleepers but provided poor footing. However, matters improved briefly after 150 metres where low dunes were encountered. It was a good spot for a timber stacking yard where timber sent down from the sawmill could be stored awaiting its turn on a punt. Buchanan's tallyman, a 'jolly looking personage'⁵, was employed here to take charge of the unloading of the trucks from the mill and the despatch of timber on the trolley that was run out over the jetty. A small hut on the shoreline was where he chalked up the loadings and took shelter from inclement weather.⁶

Travellers to and from Muddy Creek could always rely on a ride on the timber trucks, when they were running, but some chose to walk the three kilometres to the sawmill. It wasn't easy, especially in winter, as the horses kept the packing between sleepers a muddy mess despite the presence of a deep drain along the left side of the low tramway embankment built up from the spoil. You had to hop from sleeper to sleeper on your way to the mill to avoid being stuck in the mud. One such walker in 1867 stated that the journey 'through the swamps and mud would break the heart of a rhinoceros were it not for the aforesaid tramway which must have taken some engineering and labour to have fixed in it its present position.'⁷



The journey, whether by foot or perched on a timber truck, could be pleasant enough in good weather, but one can only imagine how dreary and bitter it would have been on a cold, wet and blustery winter's day. There were no trees to offer any protection, only the small ti-tree that proliferated in what was then a wind-swept coastal swampland.

For the whole of the journey the steam from the sawmill could be seen rising in the distance but from a kilometre-and-a-half out from the mill the 'corpulent grunt' of the machinery could clearly be heard. It was about here that the first signs of cultivation could be seen to the west of the tramway. Someone from the mill had prepared and fenced a potato patch along the tramway's edge. A further 170 metres on, the fence line was intersected by another which crossed the tramway with a gate to allow the timber trucks and walkers to pass through.

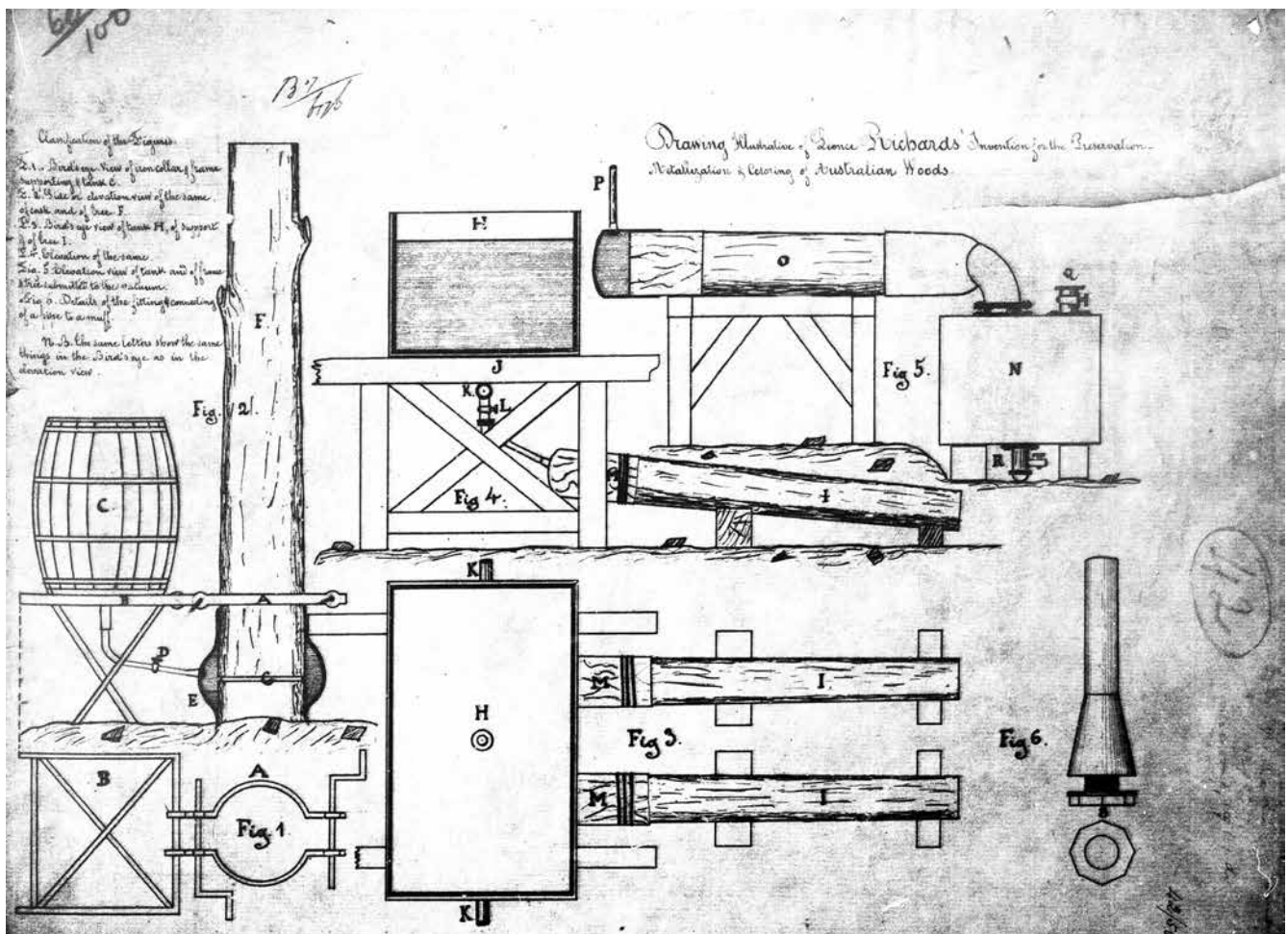
A butcher worked at the mill and the paddocks were probably for the cattle and sheep kept to supply Muddy Creek with meat. There was a stockyard and slaughter shed in the fields north of the mill. In the middle of the same paddock stood a shed possibly to store fodder and further across towards Muddy Creek was the headstone of a grave marking the Muddy Creek burial ground. At least two deaths occurred in the life of the mill including that of a young child.⁸

The gate also marked the point where the rising ground started to win the battle with the wet. The ground was still chopped up by the efforts of the horses but was no longer the glutinous quagmire found near the jetty. A wagon track wound its way to and fro across the tramway in the general direction of the mill.

The edge of the sawmill precinct was marked by the junction of the Agnes River log tramway which came in from the east through the scrub, and just adjacent to this was the Muddy Creek store. The store was owned by Turnbull and Buchanan and, from 1860, was managed by their bookkeeper Robert Smith. Until the demise of the Turnbulls' Melbourne-based wine merchant business, Smith worked as their bookkeeper, and moved to Muddy Creek when offered a similar position there.

A small sail boat was employed during the first year or so with a boatman by the name of Douglas in charge. He plied back and forth between Muddy Creek and Port Albert carrying goods and supplies for the store until caught in a gale one evening in December 1859. His upturned boat was found the following day but there was no trace of him. He left a wife and a child.⁹ A steamer, a much safer option, and possibly the *Storm Bird* or perhaps one of the two steam tenders owned by the Turnbulls, took over this work, pulling into Corner Inlet regularly.¹⁰

Standing on the tramway adjacent to the store when the mill was in full operation meant being confronted by the full roar and thump of the vertical breaking-down saw as it carved its way through a massive log, and the ripping whine of the circular running-off saws as they cut the timber to size. Sleepers, planks, joists and bearers were cut here, and then, stacked onto the waiting timber trucks within the south end of the mill shed. They sat on a siding to the main line that curved off to the south just after the junction point of the log tramway.¹¹ On the main tramway side of the mill was the log yard and beyond that could be seen the northern log tramway that stretched through a gap in the gums towards the base of the range to the west.



A concept diagram of the process employed by the Australian Timber Preserving Company which established a plant for the "Preservation, Metallization and Colorisation" of timber at the Muddy Creek sawmill in 1858. The absence of any evidence of preserved timber having been despatched suggests it wasn't a success.

Being so far from any expert help that might be needed to maintain and repair machinery and equipment meant that a full time blacksmith was employed and within and adjacent to his workshop was an impressive array of equipment that allowed a high level of self-sufficiency. This included a teeth cutting machine for saws and a ‘mammoth pair of scissors’ for cutting sheets of iron or steel. The blacksmith shod the horses and made ‘all kinds of iron dogs and chains.’

In the latter months of 1858 there was a curious item of plant erected somewhere close to the mill shed and log yard. It was the apparatus of the Australian Timber Preserving Company, which was engaged in the ‘Preservation, Metallization and Colorisation of Australian Woods’. The Company made use of Richard’s patent for its process. Bizarrely, the process attempted to preserve the timber whilst still in the form of a log with one of the three options protected under the patent being the injection of chemicals while the tree was still standing and alive (surely an act of botanical cruelty!). The other options involved injecting the chemicals into felled logs with the aid of steam pressure.¹³ In July 1858, the Company announced that its plant was established at Muddy Creek and it was prepared to accept orders.¹⁴ Not surprisingly nothing further was heard about it. Because the process treated whole logs it must be presumed that it was located close to the log yard, possibly in the area between the sawmill and the creek.

On the northern side of the log tramway, opposite the mill, sat the first line of mill huts and houses. The nature of the business meant that the mill would see periods of very high activity followed by periods of lull. This meant that the population at Muddy Creek expanded and contracted greatly over time with a head-count in excess of 200 at its peak¹⁵ but declining to 20 or so at other times. The houses stretched in orderly lines along the east side of the creek to the north and

many featured gardens¹⁶ as you would find in a town or village.

A visitor may have been surprised to find women and children there. During the period from June 1858 to March 1861 when the mill was at its peak, there were a large number of families present and by 1868 at least 30 children had been born at the mill settlement,¹⁷ including three to William Buchanan and his wife Sarah.¹⁸ Several of the women there served as midwives on such occasions. Schooling for the children was rudimentary but for a time Annie Ferguson, the wife of mill worker James Ferguson, ran classes for their benefit.¹⁹

Passing through the mill area the Muddy Creek tramway bridge was reached. For such a small creek the gully through which it ran was deep. The bridge spanned 12 metres to the west side where on the left, directly opposite the sawmill, were the stables and paddocks for the mill horses.²⁰ They were sensibly located downstream from the huts and houses so as not to pollute the drinking water. To the north was William and Sarah Buchanan’s house, including the two acre paddock which surrounded it and was referred to, even many years after the eventual mill closure, as ‘Buchanan’s Paddock’. A fence, six feet tall, surrounded the paddock.²¹ As you might expect the Buchanan home was large in comparison to the other accommodation about the mill. It was of double gable end roof design, featured a dining room, several bedrooms and a kitchen, as well as a verandah on the north side. A stable was erected to the south of the house..²²

Geelong to Ballarat railway

The decision to keep the Franklyn River mill in operation was a wise one as orders arising from massive construction projects were continuous over this period.²³ Commencing late in 1858 the construction of the Geelong to Ballarat Railway created a great demand for Red Gum and Blue Gum sleepers.



An early 20th Century view over Toora township looking towards the south-east. The digitally added highlighted strip to the upper right marks the alignment of Turnbull and Buchanan’s tramway to the jetty. The house evident in the middle-right of the image was Buchanan’s. It was to survive until the 1950s and was positioned on the site of the present-day heritage pear orchard. Photo: State Library of Victoria

Turnbull and Buchanan were in direct competition with the Red Gum sawmillers of northern Victoria and also the mills in Tasmania in the fight for orders. However, at this time the Muddy Creek mill had the advantage of a reasonably reliable and cost effective means of transporting large tonnages whereas those in the north did not. There was no railway to the Murray at the time. In addition, the extension to the Williamstown Railway Pier required hundreds of piles and many tons of wharf timbers, most of which came from the Franklyn and Muddy Creek sawmills.²⁴ Essentially, the works underway could take whatever the Corner Inlet sawmills could produce.

During the peak period there were in excess of 100 shiploads of sleepers, wharf timber and piles sent away from Corner Inlet. Known loadings of sawn timber apart from sleepers would suggest an average load per ship of 50,000 super-feet of timber, worth about £500 according to George Turnbull. In total the sawmills produced 4.9 million super-feet of sawn timber over this time in addition to thousands of railway sleepers and hundreds of piles.²⁵

Dozens of ships were engaged in transporting the timber to Geelong and Williamstown. The Turnbells also saw this as an opportunity and invested heavily in vessels to serve the Corner Inlet trade. The most frequent visitor over this period, the *Hercules*, a 140 ton Swedish built two-masted brigantine, was owned by them. Other Turnbull vessels included the 181 ton barque, *Tarbert Castle*, the 100 ton barque *Glencoe*, a 25 ton schooner *Omeo* and, interestingly, two ex-Sydney ferries, paddle steamers *Agenoria* and *Comet*.²⁶ With many of the ships visiting Corner Inlet too large to venture away from the main Franklyn Channel, the task of moving the punts from the jetty to ship proved beyond what could be accomplished safely with sail and pole. The *Agenoria* and *Comet* were employed as tugs for this task.²⁷

Transporting timber by sailing vessel was a perilous business. Under harrowing circumstances in which the master, his wife and a crew member were lost, the *Meg Merrilies*, a 79 ton schooner that had previously carried timber for the Turnbells, went down at the entrance to Corner Inlet in May 1856.²⁸ Then, in October 1859 the *Daring*, a 100 ton galliot, sank in the inlet with a full load of timber.²⁹ Fortunately, in this case, no lives were lost.

The investment in transport was not restricted to shipping; large sums were also expended on the movement of logs to the mill and piles to the jetty, as the demand for the Blue Gum grew. It was to the north-west of the Muddy Creek sawmill for a kilometre or so, through the Blackbutt forest, that the original log tramway stretched. Its end-point lay at the bottom of the tall Blue Gum forest that was to be found on the lower slopes of the range. The bulk of the remaining timber on the Mangrove Run, however, lay to the east, so during 1859-1860 a logging tramway was constructed in that direction³⁰ and was gradually extended along the bottom of the range towards the Agnes River. Whether it reached the river or not is not known, but it certainly got to within a kilometre according to surveyor James Usher in 1877.³¹ To work the forest Buchanan employed 60 bullocks organised into five teams³² and to haul trucks on the tramways he used ten horses.³³

The Indian Debacle

George and Patrick Turnbull were keen to capitalise on their Corner Inlet timber wherever they could. They saw export potential in the sleepers they produced and from early in 1860 looked towards India where significant railway construction was underway. On 2 April they despatched 7900 sleepers aboard the *Mercia* bound for Kurrachee (Karachi in

Pakistan as it is now). At 649 tons the *Mercia* was the largest ship to be engaged in the trade and its cargo was destined for the Scinde Railway. The *Confiance*, a 438 ton French barque, left a week later for Calcutta (Kolkata), also fully laden with sleepers, as was the *Alcyade*, which carried sleepers to Bombay (Mumbai). The *Coromandel*, a 450-ton French barque, left for Calcutta in early September with 3880 sleepers.³⁴

This was high risk business as none of these cargoes were contracted as such. The plan was to take the sleepers to India and sell them from the docks. The Turnbells borrowed money, needed to charter the ships, from their shipping agent brothers Robert and Phipps who also acted as their representatives to arrange sale of the sleepers in India. As security for the loan, Robert and Phipps held the Bills of Lading for the cargoes. As matters transpired the Indian Government rejected the sleepers and they were sold for less than their shipping cost.³⁵ Why the sleepers were rejected is not certain but there was an allegation that much of the cargo was sawn from Blackbutt and not Blue Gum.³⁶ Blackbutt rotted quickly in the ground and was not suitable for sleepers.

The impact of this was catastrophic to the business and its owners. George and Patrick Turnbull had borrowed heavily from their brothers Robert and Phipps to finance the purchase of the Mangrove Run and the Franklyn River sawmill from Septimus Martin and James Dobson. More funds were borrowed to purchase ships and expand the tramway network. Profits from the sale of timber went to servicing this debt, which by 1861 had not been repaid. They were cash poor to the extent that they were relying on income from the sale of timber, including that sent to India, to pay wages already overdue. When the Indian shipments proved a financial loss they did not have the money to pay their men.

A side issue to this was that, unbeknownst to Buchanan, the ownership of the mill and property had been transferred from what appeared to be the Turnbull and Buchanan partnership to Patrick Turnbull in October 1859.³⁷ Buchanan knew nothing of the transaction until after the event and, on the surface, it appears to have been an attempt to defraud him. However, more than likely it was an attempt to obtain much needed cash. The Turnbells did not see the sawmill and property as being partnership property and wanted to use the assets as security against a loan from their brothers Robert and Phipps.

George and Patrick sold the *Hercules*, the *Omeo*, and the *Agenoria* to their brothers to raise funds but this was not enough. Early in 1861, the owners informed their workmen that they could not pay wages due to the tune of approximately £2000 and offered them five shillings in the pound in settlement. Predictably, the men were far from happy about this and immediately ceased work, shutting the mill. They then took the matter one step further when, in July, they joined with other creditors to force the George and Patrick Turnbull into insolvency.³⁸ Total debts owed to all creditors amounted to a massive £24,500 (equivalent to several million dollars in today's values). The creditors wanted the business sold to pay monies due. Interestingly, just prior to the insolvency, mortgagees, presumably those from whom Buchanan had borrowed in his own right, attempted to sell the mill, tramways and all else associated with the business at an auction that was to be held on 10 May, 1861.³⁹ Much to their dismay, Buchanan's creditors found that he didn't own the mill. The partnership that everyone, including at one time Buchanan, thought existed did not exist at all. The partnership agreement had never been signed⁴⁰ and to make things clear, on May 18, the Turnbells and Buchanan placed advertisements declaring the partnership, if it ever existed, was now dissolved. It seems

that Buchanan had borrowed money using the mill, which he did not own, as security. Furthermore, perhaps inspired by the efforts of the Turnbells, he had assigned ownership of his only substantial asset, some 60 bullocks and ten horses, to his brother Andrew, in settlement of an alleged debt of £1000.⁴¹ Details of the court appearance unfortunately have not survived but the immediate result for Buchanan was bankruptcy⁴² and some time at Her Majesty's convenience in Pentridge Prison.⁴³ Once the Turnbells' insolvency had been declared the creditors turned to the Turnbull assets to recover debts, no doubt thinking that the sawmills would go a long way towards achieving this. Unfortunately another surprise awaited, for nowhere in the list of assets did the sawmills or anything directly associated with them, including the Mangrove Pre-emptive Right property, appear. It emerged that approximately two months before they were bankrupted George and Patrick had passed ownership of the mill and land to brothers Robert and Phipps, leaving nothing for the other creditors. There was never much doubt that the brothers were owed a large sum of money but the legality of the transfer of ownership in the light of what was owed elsewhere, including to the labourers, was exhaustively tested. The Turnbells clearly acted to keep the assets in the family but the final judgement found that guilt could not be proven⁴⁴ and they got away with it.

The mill sat idle for most of the remainder of 1861. Patrick and George gave up trying to emulate the success that Robert and Phipps had enjoyed at Sealers Cove along with the wealth and position that came with it. They disappeared from any future involvement with the Muddy Creek sawmill leaving the mill and property in the hands of their brothers.

The sawmill reopened in December 1861 having been leased once again to William Buchanan,⁴⁵ by now discharged from both prison and insolvency. Buchanan had contracted with a group of sawmillers who were then operating the Carron Iron Yard (later Carron Timber Yards) at 71 Flinders Street, East Melbourne, to exclusively supply them with Blue Gum timber.⁴⁶ The consortium was made up of Adam Anderson, John Sharp and James Wright. Of interest is that Sharp had previously worked for Buchanan at the Franklyn River sawmill back in 1856.⁴⁷

The Muddy Creek sawmill was now a pale shadow of the former operation, barely despatching one small shipment a month to the Melbourne timber yard and only a trickle of timber being sold through Turnbull & Co, headed up by David Turnbull, in Port Albert. Both Blue Gum and Blackwood were being cut. The population of Muddy Creek over this time would not have exceeded a dozen or so souls, with ship's crews being expected to move timber from the yard at the jetty over the tramway and onto vessels; a matter that was to land the master of one vessel in court for reducing the pay of some crew members who refused to do the work.⁴⁸

A small revival of sorts occurred in late 1862 when extensions to the Geelong Railway Pier demanded significant quantities of piles and timbers. It was a godsend for Buchanan because the specifications called for Corner Inlet timber alone.⁴⁹ The sub-contractor for the supply of timber was Buchanan's agent, Anderson, Sharp and Wright, and from July 1862 ships were despatched regularly to Melbourne mostly destined for these works but also for the Carron Timber Yards.⁵⁰

With more railway work demanding piles and sleepers also beckoning, circumstances had improved markedly for Buchanan and the Muddy Creek sawmill. The Agnes River logging tramway was gradually extended to the east along the bottom of the range during this period. However, in January 1863, the hapless Buchanan was to be dealt another crippling blow.

Bushfires, second mill and tramways

The final days of 1862 and early January 1863 were very hot across Victoria with fires breaking out in several localities in Gippsland and Central Victoria. Late in the afternoon on 3 January residents at Muddy Creek noticed smoke coming from the area to the south-east of the Franklyn River sawmill but with the winds blowing away from the mill and towards Corner Inlet it created no great sense of alarm. This was to change around midnight, however, when the night sky to the west was suddenly lit by light from a massive blaze that could only have come from the timber stacks at Steep Bank. Men employed at Muddy Creek made their way towards the blaze and on arriving at the Franklyn River were greeted by a scene of total destruction. Not only the timber but also the sawmill had been reduced to cinders along with most other structures on the east side of the river. The tramway bridge, which also carried a road, lay in a smoking ruin on the banks of the river. The timber stacks included the beams destined for the Geelong Railway Pier works and the loss was valued at a massive £5000.⁵¹ Fortunately, the west side of the river was seemingly less affected as the mill manager's house and some of the other huts were still standing.

The mill had recently been in use but, seemingly was idle at the time of the fire and no-one was present. However, its destruction was a serious blow for Buchanan who relied on the sawmill to help meet the large orders associated with wharf and railway works. Nevertheless, he still had the means to deliver on his contractual obligations because the blaze had left the Muddy Creek mill untouched, but with the loss of sawmilling capacity the task would be much harder. As events transpired, a month later, the task was to become ever so much more difficult.

On Monday, 2 February 1863, another blaze swept down from the forested hills to the north-west of Muddy Creek burning everything in its path. It most certainly would have engulfed the Muddy Creek sawmill, including its outbuildings and cottages had it not been for the sterling efforts of the men there. After the fire had passed the remaining structures were described as being '*like an island*' in a landscape totally levelled by fire. The mill and settlement were saved but the destruction was nevertheless massive as the northern log tramway was completely destroyed.⁵² Furthermore having swept past the sawmill and its defenders, the fire raced towards the Agnes River, converting the forest in that direction to dead or dying blackened trunks. In the process the Agnes River tramway, which had been Buchanan's main source of log supply, was also destroyed.⁵³

The destruction of the log tramways was bad enough but the line leading to the wharf was also obliterated. According to the *Gippsland Guardian* the fire '*burnt with such fury as to prohibit any near approach, let alone attempt to extinguish the flames.*' Fortunately the wharf itself was spared ruin.

The fires obviously put a halt to the supply of sawn timber and piles for the Geelong works. From January to June 1863 the sawmill could not operate while repair and extension work on the log tramway was undertaken. During this time some of the sawmill equipment from the Franklyn River mill was salvaged including possibly the breaking-down saw which seems to have been brought across to Muddy Creek. This would have been done so as to increase the capacity of that sawmill in an effort to partially replace the lost sawmilling capacity. In any case, an additional breaking-down saw was introduced to the Muddy Creek mill at this time.

Not all went to plan. It seems a mishap occurred in the loading of equipment onto a punt at the Franklyn River site when some of the machinery fell into the river and could not be retrieved.⁵⁴

Sharp, Anderson and Co, Buchanan's Melbourne based timber merchant, sent men to assist in the refitting of the Muddy Creek sawmill during the idle time. However, the benefits of this initiative were tempered by some of the men absconding to Port Albert.⁵⁵

The sawmill that emerged from this forced period of inaction was much larger than previously. The massive horizontal 60hp engine from Sealers Cove remained but was now fed by two boilers, each 25 feet long and 5 feet 6 inches in diameter. The enlarged mill had two breaking-down saws and two circular saws,⁵⁶ and was capable of producing 70,000 super-feet of timber a week⁵⁷ making it a very substantial mill for its time.

In the bush Buchanan was forced to look in a different direction for logs. The forest to the west had mostly been the province of the Franklyn River mill and had escaped the fires. But with that mill destroyed, Buchanan rebuilt the burnt log tramway that had stretched a short distance north-west from his Muddy Creek sawmill towards the Franklyn River and then extended it much further, again following the gently undulating country that lay at the base of the hills.

In total around eight kilometres of new and rebuilt tramway was constructed to take the log line to the old terminus of the Franklyn River mill tramway and then beyond. Moving equipment salvaged from the Franklyn River mill disaster, re-erecting it at Muddy Creek, building new logging tramways and reconstructing the line to the wharf cost Buchanan between £2000 and £3000, much of which he didn't have. He was forced to borrow from Robert and Phipps Turnbull and also from John Roberts, a Port Albert merchant.⁵⁸

The sawmill recommenced operating around June 1863⁵⁹ and immediately set about supplying the large section timber required for the Geelong Railway Pier which was by now

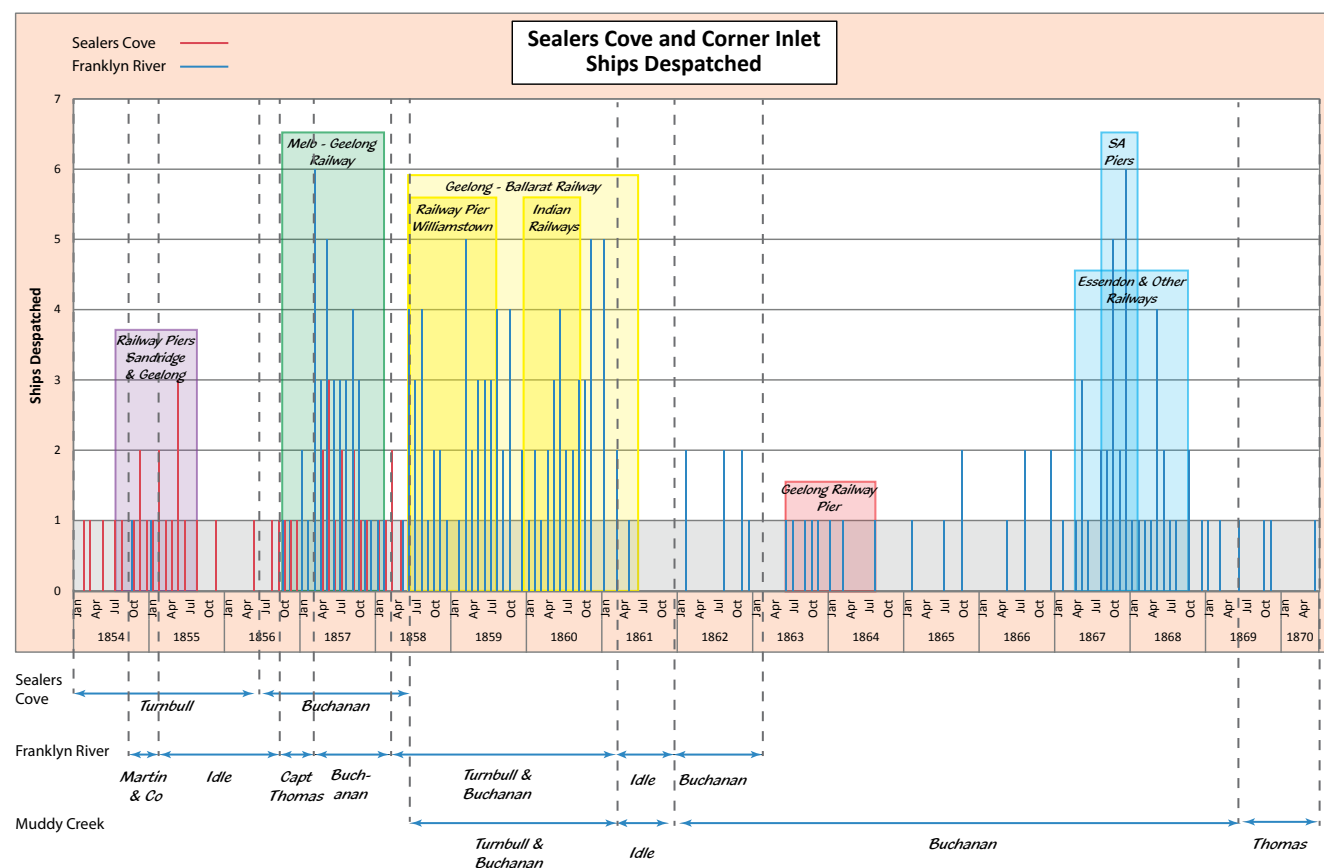
seriously delayed. It was not completed until August, ten months late because of the delays in procuring the Corner Inlet Blue Gum.⁶⁰

The deadlock

No sooner had the supply of timber for the Geelong work been completed, when public expenditure in Victoria plummeted as a consequence of the political deadlock of the time. The Legislative Council had rejected the Government's budget with neither House of Parliament willing to compromise. Little in the way of expenditure on railways and ports progressed, bringing to a halt demand for Buchanan's Blue Gum.

The impact at Muddy Creek was predictably disastrous once again. For the twelve months after the restart a mere four shiploads of timber were sent away. The mill was idle for much of this time but the despatch of timber to Adelaide aboard the *Gem* in October 1865 signalled the success that timber agents, Quiggan Brothers, had achieved in selling Victorian Blue Gum timber for jetty work then underway in South Australia. Over the following 18 months many ships were despatched from Muddy Creek for the South Australian jetty works which included those in Guichen Bay (Robe), Port Willunga (Aldinga) (see LR 235), Wallaroo, and Port Adelaide.⁶¹ The volumes were not huge but it was enough to keep the mill and its remaining crew at work on a reduced basis, although it did little to relieve Buchanan of his debt to creditors and lenders.

The resolution of the Victorian budget deadlock in 1866 saw a sudden surge in railway and pier work which in turn, on the back of the loadings being despatched to South Australia, saw a return to full production for the Muddy Creek sawmill. Buchanan was selling his timber for Victorian public works through John Sharp and Sons timber yard in Collins Street West, Melbourne.



The above chart plots ship visits, major projects supplied with timber from Sealers Cove and Corner Inlet and sawmill operators. It highlights the volatility of activity associated with these sawmills but also their significance in supporting Victoria's early infrastructure projects.

For the period between July 1867 and October 1868, the quantity of timber and number of piles produced rivalled the peaks experienced back in 1858 to 1860. However the profits produced over the later period were much lower. The railway to the Murray at Echuca had been opened in 1864 providing easy, relatively inexpensive transport of hardwoods, especially red gum, an alternative to Blue Gum for many uses, especially sleepers, to Melbourne. The Corner Inlet timber, which had enjoyed a cost advantage in the past, lost this virtually overnight. Buchanan could still sell his Blue Gum but only at a much reduced price.⁶²

His financial position was further worsened by the drought years that followed the fires of 1863. Grass regrowth was both sparse and slow. Buchanan was forced to purchase feed for the mill horses and bullocks at a high cost in Melbourne. Despite the surge in public works and demand for timber the income from timber sales could not cover his costs. He fell behind in payments to creditors and also to his 37 labourers, one of whom, Thomas Fleming, successfully sued him for outstanding wages. In January 1869,⁶³ Buchanan again found himself insolvent, this time voluntarily, so that all creditors could be treated fairly.⁶⁴ Among those owed significant sums were his brothers James and Andrew for wages and bullock hire, Robert Turnbull for sums lent as well as rent due, and Robert Smith, the Muddy Creek mill store manager and bookkeeper, for wages. In total debts amounted to £3488 against assets of £77.

Buchanan was released from his insolvency in May 1869 but did not return to the sawmill. He was nearly destitute to the extent that he borrowed money from Robert Smith, his bookkeeper and friend and had to be sued to return it.⁶⁵ Buchanan left Muddy Creek and settled on his brother Andrew's selection east of Bairnsdale where he planned to erect saw and flour mills but never did. He spent his remaining days growing hops at his Lindenow farm and died there in March 1884.⁶⁶

The sawmill continued to operate, though now under the management of Henry Thomas, from Port Albert. Thomas was an architect, surveyor and contractor who had leased the Mangrove Pre-emptive Right property, including the mill, from Robert Turnbull. Thomas had no sawmilling experience so would have relied on the remaining workers and a foreman to operate the mill as required. Certainly sawmilling operations by this time can only be described as spasmodic with just three shipments during the second half of 1869. In August 1870, a final shipment of barrel staves and Blackwood was sent on the *Eva*, a 45-ton ketch.⁶⁷ It is notable that there was no Blue Gum in the manifest, which probably indicates that the accessible timber had mostly been cut out by this time. There was certainly still a demand for it.

There was no formal closure for the sawmill – it just ceased operating when the need for running it dissipated. There was still plenty of Stringybark, Blackbutt and Blackwood about that could have been cut but these were species that could be found closer to Melbourne where the cost of getting it to market was much lower. Consequently, the sawmill did not operate beyond 1870;⁶⁸ however, for a short time it seemed that part of the tramway system might.

The discovery of gold led to a rush to Stockyard Creek (modern day Foster), 10 kilometres west of Muddy Creek, in 1870. The need to bring in equipment, people and supplies from ships anchored in Corner Inlet resulted in a number of schemes being promoted to build a tramway to facilitate this. One of these proposals came from Robert Turnbull and Foster publican, George Brandon. They proposed to reconstruct the Franklyn River tramway, last used in 1862, and create a

junction with the northern log tramway that had served the Muddy Creek mill. The latter line passed within metres of the old terminus serving the Franklyn sawmill. The line from the Muddy Creek mill was then to be extended across country to the Stockyard Creek diggings. A formal survey was carried out and plans prepared that would have seen the tramway completed at a cost of £3000.⁶⁹ But before Turnbull and Brandon could take action Turnbull fell ill and died in November 1872.⁷⁰ Little was subsequently heard of the scheme.

The sawmill remained, rusting away for the following two years until March 1873 when Turnbull's estate offered the machinery and some of the buildings for sale.⁷¹ Melbourne timber merchant John Sharp purchased some of the equipment and moved it to his city timber yard,⁷² but the rest remained on site for many years as the old structures began to collapse around it. Stanley Sheppard purchased the Mangrove Pre-emptive Right in 1884 and demolished many of the mill buildings because the new Shire Council wanted to charge him rates for them. Not much was removed from the site, however, as a visitor to Muddy Creek noted in 1888. He recorded a scene of decay with the rotten remains of the tramways still discernible on the ground, tramway wheels and axles strewn along both sides of the creek, many of the structures removed and the tall chimney stack collapsed. The huge horizontal engine that had powered the Sealers Cove sawmill was still on the ground as were the two boilers that fed it.⁷³ Dominating the scene at this time was the massive sawdust heap, which a visitor was to later describe as being higher than the nearby two-storey Toora hotel.

The town of Toora had emerged in the late 1880s when Stanley Sheppard subdivided part of the old Mangrove Pre-emptive Right land, alongside the Melbourne Road, into house and commercial allotments. On the western boundary of the town the abandoned mill sat rotting and rusting for years, and acting as a constant reminder of the past.

Another visitor spoke of the site in 1893; by this time the boilers and engine had gone and the remains of the old structures had been heaped and burnt. Aside from the sawdust heap the only intact item was a massive log jinker. Constructed from Blue Gum the great wheels and structure of the device were still intact and in far better condition than its metal work.⁷⁴

Legend has it that the failed timber preservation plant remained abandoned at the mill over its lifetime, a testament to the remoteness of the area pre-railway, and was buried when Sheppard cleared the site. With a large sawdust pit to serve the two breaking-down and rip benches, there would certainly have been a hole big enough to accommodate the plant so the story cannot be discounted.

Remains

The Sealers Cove site has not been visited by the author, but an archaeological survey undertaken by Dr Iain Stuart in 1989 would suggest significant ground level remains although the presence of a later mill from 1903 has confused matters somewhat.⁷⁵

At the Franklyn River site very little can now be found at least at ground level. The construction of a farm reservoir has removed most signs of the former sawmill although near the base of the reservoir a long, very old impression clearly marked where a log had been placed in the distant past and a half-firebrick marked 'D. Bland Alloa' linked the site to an early 1850s brickworks in Scotland.⁷⁶

Back at Toora the only remnants of the Muddy Creek mill and its operations are the drainage ditch that followed the outlet tramway across the flats, and the low embankment that

carried the line through the ti-tree to the jetty. Both are visible on the ground and in aerial photography. The mill site itself has been built over in recent years leaving nothing to be found.

Buchanan's house survived with a series of occupiers until it was pulled down in the 1950s leaving the fenced land upon which it sat the sole remnant extant in 2014. In part it is now in use as a heritage orchard, which is admirable and definitely preferable to many other possible alternatives. However, sadly, no reference is made on signage to its significant past in connection with the sawmill or regarding its status as one of the very first fenced pieces of land in the Corner Inlet area, which for so many years was simply and evocatively referred to as 'Buchanan's Paddock'.

Acknowledgements

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SEQ LRRSA group EM Loveday photographic competition

Each December the South East Queensland division of the LRRSA holds a photographic competition to honour the achievements of EM (Mike) Loveday.

Mike had a keen interest in narrow gauge railways, which may have stemmed from his childhood home beside the Buderim–Palmwoods shire tramway. He was a fitter and turner by trade, and became a qualified steam loco driver, working at several mills. In later life he saved the tramway's 0–6–2T Krauss from scrapping when it was retired from Bingera Sugar Mill. The locomotive is today preserved at Buderim.

In its 15th year, the perpetual trophy has been awarded to Graeme Prideaux for his photograph of First World War 4–6–0 locomotive *Digger* (Hunslet 1317 of 1916) at Proserpine Heritage Museum.





*Queensland Railways B12 No.32 Avonside 1180/1877, on hire to Mount Bauple Sugar poses with cane from Pialba bound for the mill in 1911.
Photo: Australian Sugar Journal, 1910 from GE Bond Collection, on display at Bauple museum*

LRRSA Gundiah Bauple visit Sunday 25 May 2014

Graeme Prideaux

A Light Railway Research Society Australia group consisting of LRRSA members and friends from the Australian Narrow Gauge Railway Museum Society and the Australian Model Railway Association Queensland Branch visited the Gundiah-Bauple area on Sunday 25 May. The object of the visit was to inspect the remains of the Mt Bauple Sugar Mill's Gundiah-Bauple 3ft 6in gauge railway and 2ft gauge tramway. Also planned was a visit to the Mount Bauple and District Museum at Bauple where LRRSA member Danny Sheehan intended to present the locomotive nameplate 'Bauple' to museum officials. Most participants gathered at the Gunalda Bruce Highway rest area before proceeding to the Prince Alfred Hotel, Gundiah where the remainder of the party awaited.

To minimise the impact of several vehicles, car-pooling was utilised to inspect the remains of the 3ft 6in gauge railway (tramway) in the Gundiah area. The private railway left the Brisbane-Cairns North Coast Railway by way of a right hand sweep at the southern end of Gundiah station yard and headed east in the direction of current day Tram Road. It was possible to access the railway alignment from the aptly named Tram Road which leads from Main Street on the eastern side of the North Coast Railway. From a T junction intersection with Tram Road, the railway alignment leading to Bauple is on a maintained gravel surfaced road for approximately 600 metres to a locked

gate across the formation. Beyond the gate the alignment was noted as climbing in a generally easterly direction into the slopes around Mt Bauple. Tram Road is not the alignment of the private railway but intersects it at right angles in the vicinity of currently dry low ground over which in times past, the right of way was conveyed above water level by a timber trestle.

Following closure of the Mount Bauple Mill and the private railway, a remnant of this line including the sweep and straight track heading east remained in use for Queensland Government Railway purposes for many years. Stop blocks were erected at the end of the line and could be observed still in situ approximately 50 metres to the west of Tram Road. Local advice is that from around 1965 the siding was protected by a large billy goat which considered the place his domain. The goat was observed one day taking on the local fettling gang aboard their quad as it traversed the siding encroaching into his territory. The outcome was that the gang made a tactical withdrawal. One can only wonder what the goat did when a freight train was placed on the siding for crossing purposes. While no aggressive billy goats were seen on the day, it is understood that the formation of the sweep and the concrete culvert under a portion of it, together with the easterly heading straight track and stop blocks, are on a combination of Queensland Transport and now privately owned land. The former is fenced in the usual manner for railway land in electrified territory.

The party then returned to the hotel, which is adjacent to the North Coast Line on the western aspect. A convivial and excellent lunch was enjoyed during which a lucky LRRSA member won the hotel's lunchtime raffle, the prize being a bottle of rum. Northbound Aurizon and Pacific National freight trains and the southbound Queensland Rail Rockhampton Tilt Train passed through Gundiah loop while the party was present in town.

Gundiah loop today is on a topographical alignment different to that which existed when the *Bauple*, former QGR B12 2-6-0 No. 30 (Kitson 2044 of 1875) shuffled around the curve from the east hauling empties and wagons loaded with bagged milled sugar for conveyance onward over QGR metals. Today Main Street crosses the loop at right angles beside the Prince Alfred Hotel. Traffic is protected from trains by conventional stop signs on both eastern and western sides of the North Coast Line.

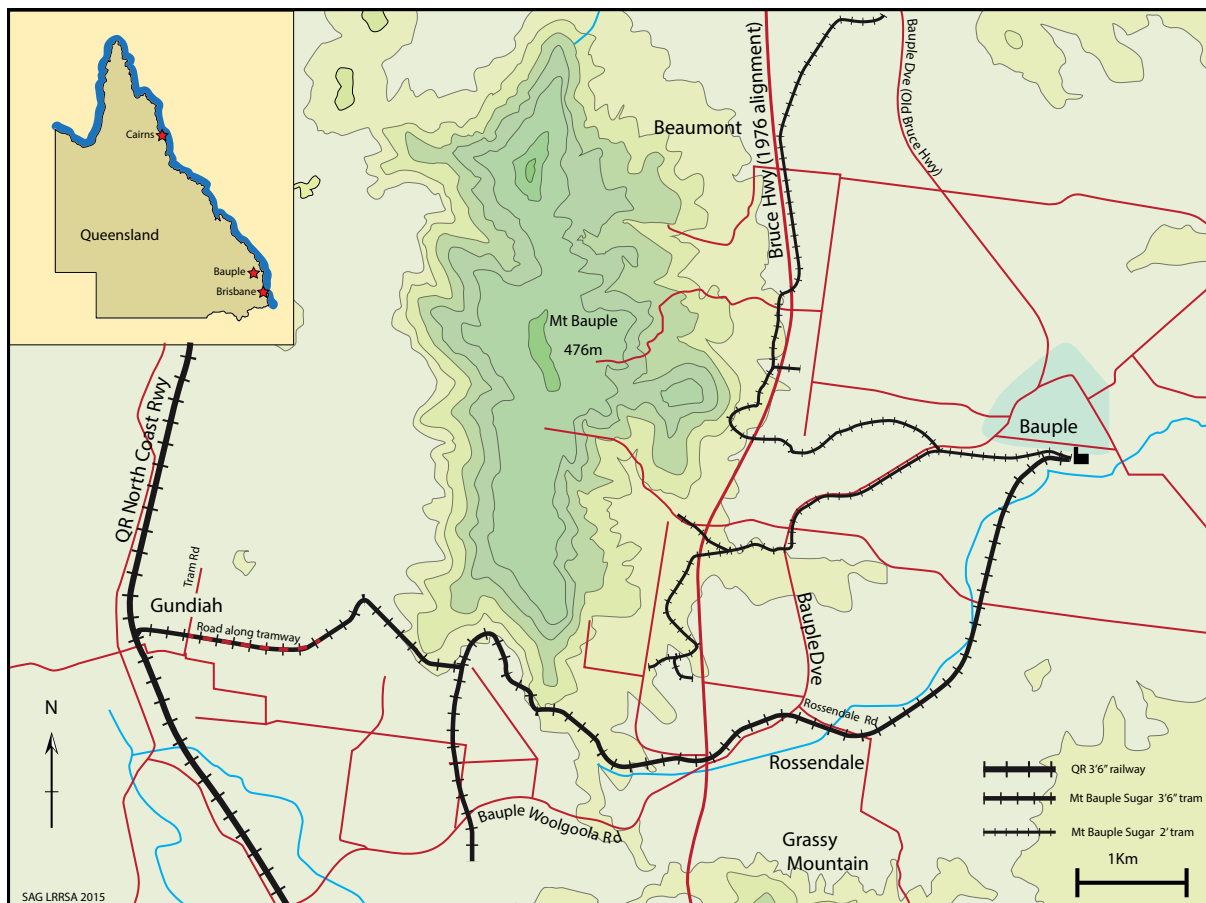
Seventy years ago freshly cut cane was conveyed in QGR trains in F, FC, DF and H type wagons to Gundiah, to be taken over the hill by the *Bauple* to the little sugar mill at Bauple. In deference to the relatively low haulage capability of the *Bauple*, it was necessary to make additional eastbound trips to the summit of the grade. The load was left on a dividing siding and the *Bauple* returned to Gundiah for the remainder. From the dividing siding the whole assemblage would proceed downhill and amble across the flats towards the mill through the locality of Rossendale which is to the east of the present day Bruce Highway.

Prior to the construction of the Bruce Highway bypass of Bauple town, the northern section of the Woolooga-Bauple Road had been the Bruce Highway. The Bauple Mill railway descended from the slopes of Mt Bauple in the vicinity of where the Bruce Highway today intersects Woolooga-Bauple Road. The railway was roughly parallel with the latter road for approximately one kilometre before crossing that road, the former Bruce Highway, on the level. Evidence of the railway alignment exists in this area in the form of raised earth on either side of a small watercourse. Notwithstanding the ravages of sixty years and despite a little imagineering, the party was unable to determine the exact position of the level crossing. This is the area that was examined after leaving the Prince Alfred Hotel.

The range section of the railway alignment between Gundiah and the point where it crossed today's Bruce Highway was not inspected due to time constraints and the unsuitability of the local access roads. The alignment lies on apparent private land traversing a ledge, a cutting through a hillside, a shelf around a spur and across an embankment. This was observed and photographed by the writer and companion on an earlier familiarisation visit to the area.

From Rossendale the group proceeded to a point about two kilometres from Bauple where the 2ft gauge alignment emerges from a long uphill cutting on the eastern side of Woolooga-Bauple Road and formerly crossed that road on the level a little beyond the top of the grade. The gradient on the 2ft gauge was significant but the loads of freshly cut cane were hauled downhill to the mill. Taking a full load of cane to the mill down the grade would have represented a challenge in control for the engineman of the Krauss. There is no doubt that some lively stack talk would have emanated from the little Krauss hauling the empties uphill through the cutting. This cutting today is a tangible readily viewable relic of the 2ft gauge tramway system and given its engineering is likely to remain so for some considerable time. Following inspection of this site the party motored on to the Mt Bauple Museum.

On a Saturday morning in 1961 Danny Sheehan and the late Gordon Anderson, respectively 19 and 20 years of age at the time, travelled to Gundiah aboard the 6.45am Gympie-Maryborough rail motor. They then walked from Gundiah to Bauple along the formation of the closed Mount Bauple Sugar Mill private railway. Danny recently recalled that, as two major bridges had been dismantled, they waded through the creek crossings which fortunately were shallow. They arrived at the mill site at about 1.00pm and commenced to consume the lunch prepared for them by Mrs Honeyman the wife of their Gympie host, Mr Pat Honeyman (QGR Gympie Loco Foreman).



During their lunch they were engaged in conversation by a gentleman and after telling him that they had just walked from Gundiah over the formation of the former mill private railway, he informed them he was the former mill engineer, Mr Waldock. He invited Danny and Gordon to his nearby home for a 'cuppa'. Mr Waldock indicated that he was concerned about the future preservation of an important historical item in his possession: he wished that there was a local museum where this relic could be placed and that someone like Danny and Gordon being enthusiastic and young, would look after it. Mr Waldock then retrieved the *Bauple* locomotive nameplate which had once adorned the mill locomotive B12 No 30, and handed it to Danny. The plate had been cared for by Danny ever since.

In light of the ongoing existence and functioning of the Bauple and District Historical Society Museum at Bauple, Danny decided to gift the *Bauple* name plate to the museum society for display at the museum. Danny prepared the plate for the handover by setting it on a suitable piece of polished timber with a citation. The circumstances of the plate coming into his care over fifty years ago was mentioned by Danny in his speech when he presented the plate to the President of the Mt Bauple and District Historical Society, Mr Trevor Keightley, who was very pleased to accept the relic.

Our group inspected the many and varied items in the museum. Some made purchases of locally made jams and preserves and books on local history. Of particular interest at the museum were the photographs and material relating to the Mount Bauple Sugar Mill and the timber industry. In a shed outside the museum building, under conservation was former Isis Central Mill 0-6-0T No.3 (John Fowler 11465 of 1908). The Fowler had been rescued from likely scrapping at a site in Maryborough by the Historical Society as an example

of Queensland sugar industry motive power representative of the era of the former local sugar mill.

Following the formalities at the Bauple Museum the party split, some to investigate other possible remnants, others to appreciate the view from the verandah of the nearby Theebine Hotel and some others to visit the Dickabram bridge across the Mary River near Miva on their way home. I returned to the Rossendale Road area with Alf Trumper as I wanted to follow up on a hunch from an earlier visit. There we encountered John and Anne Browning following up a similar idea. Rossendale Road at approximately 700 metres from its junction with Woollooga-Bauple Road bifurcates into one road leading up a rise through trees to a house and the other a road leading through a gate into a field. Inside the gate adjacent to the road on the southern aspect sit three former QGR VJMG hopper bodies atop substantial timber structures. Beside the road diagonally opposite the hoppers is another structure which has the appearance of having been the central component of a cane hoist.

Aware that the former private railway alignment traversed the vicinity a search occurred for any trace of its whereabouts. The practised eye of John Browning detected two piers of a trestle standing forlornly in Scrub Turkey Creek about 20 metres south of the floodway where the parallel Rossendale Road crosses the creek. We could only visualize the railway alignment from this point to the hoist as no evidence of a formation appears to have survived. It is likely the left hand road near the gate and the hoppers described above is on the alignment but there is nothing discernable to support this. Old topographical maps indicate that the alignment ran roughly parallel with Rossendale Road to the creek crossing and then curved to the north east to cross Rossendale Road and generally follow the eastern side of Rossendale Creek towards the mill.



Danny Sheehan handing the Bauple plate to Trevor Keightley, President of the Mt Bauple and District Historical Society at the Bauple museum on Sunday 25 May 2014.
Photo: Graeme Prideaux



An early view of the Mount Bauple mill showing both the Krauss and a QR B12-class locomotive, featuring a bogie tender.

Photo. GE Bond Collection, on display at Bauple museum

Throughout its life from 1896 to 1950 reliable cane supply was a problem for the Mount Bauple Sugar Mill according to historical accounts. This was particularly serious in the early twentieth century at the time of Queensland Government control of the mill, and appears to have resulted in the construction of the railway from Gundiah around 1906 and a short branch towards the Kanighan area in 1912. In anticipation that most cane would come from areas to the south, the junction with the North Coast Line was arranged with the points facing the south. The irony is that the majority of the cane until about 1940 came from the north, even as far away as the Pialba area. QGR motive power and rolling stock were operated on the line. However only five ton axle load wagons of the F, H and S type and A12 and B12 class locomotives or lighter were permitted east of Gundiah. It is believed that the mill hired locomotives from the QGR until B12 2-6-0 No.30 was purchased in 1926. B12 No.32 is known to have worked on the line as it appears in a photograph hauling a loaded cane train over a trestle bridge. There is a photocopy of a photograph dated 1946 in the Bauple Museum of an unidentified long wheelbase B13 4-6-0 together with B12 No.30 *Bauple* at the mill.

A point of lively discussion among the group on the day was the ability of an A12 4-4-0 to haul several loaded cane wagons over the 1 in 40 grades east of Gundiah. Hire charges for an A12 would have been favourable from the perspective of the mill especially during poor cane seasons. Perhaps the use of A12 class locomotives provoked the construction of the dividing siding in 1910. Page 111 of ARHS *Bulletin* No.150 April 1950 has an account by the late Eric Lindsay, wherein concerning the replacement by PB15s and subsequent write off of A12s by the QGR he states "No.62 followed in September 1923, and eventually ended her days at Mt

Bauple, being seen there as late as 1946". No photographic evidence has yet come to light of any A12 at Bauple and so this tantalizing matter and that of the unidentified B13 also at Bauple in 1946 are the subject of further research. B12 No.30 *Bauple* went to Evans Deakin in 1947 for overhaul but after the mill closed, was sold to scrappers and presumably broken up. The locomotive nameplate *Bauple* came into Mr Waldock's possession around this time.

The Mount Bauple Mill 2ft gauge tramway operation was enhanced with the introduction of a Krauss 0-4-0WT 6611 of 1912 from the 1913 season. Photographs show the small locomotive with a water tank on a former cane truck coupled against its smokebox. This tramway was utilised for most cane haulage on the eastern side of Mt Bauple each season that the mill crushed until 1946 when the tracks were lifted and the rails sold. Presumably the cane was transported by motor trucks after this time. The non-ferrous metal in the Krauss locomotive was removed by scrappers around 1951 and the hulk remained at the mill site until it was relocated to a museum at Goulburn NSW in 1973. I saw the hulk in about 1962, and again in 1968 when I photographed it.

People, parcels and mail travelled to and from Bauple per the International of the Bauple Bus Service from about 1947 for about twenty years. The service ran to and from Maryborough. Under the State Transport legislation applicable at the time, the bus was not permitted to compete with QGR in the Tiaro-Maryborough corridor. There are photographs of QGR wagons appearing to contain freight or being loaded or unloaded at the Bauple Mill but it is understood that general freight reached Bauple per road transport via a North Coast Line railhead. Raw sugar cane inbound and bagged milled sugar, juice and molasses outbound were the products that were conveyed over the Mount Bauple Sugar Mill Gundiah-Bauple railway.



I acknowledge John Armstrong's recent advice concerning QGRA12 locomotives, and article published in ARHS *Bulletin* No. 453 July 1975 which is a major source of information on the Mount Bauple Sugar Mill enterprise. I also thank John Browning for his assistance in allowing use of his material for tour notes on the day. Further I acknowledge the assistance of Owen Betts in planning the group visit. In particular, I thank Bill Blannin for his original idea to explore the Bauple area and Danny Sheehan who provided the catalyst in activating the suggestion by wishing to take the *Bauple* locomotive nameplate home to Bauple. Finally I thank the twenty who attended on the day. There appears to be more to the Bauple story and our recent visit and this account will hopefully generate additional interest.

Above: Looking east toward Bauple approximately one kilometre from Gundiah. The tramway route, now a private road clearly shows its heritage.

Below: Twisting around the base of Mount Bauple between Gundiah and the Bruce Highway, the extensive earthworks are still clearly visible, almost 70 years after the line's closure.

Both Photos: Graeme Prideaux



During the research phase for his recent book, *Paid Wet and Dry – 101 Memories of Tasmania's Public Works System*, Gary Barker interviewed 101 people who had a connection to that State's Public Works Department. The memories went back over 100 years and included access to private photograph collections, including some with light rail images. As can be seen below, the photographs illustrate the value of private collections as a source of rare light railway information. The support of the LR editorial team in assisting with the provision of additional detail is gratefully acknowledged.

Limestone Quarry Floor, Melrose c. early 1930s This photograph is from the collection of Mr John Moore, who as a boy accompanied his parents to the West Coast when the PWD was building the road from Queenstown to Zeehan in the late 1930s. John's father was a plant operator on the first PWD D7 bulldozer to work on the West Coast. This view was taken with a Kodak folding concertina camera and is published with John's kind permission. John thought the photograph was taken in the Queenstown area but is confirmed as being at Melrose.

In 1916 The Broken Hill Proprietary Company, Ltd; acquired a lease from a local land owner at Melrose, south of Devonport, to quarry limestone required for the blast furnaces at Newcastle. By the mid 1930s the quarry had supplied nearly 2 million tons of the material with the capacity of the Melrose plant at that time being up to 6 thousand tons per week. Once crushed on site the product was transported over the 3ft 6in gauge line to Devonport (see also LR 240 page 13).

The amount of 2ft gauge portable track illustrates the quantity and variety that manufacturers were providing, and what could be achieved by manual labour. The system is based on a single line that comes in at top left, and branches into two separated lines that run parallel to the face being worked. 18 leads from the left parallel line cross the line closest to face, using 90-degree diamond crossings, and then extend to the quarry face.

Loaded skips are difficult to push around tight curves so the parallel line closest to the face was the empty skip road 'in'. As can be observed on this line, at bottom right, there are sharply curved right and left handed turnouts that connect to each face lead. Using these turnouts an empty skip was pushed to the face, noting the lone skip at centre right in this position. Loaded skips would be moved via the diamond crossing, onto the left parallel line and up to the junction at the top of the photograph.



Horses are believed to have been the sole means of 'motive power'.

The face is being quarried from top right and 10 of the 18 face leads were in use, as can be evidenced by the longer track lengths. Apart from the many portable track stockpiles (at left), and not including the made up track at bottom left, there at least 36 left turnouts, 19 right turnouts and 18 diamond crossings in use.

Temporary Construction Tramway Mary Weily and her son Richard 'Pod' pose on a locomotive coupled to a tipping skip. The photograph has 'Liawenee' written on it, suggesting the Liawenee Canal located in Central Tasmania, but is not dated.

The canal, to divert water from the Ouse River into the Great Lake, was built by the Hydro-Electric Department in the early 1920s; however, in the late 1930s a concrete flume section was constructed, by the Hydro-Electric Commission. As Pod was born in 1928 and appears to be around 10 when photographed, the location is most likely Liawenee.

The 2ft gauge 4 wheel chain driven locomotive, judging by its frame, appears to be of local manufacture, could be powered by a diesel engine, but no other details are known. In the left background, reinforcing mesh has been laid in preparation for a concrete pour and as the locomotive and skip have concrete on them the temporary tramline has been in use for some time.



Pod went on to become a PWD plant operator and permission to publish this photograph was kindly granted by Meg and Cheryl Weily, in memory of their late father.



Industrial Railway NEWS

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Special thanks to contributors to the *Sugar Cane Trains/Navvy Pics 2ft Facebook page.*

NEW SOUTH WALES

NORTH WEST RAIL LINK, Sydney

This project involves the construction of twin 15 kilometre tunnels between Bella Vista and Epping. A narrow gauge rail line is used within the tunnel boring machines and their trailers to move the concrete tunnel lining segments forward to where they are placed in position.
ABC Catalyst 20/11/2014; North West Rail Link website 12/14

QUEENSLAND

B&S RADIC, Cooloom

(see LR155 p.20)
610mm gauge
Ruston & Hornsby 4wDM (392120 of 1955) was advertised for sale on the Gumtree website early in November and by December, it was listed as sold. This loco was ex Racecourse Mill in 1982 and was once used to haul cane bins on the owner's cane farm to the Moreton Mill rail system.

Gumtree website 11/14, 12/14; Chris Stratton 11/14; Peter Hayward 11/14

BUNDABERG SUGAR LTD, Bingera Mill

(see LR 240 p.28)
610mm gauge
EM Baldwin 0-6-0DH *St.Kilda* (6/2179.1 6.67 of 1967) has been sold to Mitch Zunker of Sharon where it joined his ex Bundaberg Sugar Com-Eng 0-6-0DH (B1112 of 1956) on 9 December. *St.Kilda* was built using some parts from an ex Snowy Mountains Scheme Ruston & Hornsby 100DLU. Mitch Zunker 12/14; John Browning 12/14

Clairview

(see LR 240 p.28)
610mm gauge
On 17 November, pending transport south to its new home, Fowler 4wDM (21914 of 1936) was moved to a location at Sarina. By 30 December, it had been moved to the Puffing Billy Preservation Society's Menzies Creek Museum for its owner Stefan Rebgetz.
Brian Millar 11/14; Stefan Rebgetz 12/14

DOWNER EDI, Maryborough

(see LR 238 p.24)
1067mm gauge
Walkers B-B DH DH73 (718 of 1974) has been restored for use as a shunting locomotive here. At a ceremony on 18 December, it was named after Hugh Boge who was an engineering manager at the plant and spent most of his working life there.
Fraser Coast Chronicle 19/12/2014

MACKAY SUGAR CO-OPERATIVE ASSOCIATION, Mackay mills

(see LR 240 p.28)
610mm gauge
Marian Mill's EM Baldwin 17 *Langdon* (9562.2 6.81 of 1981) was on loan to Farleigh Mill late in November and returned on 2 December. The 2014 crushing season has seen the lowest number of derailments in the 26 years since Mackay Sugar was formed. This was put down to the expertise of the loco crews and good work on rail maintenance.
Steven Jesser 11/14; Scott Jesser 12/14; Daniel Dutton 12/14; *Whitsunday Times* 4/12/2014

MSF SUGAR LTD, Mulgrave Mill

(see LR 240 p.28)
610mm gauge
Prof B-B DH 22 *Aloomba* (P.S.L.25.01 of 1990 rebuilt South Johnstone Mill 1993) is being rebuilt and by 8 November had been stripped down to a rolling frame. By 1 December, the bogies had been removed as well. Reportedly, everything above the frame will be new and will include a Scania V8 motor with Allison transmission.



Outside the Mulgrave Mill locoshed on 31 December are Clyde 0-6-0DH 16 Kamma (56-96 of 1956), the frame of Prof B-B DH 22 Aloomba (P.S.L.25.01 of 1990 rebuilt South Johnstone Mill 1993) and Com-Eng 0-6-0DH 6 (A1006 of 1955) with Clyde 0-6-0DH 25 Cucania (63-289 of 1963) behind. Photo: Luke Horniblow



Top: Former Bingera Mill EM Baldwin 0-6-0DH St Kilda (6/2179.1 6.67 of 1967) at Sharon on 23 December. Photo: Mitch Zunker **Centre:** Marian Mill's EM Baldwin B-B DH 17 Langdon (9562.2 6.81 of 1981) while on loan to Farleigh Mill late in November. Photo: Steven Jesser **Above:** South Johnstone Mill MU Com-Eng 0-6-0DH locomotives 9 (AH3979 of 1964) and 8 (AA1543 of 1960) have just crossed the QR line at Garradunga on 24 November. Photo: James Chuang

Clyde 0-6-0DH locomotives 23 *Behana* (55-56 of 1955) and 24 *Pyramid* (56-90 of 1956), last noted here on 1 November had been transferred to South Johnstone Mill by 30 November.

The wandering navy loco, Com-Eng 0-6-0DM 5 (A1005 of 1955), was in use running ballast on the South Johnstone Mill network during the first half of November and was later seen at Mazzolinis siding on the Happy Valley branch south of Babinda on 1 December.

Clyde 0-6-0DH 25 *Cucania* (63-289 of 1963) was seen on navy duties at Cucania Loop on 1 November and Baldwin's Loop the following day.

The following observations were made at the mill on 1 December. At the loco shed were Com-Eng 0-6-0DM 3 (A1003 of 1955), Com-Eng 0-6-0DH locomotives 6 (A1006 of 1955), 8 *Charinga* (A1926 of 1958), 17 *Deeral* (AD1453 of 1962) and 26 *Meringa* (AK3675 of 1964), EM Baldwin 0-6-0DH 11 *Maitland* (4413.2 8.72 of 1972), Clyde 0-6-0DH locomotives 16 *Kamma* (56-96 of 1956) and 25 *Cucania* (63-289 of 1963) and Walkers B-B DH locomotives *Mulgrave* (612 of 1969 rebuilt Bundaberg Foundry 1995) and *Gordonvale* (595 of 1968 rebuilt Bundaberg Foundry 1995). 3 is fitted with a new Mulgrave standard hood but retains its original cab. 26 is rebuilt to the same standard as 8 and 17. *Mulgrave* was off track and minus its bogies.

Located within the navy yard area were Com-Eng 0-6-0DM 2 (A1001 of 1955), EM Baldwin 4wDM 10 (6/881.1 6.64 of 1964) and Clyde 0-6-0DH 14 (56-86 of 1956). Com-Eng 0-6-0DH 12 *Riverstone* (AD1452 of 1961) was at the truckshop.

Jason Sou 11/14; John Charleton 11/14; Chris Stephens 11/14; Carl Millington 11/14, 12/14

MSF SUGAR LTD, South Johnstone Mill

(see LR 240 p.28)

610mm gauge

Com-Eng 0-6-0DH 9 (AH3979 of 1964) was seen parked in the siding at Poppis on Mulgrave Mill's Mopo branch on 27 October. The coupling rods on one side had been removed and it looked as though the rod between the rear crank and the jackshaft crank may have broken.

During the first half of November, Mulgrave Mill's Com-Eng 0-6-0DM 5 (A1005 of 1955) was in use for hauling ballast hoppers round on this mill's rail system.

EM Baldwin B-B DH 25 (6470.1 1.76 of 1976) was seen set up for RSU training on Stitts line on 18 November.

On 30 November, the following observations were made. Seen in the mill yard were Clyde 0-6-0DH 13 (59-203 of 1959), Clyde 6-wheeled brakewagon BV1 (CQ2413 of 1972) and EM Baldwin 6-wheeled brakewagons BV2 (6575.1 5.76 of 1976) and BV3 (6575.2 5.76 of 1976). Coupled together outside the loco storage shed were Com-Eng 0-6-0DH locomotives 1 *Josephine* (A1821 of 1957), 8 (AA1543 of 1960) and 9 (AH3979 of 1964) as well as Clyde 0-6-0DH locomotives 15 (66-491 of 1966), 16 (56-93 of 1956) and 17 (55-57 of 1955). Inside the locomotive storage shed were Com-Eng 0-6-0DH 39 (AH4688 of 1965), EM Baldwin



About to pass under the Bruce Highway south of Tully Mill on 30 November is Walkers B-B DH Tully-4 (622 of 1969 rebuilt Walkers 1996). Photo: Luke Horniblow

Industrial Railway NEWS



Top: On 23 November, Inkerman Mill Com-Eng 0-6-ODH Koolkuna (AM4993 of 1965) approaches the mill yard with one of the last rakes for the 2014 season. Photo: Luke Horniblow **Centre:** Hudswell Clarke 0-6-0 Homebush (1067 of 1914) in action at Victoria Mill on 6 December for the mill's social club Christmas party. Photo: Christopher Hart **Above:** Plane Creek Mill's Plasser KMX-08 tamping machine (415 of 1995) on 26 October while on loan to Proserpine Mill. Behind is Proserpine's Plasser PBR-201 ballast regulator (243 of 1984). Photo: Luke Horniblow

B-B DH 32 Liverpool (10385.1 8.82 of 1982), Clyde 0-6-ODH 14 (63-288 of 1963), Hockey 6-wheeled brakewagon BV4 (built 1982) and South Johnstone bogie brakewagon BV6 (built 1990). Also in this shed were recent arrivals from Mulgrave Mill, Clyde 0-6-ODH locomotives 23 *Behana* (55-56 of 1955) and 24 *Pyramid* (56-90 of 1956). Com-Eng 0-6-ODM 28 (AA1544 of 1960) was parked in the navy area with the ballast train.

Also seen on 30 November, parked side by side both with their hoods facing towards the mill at Mitchells, were Com-Eng 0-6-ODH locomotives 6 (C2234 of 1959) and 7 *Morrison* (AD1239 of 1960). 6 has lost its *Allison* name plates.

This mill seems to be much favouring the multiple uniting of locos. As well as locos already paired up, 16 and 17 were apparently set up for the 2014 crushing and the Clydes recently transferred in from Mulgrave Mill are already set up with MU gear.

The main line north is being deviated at Currajah junction to eliminate two level crossings with work commencing by 30 November and seen underway during December.

For the 2015 slack season, this mill has a big maintenance and replacement program targeted around the bin fleet and upgrading bridges so higher capacity loads can be hauled. Jason Sou 11/14; John Charleton 11/14; Carl Millington 10/14, 11/14; Luke Horniblow 12/14; ABC Rural 3/12/2014

TULLY SUGAR LTD

(see LR 240 p.29)

610mm gauge

In a rather bizarre incident on the night of 20/21 November, a woman from Cairns climbed into a full cane bin a few kilometres from the mill, expecting to complete her journey to Townsville in it. Instead, she ended up at the mill feeding station where she was discovered by mill personnel before any harm befell her. Crushing was suspended for about seven hours while the incident was investigated.

Seen parked at Borgnas Loop on 30 November was Plasser KMX-12T ballast tamping machine Packer (433 of 1997).

Townsville Bulletin 22/11/2014; Carl Millington 11/14

WILMAR SUGAR (HERBERT) PTY LTD, Herbert River Mills

(see LR 240 p.29)

610mm gauge

Victoria Mill's Clyde 0-6-ODH *Canberra* (65-433 of 1965) was on loan to Macknade Mill, on and off, for the greater part of the 2014 crushing season and was still there in mid December. Hudswell Clarke 0-6-0 *Homebush* (1067 of 1914) saw use at both mills' social club Christmas parties in December. Firstly at Victoria on 6 December, and then at Macknade on 12 December.

Industrial Railway NEWS

Immediately after performing at Victoria, it was driven across to Macknade, as a level crossing at Braemeadows on the line between the two mills was to be rebuilt during the following week. After the Macknade party, it was stabled in the Macknade locoshed where it was to stay until late January.

The following were observed at Victoria Mill on 30 November. Parked in the mill yard was Clyde 6-wheeled brakewagon BV7 (CQ3477-3 of 1976). Parked in the navy yard were EM Baldwin 4wDH *Sugarworld Shuttle* (9109-1-9-80 of 1980), Clyde 0-6-0DH Lucinda (65-436 of 1965), Plasser KMX-12T ballast tamping machine Packer (445 of 1998), Plasser GWS-75 ballast tamping machine Spot Tamper (434 of 1997), Hansen 4wPMR linecar L CAR 3 (1920 of 1978) and Plasser HGR-230 track jack (374 of 1989). Parked at the bulk sugar hopper was Walkers B-B DH *Clem H McComskie* (605 of 1969 rebuilt Walkers 1991 rebuilt Solari 2004) and EM Baldwin 6-wheeled brakewagon BV3 (4962.1 4.73 of 1973).

Editor 11/14, 12/14; Carl Millington 11/14

WILMAR SUGAR (PLANE CREEK) PTY LTD, Plane Creek Mill, Sarina

(see LR 240 p.31)
610mm gauge

The Plasser KMX-08 tamping machine (415 of 1995) returned from loan to Proserpine Mill around 8 December.

Scott Power 12/14; Damo Patullo 12/14, Tom Badger 12/14

WILMAR SUGAR (PROSERPINE) PTY LTD, Proserpine Mill

(see LR 240 p.31)
610mm gauge

The Plasser KMX-08 tamping machine (415 of 1995) on loan from Plane Creek Mill was returned around 8 December.

Scott Power 12/14; Damo Patullo 12/14, Tom Badger 12/14

VICTORIA

QUBE HOLDINGS LTD, Horsham

(see LR235 p.24)
1435mm gauge

Walkers B-B DH 7334 (696 of 1972) still remains in Horsham railway yards where it was previously noted in November 2013. It now appears derelict, having suffered graffiti attacks and various other

damage. In addition to carrying the corporate name of CRT Group, closer inspection revealed that it carries a carefully painted name – '*Hayley's Comet*'. It appears to have been run into an earth bank and is possibly derailed.

Phil Rickard 12/14

WESTERN AUSTRALIA

GLOBAL EQUIPMENT SOLUTIONS

457mm and 610mm gauges

Listed for auction online in November was a quantity of underground mining equipment located at Kalgoorlie. Equipment listed included 2 x Gemco 1 tonne 457mm gauge Trammer battery locos, 2x Gemco 610mm gauge 3 tonne battery locos, 9 x 1.5 tonne 610mm gauge skips, 1 x 1 tonne 610mm gauge skip, 2 x 1 tonne 457mm gauge skips, 1 x Eimco 12 457 mm gauge rail bogger, 2 x Eimco 12 610mm gauge rail bidders, 1 x Eimco 12B 610mm gauge rail bogger, 1 x Eimco 12B 457mm gauge rail bogger and 2 x incomplete 457mm gauge rail bidders of unknown manufacture. Each pair of locos included a Stanbury battery charger and one of the 3 tonne locos is suspected to be ex MWS&DB, Sydney.

Global Equipment Solutions website 11/14; 12/14; John Browning 12/14

OVERSEAS

FIJI SUGAR CORPORATION

(see LR 240 p.31)

610mm gauge

Lautoka Mill's Clyde 0-6-0DH 12 (65-431 of 1965) was still at Navo depot on 19 November. Staff from IBS Engineering of Innisfail were still doing work in the Lautoka locoshed on 25 November.

The European Union has promised \$17 million to help in the improvement to cane access roads and cane transportation for the 2015 season. This money will be used in the Koronubu area in Ba, Drasa in Lautoka and Malolo sector in Nadi. Canegrowers in Ba said improvements to cane access roads and bridges contributed to the outstanding performance at the Rarawai Mill in Ba this year and more could be achieved if roads and the rail system were further upgraded. Rarawai Mill crushed 592,000 tonnes of cane in the 2014 season, the highest tonnage of the four Fiji mills.

Robin Brooke 11/14; *The Fiji Times* Online 26/11/2014



QUBE Holdings' Walkers B-B DH 7334 (696 of 1972) derelict in Horsham railway yards on 8 December. Photo: Phil Rickard



Book Reviews

Ruston & Hornsby Diesel Locomotive Album

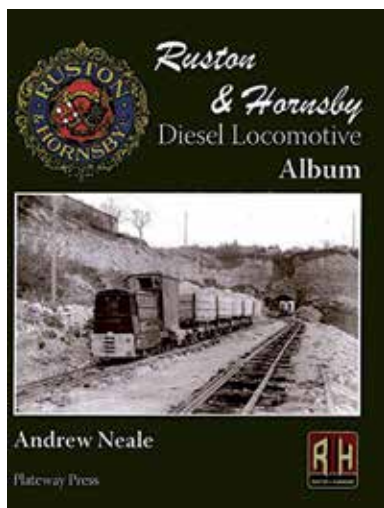
by Andrew Neale

112 pages. 275mm x 215mm. Printed on gloss art paper. 112 pages, with 95 black and white photos, 19 scale drawings and 21 catalogue and brochure illustrations. Hardbound. Published 2014 by Plateway Press, Gainsborough, England.

Ruston & Hornsby began building small diesel

locomotives in 1931 and more than 100 locomotives constructed by the company were used in Australia, in every state and in a wide variety of industries including construction, tunnelling, mining, saltworks, brickworks, sugar cane, and mainline shunting. So even though there is no direct Australian content, this book is of significant interest.

This is a very high quality publication and far more than an 'album', although it contains an impressive range of very well presented official and 'in service' photographs of Ruston & Hornsby locomotives from small narrow gauge



types to powerful standard gauge shunters. There is also a range of scale drawings of locomotive types and many illustrations taken from promotional brochures. The brief history of Ruston & Hornsby and its constituent companies is excellent and the photo captions are detailed and informative.

This highly recommended book is available at around £28 plus postage from a variety of online booksellers in the UK, and hopefully may become available through an Australian outlet.

John Browning

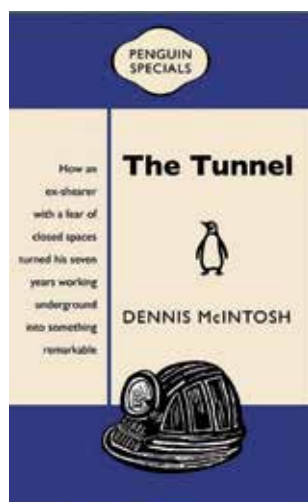
The Tunnel

by Dennis McIntosh

96 pages 180mm x 110mm. Penguin Specials 2014.

Have you ever wondered what it must be like to work underground on a tunnel construction job, with transport of men and materials to the working face by narrow gauge railway? In this small book, Dennis McIntosh tells of his experiences working on Melbourne's Western Trunk Sewer project between Hopper's Crossing and Sayers Road from 1985 to 1992.

The author explains enough of the detail of the construction work, and of the rail system that was an integral part of it, to enable the reader to enter the world of a tunneller. The work was hard, repetitive, filthy and hazardous, and the physical conditions close to intolerable. Well



larded with colourful language, McIntosh's story sheds fascinating light on the relationships between the workers, and with management and the union, providing a valuable commentary on workplace attitudes and behaviours that transcends stereotypical thinking. He also tells the story of his own transformative growth through the experience.

A most unusual book to review in *Light Railways* perhaps, but a beautifully written blood and guts account of construction work underground, and as valuable in its insights as any reminiscence of work in the forest or canefields. A minor classic, obtainable online from Penguin Books at just \$3.99. Highly recommended.

John Browning

Snapshots & Snippets – Old Nauru and the Phosphate Industry

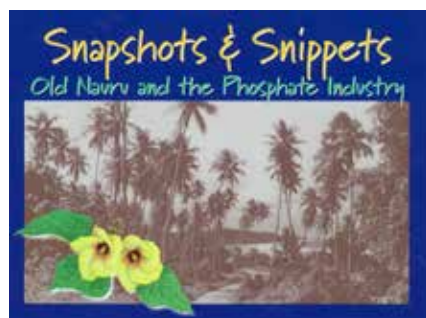
by Dee Goodey

256 pages, A4 landscape, black & white, card cover, only 300 printed. Available from the author for \$60 including postage anywhere in Australia. deegoodey@westnet.com.au

The title of this book aptly describes its purpose and content. The author's father was a Hardware Storekeeper for the British Phosphate Commissioners (BPC) and she grew up on Nauru just after WWII, finally leaving the island to go to boarding school in Australia. She didn't return until 1999, after which she began collecting information, photos and interviewing fellow expats who lived on Nauru at that time. This book is the result of this work.

The book seeks to cover life on the island from its discovery in 1798 up to independence in 1968. It is mainly a social history covering almost every aspect of life on this tropical island that became a prolific source of phosphate for Australia and New Zealand. Dee has collected photos from various places, mainly private collections. It should be noted that those used in the book are not from the BPC archives held in the National Archives in Melbourne. Therefore the mining and railway shots she has used have been previously unpublished.

There are not very many tramway shots in the book, but those Dee has used are very good. The phosphate industry is covered both before and after WWII. It gives the reader a good idea of the amount of reconstruction that was required after the Japanese occupation.



The book is recommended for anyone who is interested in Nauru and its phosphate industry, as it gives a rare glimpse of life in this isolated place from someone who lived there.

David Jehan

Kandos Cement:

A History of the Cement Manufacturing Industry at Kandos

by Bruce A Fleming

Kandos Collieries:

A History of the Coal Mining Industry at Kandos

by Neil G Wallis

274 pages and 288 pages. A4 size. Printed on gloss art paper with card covers.

Published 2014 by Bruce Adrian Fleming (although dated 2013).

These two copiously illustrated books are marketed and sold as a set and deal with the very closely associated cement and coal industries of Kandos, NSW, established in 1913. Coal mining lasted until 2001 and cement manufacturing to 2011. The books detail the fascinating story of how mining and industry development created a particular community in rural Australia.

The limestone quarry featured a standard gauge railway with electric locomotives from 1923 to 1947 while the coal mines all used rail systems for coal and materials haulage, 2ft gauge for Kandos No.1 Colliery and 3ft 6in for Kandos No.2 & 3.

The first volume, on the cement industry, tends towards being a chronicle of events and includes quantities of partially digested newspaper extracts. There are plenty of mentions of extraction, transport and manufacture, but little explanation of the technologies used, why they were chosen, how they operated and why they became obsolete.

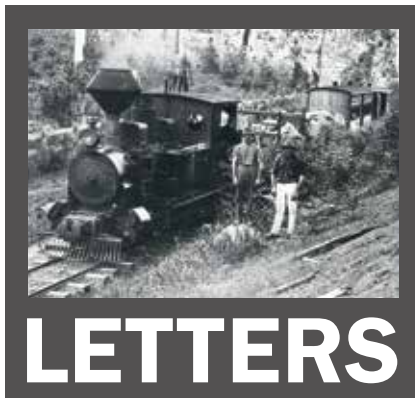
The second volume, on the Kandos collieries, is very readable and the author demonstrates the skill of being able to explain many of the technicalities of coal mining to a lay audience in an informative and lively way. This includes considerable information about rail transport underground with details of locomotives and rolling stock, and methods of working. There is a good selection of relevant black and white and colour photographs.

Although neither volume uses referencing, they both feature an index. Both include plenty of community history interest, including lists of employees, which would be appreciated by those with Kandos connections.

The authors have done a mighty job in bringing together a vast amount of information on Kandos and its main industry in these two books and I would have no hesitation in recommending the volume on the coal industry in particular to anyone with an interest in the subject matter.

The two-volume set is available for \$55 posted from Neil Wallis, PO Box 138, RYLSTONE 2849 or KandosCandCBooks@yahoo.com.au

John Browning



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Transport & Industrial Index locomotives (LR 239)

What a fascinating article this is. I was particularly interested in the Jeffrey locomotives supplied to Amalgamated Collieries. A section of the book *Coal in Australia*, published by the Australasian Institute of Mining and Metallurgy in 1953 describes the underground mining methods used by Amalgamated Collieries of W.A. Ltd at Collie (pp 681-687).

At Co-operative Colliery coal from a panel conveyor belt discharged into five ton skips for conveyance to the main entry tunnel by trolleywire locomotive. At the main tunnel coal was discharged into a surge bin from which the coal was fed onto the main conveyor belt for transport to surface. I assume the 3 ft 6 in gauge locomotives were used on this section. Cardiff Colliery used trolley locomotive haulage of one ton skips from chain conveyors to the main entry haulage, and I assume this was where the two 2 ft 8 in gauge locomotives operated.

The trolleywire locomotives are described thus:

'All locomotives are 8 ton Jeffrey with cable reel. They operate on an overhead, two-wire unearthed system. The orthodox trolley pole is eliminated and in its place is substituted a slipper which operates at the top of the trolley wires.' Electric motors used underground are described in another paragraph:

'The Collie mines are non-gaseous and with the wet conditions and high moisture content of the coal, the dust hazard is negligible. Motors now purchased are totally enclosed but not flameproof.'

This might explain the prohibition of the ex-Collie locomotives in New South Wales coal mines. The unusual two wire overhead system with a top-running slipper is different to the single wire system with the under-running trolley pole shown in the photo of one of the locomotives. At least two other coal mines in Australia, Kandos No.3 and Stockrington No.2 in New South Wales, used the two wire system. This might have been adopted at Collie to avoid bonded rail joints if a single trolleywire were to be installed on existing trackwork at Cardiff Colliery.

Tony Weston,
Via E-mail

Lithgow Valley underground diesels (LR 231)

The newly published book *Kandos Collieries* by Neil Wallis provides new information on the two Jeffrey type battery locomotives that were sold by Kandos to Lithgow Valley Colliery.

The two locomotives were built by the Jeffrey Manufacturing Co in Columbus, Ohio, rather than locally by Jeffrey licensee Gibson, Battle & Co. The first was Jeffrey 8110 which arrived new at Kandos No.1 Colliery in 1939 to operate on the 2ft gauge underground tracks there. When the colliery closed, it was converted to 3ft 6in gauge by Gibson Battle in 1941 to operate at Kandos No.2 Colliery as number 1. Number 2 at Kandos No.2 Colliery was Jeffrey 8141, which arrived new in 1941. On the closure of Kandos No.2 Colliery in 1964, they were not needed at the new Kandos No.3 Colliery and were disposed of to Lithgow Valley Colliery. I was told that they became numbers 4 and 5 here although I do not know which one was which.

John Browning
Annerley, Qld

The British Australian Timber Company Limited, Part 2 – Woolgoolga (LR 240)

The photograph at the top of page 4 showed workmen installing the horizontal bull wheel at the top of the ½ mile 1:5 gradient gravity incline on the British Australian Timber Company's tramway at Woolgoolga.

I was unable to find out much detail about this incline when researching the line. In particular I didn't know what sort of braking system was used to control the simultaneous descent of loaded timber tramway trucks and the ascent of empty trucks.

I am grateful to Peter Evans for supplying the answer, though I am somewhat embarrassed to admit that it was staring me in the face all along. Peter wrote:

'In relation to the incline, the braking system

is clearly shown in your photograph at the top of page 4. At the top surface of the 'bull wheel' is a circle of segmented wooden brake blocks enclosed by an iron band, which would have been tightened onto the main casting by a long lever protruding to one side (much as a truckie's chain-dog is actuated today). I have no doubt that the grooves in the circumference of the 'bull-wheel' are actually in spiral form; multiple turns of the incline rope on the wheel would have prevented the rope slipping when the brakes were applied to the wheel.'

Ian McNeil
East Maitland, NSW

The article *The British Australian Timber Company Limited* in LR 240 describes some further history regarding the locomotive Murray and Paterson 205 of 1886. One of the features of this locomotive is the unique shape of the cab spectacle plate, which still existed several years ago. This remaining relic deserves preservation in a museum, preferably a local one, but the formalities of preservation can take some time to work through.

Jerry Jirasek,
via E-mail

Looking Back (LR 240)

I provide some information and comment on the 'Looking Back' photos in LR 240, page 13.

The top photo is one of very few that are known to exist of the River Don Tramway. The locomotive trialled over the 1873-1874 period is believed to have been a geared machine converted from a portable steam engine. Any information pertaining to that loco would be most welcome.

The other interesting aspect of the tramway is that the trackbed from the limestone quarries in the Eugena area to Barrington was later rebuilt as part of the Tasmanian Government Railways Melrose Line, which was opened in stages from



The spectacle plate is all that remains on Fraser Island of Murray and Paterson 205 of 1886.

Photo: Jerry Jirasek

Don Junction to Palooa in 1916 and to Barrington in 1923. 1 in 32 was the ruling gradient on the latter section. The line beyond Melrose had all gone by 1935 but the formation of it and much of the River Don Tramway remain evident.

The bottom photo is interesting for a number of reasons. Firstly, construction of the Tramway started in 1875 by Joseph Graves and it gradually extended to about 8 miles long by 1882. N Georgeson and R Hay were its owners in 1897, but Robert Hay was the sole operator from 1902 to 1921, when it all closed. The full length of the line at that time was around 15 miles. Perhaps the photo date of 1902 is significant due to the take-over of the Southport Mill and Tramway by Hay.

A Russell Allport built 0-4-0BT jackshaft drive loco was used on this Tramway from 1898 for several years before moving to other lines, including Lunawanna on Bruny Island.

The old TMLR Dübs tank loco boiler remains in existence and still rests on the remains of its carrier. The top photo, taken in 2010, shows it alongside the Southport Jetty Road on the trackbed of the old Tramway with one of the under-frame wheels clearly seen.

When I first spotted this photograph several years ago and learned that the boiler was from a former TMLR Dübs engine, inconsistencies were bouncing in my head. Considering that those locos became TGR's D+ engines and were confined to the Bellerive-Sorell Line until its closure in 1926, the mystery deepened. Of course, I hadn't counted on even considering that those locos may have been fitted with replacement boilers, probably around 1900, and there was the problem solved. Why, then, did the boiler go to Southport with its original funnel still attached to the smokebox? In my experience, those attachments were retained for re-use. Fabricating a new funnel seems an unnecessary expense.

Endeavouring to ensure that the boiler was originally from a D+ loco was the next step. I found that the only former TMLR boilers to have a hand-rail mounting forward of the steam dome and at the rear of the first wrapper were the D+ and the Neilson locos. The latter were ruled out because of the funnel. I also discovered another boiler of the same design, which had been used in another timber concern, nearby the now closed section of the Ida Bay Tramway and alongside the road that was built to replace it.

I would be pleased to receive any further information on any of the above. Given time, I can extract more history from my own archival papers!

Tony Coen,
Via LRRSA Yahoo group

I was most interested to see the photo of the ex Tasmanian Main Line Railway Co. (TMLR) Dübs boiler at Southport in LR 240. I thought you might be interested in two photos I took of it derelict at Southport in 1964.



The remains of Dübs boiler and frames still sitting on its wheels in 2010 looking somewhat worse for wear. Compare this photo to the bottom one on this page taken in 1964.
Photo: Tony Coen



Stripped of its copper firebox, this boiler lies abandoned near the Ida Bay Railway in southern Tasmania. Does any reader have further information on its origin?
Photo: Tony Coen



Photographed at Southport in 1964, the ex TMLR Dübs boiler lies in the scrub beside the road.
Photo: Jim Stokes



Smokebox view of the ex TMLR Dübs boiler at Southport.
Photo: Jim Stokes

The two TMLR Dübs 4-4-2 tank locos are Dübs 2187 of 1886 and 2256 of 1887. They were delivered as TMLR 17 and 18, but were renumbered 11 and 10 fairly soon afterwards, taking the numbers of TMLR's two original Fox Walker engines after they had been sold.

The Dübs engines were intended for local work in the Hobart area, but after the Tasmanian Government took over the TMLR in 1890 they were renumbered D+1 and D+2 and in 1892 were transferred to the isolated Bellerive-Sorell line, and remained there until the line closed in 1926. They were both given new boilers in the early 1900s. They were offered for sale in running order at Bellerive in August 1928, the sale documents stating that their boilers were 28 and 27 years old respectively.

Unfortunately they did not find a buyer, and were sold for scrap in 1930.

Jim Stokes,
Curtin, ACT

Beachport jetty tramway update, SA (LR 236, 238, 240)

Further to recent correspondence, I again visited picturesque Beachport at the end of November, the weather being far more benign than previously – just a breezy zephyr instead of a raging gale! National Trust staff at the museum advised that rails across Beach Road were removed a “couple of years ago”. Examination of Google street-view shows rails were still across the road and along the jetty in March 2008. By February 2010, the jetty rails had gone, leaving rails across the road and behind the fishermen's stores. As mentioned in LR236, the rails across the road were removed when the local Lions Club undertook foreshore beautification works in 2012/13. The National Trust advised that jetty trollies from Beachport AND those from Southend (where rails were removed around the same time) were dumped behind the Beachport fishermen's stores. The trust was allowed to select one for their museum and the Lions selected two of the best remaining to make into picnic tables.



View from the back of the fishermen's stores, across Beach Road, to the Beachport jetty showing remaining tracks. 30 Nov 2014. Photo: Phil Rickard



The Beachport museum, run by the National Trust. The rails used to run through the large doorway. Compare with the photo on p.37 of LR240. 30 Nov 2014. Photo: Phil Rickard



Inside the former wool store, now museum. Beachport jetty trolley (3ft 6in-gauge) with a display of typical luggage from arriving ships' passengers. 30 Nov 2014. Photo: Phil Rickard

The Trust's trolley, now on display inside the stone, former woolstore, rests on 3ft 6in gauge tracks found beneath the flooring following their acquisition of the building – hence their trolley must be from the Beachport jetty. The two 'picnic' trollies, are of 2ft 6in gauge and must be from Southend. It is worth noting that local Beachport 'lore' is that the 'picnic' trollies are also from Beachport but this is clearly in error, brought about by all the trollies being dumped together for a while and the difference in gauges not being fully understood. The Beachport museum, which is well worth a visit, also has on display one of the cylinders from the scrapped Kitson 2-2-0WT 4374/1905.

Phil Rickard
Ringwood, Vic

Early Australian Electric Locomotives – Ganz and Austral Otis (LR 92)

Chris West in the UK has provided some very interesting information from György Villanyi in Hungary. Records of Ganz & Co Ltd of Budapest show 10 locomotives supplied to Australia in 1902 as follows:

- Three of 419mm gauge for The Berry Consols, Smeathon (sic), Victoria.
- Four of 419mm gauge for The Austral Otis Engineering Co. Melbourne.
- Three of 406mm gauge for Great Southern Consols Co. Rutherglen.

This information is at odds with that to be found in AL Bebee's article 'In Search of Gold' in *Electric Traction* August–October 1971 in which it was stated that the electric mining locomotives supplied by Austral Otis were constructed in Australia under licence from Ganz.

Analysis of newspaper articles suggests that the 16 inch gauge Great Southern Consols haulage plant was inaugurated in April 1902 and extended in 1904, and that the Berry Consols Extended installation at Smeaton, east of Clunes, was ordered and completed in 1903.¹

Charlotte Plains Consolidated Gold Mines Ltd operated the Charlotte Plains Proprietary and the New Havillah deep alluvial mines at Moolort, between Maryborough and Maldon, using Austral Otis electric pumps for water extraction.² The Charlotte Plains Proprietary mine had locomotives³ and it is possible that the New Havillah mine also had them, particularly as it seems that the latter may be the same location as the 'Pioneer Mine' with two Ganz locomotives that was mentioned in the article from *Australian Mining Standard and Electrical Record* of 5 May 1909 (reproduced in LR 92). If each of the two mines had two locomotives, that would account for the four recorded by Ganz as supplied to Austral Otis for unspecified locations.

The quoted date of 1902 for all 10 locomotives is somewhat troubling when considering the likely Berry Consols order date of 1903 and Bebee's claim that one of the Great Southern Consols locomotives was of a larger type supplied in 1904.

If the Austral Otis locomotives were actually built in Hungary, is it possible that other early types, from Australian General Electric, Clayton Joel and Weymouth, were

also imported? This and other unanswered questions about early electric locomotives in Victorian gold mines await further attention from researchers.

John Browning
Annerley, Q

1. *The Queenslander*, 7 February 1903, p.335 <http://nla.gov.au/nla.news-article21809274>; *The Argus*, 25 August 1904, p.8 <http://nla.gov.au/nla.news-article10336782>; *The Advertiser*, 30 September 1903, p.9 <http://nla.gov.au/nla.news-article5004345>
2. *The Argus*, 2 September 1899 p.15 <http://nla.gov.au/nla.news-article9028888>; *The Argus*, 2 January 1903 p.7 <http://nla.gov.au/nla.news-article9813703>
3. *The Argus*, 8 February 1907, p.5 <http://nla.gov.au/nla.news-article10614480>; *The Argus*, 17 June 1916, p.1 <http://nla.gov.au/nla.news-article2101752>

Railways of Tasmania's Wild West (LR 240)

I should like to endorse John Browning's very favourable review of Nick Anchen's new book *Railways of Tasmania's Wild West* in *Light Railways* 240. As John says, the book is an absolute pleasure to behold and to read. The production standards are excellent and the book publishes for the first time many outstanding colour photos from the last decade of traditional steam working on the West Coast.

Although the caption does not note it, the Australian Standard Garratt heading a westbound goods train at Burnie in Ray Bruce's December 1956 photo (pages 52-3) is Tasmanian Government Railways' ASG G7. The photo must have been taken towards 5 pm, as an M-class Pacific can be seen in the platform with the evening local passenger train for Devonport, so the ASG is probably working 207 Launceston–Stanley goods running very late. Burnie saw both TGR and EBR ASGs between 1952 and 1957, but nobody seems to have been lucky enough to photograph them together.

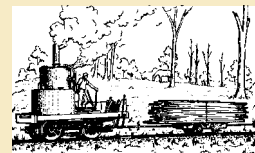
I was also interested in Peter Ralph's recording of superheated 2-6-0 CCS25 on the Regatta Point–Zeehan train in January 1953, the only specific sighting of a CCS on the West Coast that I am aware of. CCS25 must have gone down to Zeehan some time after February 1952 and probably returned to the main system after the first V-class diesel unit arrived at Zeehan in 1954.

Finally, the photo of the 1950 Emu Bay Garratt derailment at South Burnie recalled an episode of family history. The Garratt ended up immediately behind the house of my future wife, then aged three. This understandably engendered a fairly negative attitude towards Garratts, despite the fact that her father had trained as an engineering draftsman at Islington Workshops and worked on the ASGs. Unfortunately she was fated to have both a husband and a son with a lifelong passion for Garratts!

Jim Stokes,
Curtin ACT

Erratum LR 240:

IRN On page of 32 of LR 140, the builder's number for Lautoka 13 is incorrectly shown and should be 9442.1 4.81.



LRRSA NEWS

MEETINGS

ADELAIDE: "Light Railways of South Australia & Northern Territory."

A new meeting venue will be discussed. Deferred business will include Beachport, Lochiel, Dry Creek ICI, Cobdogla, Semaphore jetty gauge and amusement railways in South Australia and the Northern Territory. News of light rail matters will be welcome from any member.

Please contact Les Howard on 08 8278 3082

Location: 9 Craiglee Drive, Coromandel Valley.

Date: Thursday 5 February at 8:00pm

BRISBANE: "To be confirmed"

Next meeting of our Group will be at the refurbished Brisbane City Council Library, 107 Orange Grove Road Coopers Plains. The library is a 10 minute walk from Coopers Plains Railway Station, a phone call to Dan Sheehan or Bob Gough and transport can be arranged. The BCC bus stops in front of the Shopping Centre.

Location: BCC Library 107 Orange Grove Road, Coopers Plains.

Date: 20 February at 7:30pm

MELBOURNE: "In the shadow of the Prom".

Mike McCarthy will be speaking of the early days of Corner Inlet sawmilling and tramways, including Sheppard's line at Toora and Buckley's Great Southern Railway construction tramway, also at Toora.

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

Date: Thursday 12 February at 8:00pm

SYDNEY: "Large scale miniature passenger railways."

Miniature passenger carrying railways, of larger gauges were once relatively common in some Sydney parks or places of public entertainment. They even could be found in a few NSW country towns, as is still one operating example.

Light Railways researcher Dr Jim Longworth is currently researching these railways and so will give a presentation, with photographs, of his findings to date. The vast majority of these railways no longer exist and their locations obliterated. This promises to be an interesting evening which may bring back childhood memories of riding the train.

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

Date: Wednesday 25 February at 7:30pm



Field Reports

Please send any contributions, large or small, to fieldreports@lrrsa.org.au or to P.O. Box 21, Surrey Hills, Vic 3127.

Coman's Mine, Nerrigundah NSW

610mm gauge (see LR 170, page 26)

This small gold mining operation dating from the 1890s (with intermittent operation up until the 1960s) was written up by Chris Walters in LR 170 (page 26), but unfortunately without photographs. I am unable to add anything to his narrative, but hopefully the accompanying photos will give readers some idea of what the site looks like.

Andrew Hennell, 11/2014



A section of in-situ track at Coman's Mine.

Photo: Andrew Hennell

Coolanine mine, Rosetta Head (The Bluff), Victor Harbor SA

Gauge unknown

On Saturday 3 October 1863, the *Adelaide Observer* reported that:

A party of gentlemen have just arrived from Rosetta Head. They have been inspecting the mineral deposits on the Bluff and but one opinion prevails with respect to the richness of the deposits. It is confidently believed that if the Bluff is properly worked it will turn out the best paying concern in the colony, as, independent of the very large percentage of ore, the facilities for shipment are so great, the jetty being so near that it is calculated that £1 per ton would be the outside cost of getting the stuff on the jetty ready for shipment.



The battery at Coman's Mine with its recent protective cover.

Photo: Andrew Hennell

Little else is known about this mine except that it is believed that the ore was a copper-silver-lead deposit and its operation was a short-lived affair. The shaft has been filled in but a disturbed area marks the mine site, located almost immediately above the wharf, to where ore could have been

readily delivered by incline tramway or chute. Of interest is a formation stretching south from the mine site and curving around The Bluff to an area on the southern slopes, where there is some more disturbance and an occurrence of a micaceous friable mineral. This formation is on





Looking north-east along the formation towards the Coolanine mine and Victor Harbour.

Photo: Peter Evans

a gentle falling grade towards the mine site, and it seems unlikely to have been anything other than a tramway. South Australian members may care to take this on as a project, as there may be more information in the archives of the Department of Minerals and Energy SA. The site is easily accessible by formed walking tracks, and the formation can clearly be seen on Google Earth. Peter Evans, Colin Harvey, 11/2014.

Dimboola Weir, VIC

457mm gauge

The original wooden section and some of the newer concrete and steel construction of the Dimboola weir were destroyed in the Wimmera River flood of 2011. An extensive rebuild has



The section of track between the shed housing the single item of rolling stock and the weir.

Photo: Andrew Hennell

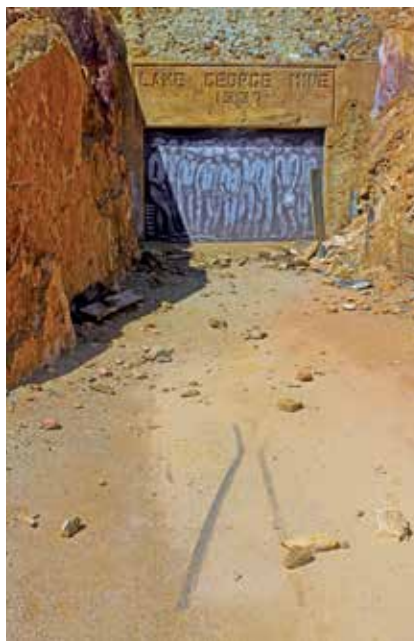


The formation around The Bluff from the landward side. The Coolanine mine site is on the left (north), with the formation stretching to right of frame (south) in a straight line with a gentle rise towards the south.

Photo: Colin Harvey

been undertaken, with completion earlier in 2014. The new construction includes a tramway approximately 50m long. It is of 457mm gauge [18in] with rail of about 15kg/metre [30lb/yd in my estimation]. There is only one vehicle; its task it is to transfer the slats used to raise or lower the weir height to and from an adjacent shed. It is cable-hauled, with several pulleys to carry the wire rope located in the centre of the track on the steep vertical curve leading down from the shed to the weir. Unfortunately I did not have access to the shed, so the vehicle itself was not observed. Note the minimal clearance once the vehicle reaches the weir proper; we are talking millimetres here!

Andrew Hennell, 11/2014



Part of a point exposed in the ground outside the main adit at the Lake George Mine.

Photo: Andrew Hennell

Lake George Mine, Captain's Flat NSW

508mm and 610mm gauge

The history of this mine is comprehensively covered in Ross Mainwaring's book *Riches Beneath the Flat*, published by the LRRSA. A recent inspection shows that some small sections of track remain in situ outside the entrance to the mine.

Andrew Hennell.11/2014

Peak Hill Goldfields Limited, WA

Gauge 610mm (see also LR 235 p.29–30)

Further information has recently come to light on the Peak Hill Goldfields tramway. An official plan of the *Townsite of Peak Hill* shows the layout of surveyed streets and blocks of land, mining leases, and part of the tramway from the mine area to the east. The numerals 31 8 06 have been written at the bottom (outside the border of the plan), and I take this to be the date of the lithograph.¹ Published information on Peak Hill is apparently quite limited. The only publication of which I am aware is *Gold at Peak Hill*, an anecdotal narrative containing a few facts and figures. This text indicates that gold was discovered at Peak Hill in 1892. It appears from mine output records that Peak Hill Goldfields Ltd. only operated from 1897 to 1913.² (Open cut or decline mining was attempted again from the 1980s, but is outside the scope of this report). Newspaper reports contribute more detail of progress at Peak Hill during the early era.

Tramways are being laid down for the chief transport of our ores from the mines to the mill.³

The Peak Hill Goldfields Ltd. applied some time ago for a provisional order, authorising the construction of certain tramways within the district of the Peak Hill Roads Board, and the Commissioner for Railways fixed May 3 as the day on which the objections to the application could be lodged. None however, has been received by the Land Resumption Department, which controls such matters, and the work will therefore be permitted to be carried out.⁴

Despite this newspaper report, there was one objection from the Peak Hill Progress Committee to the construction of the tramline (which was stated in the application by the company to be worked by horses). The objection was lodged in May 1898. Perhaps unwittingly, the Progress Committee's objection resulted in them becoming embroiled in a three-way battle between Peak Hill Goldfields Ltd, the Peak Hill Mining Warden (Chas W Bagot), and the Minister for Mines. Letters between the Progress Committee, Warden Bagot (containing disclosures about the mining company's actions) and the Minister imply that there was a plot to have Bagot removed from his position at Peak Hill.⁵

This suggests that the company was not getting *carte blanche* with the construction of its tramway, and the Ministry of Mines was using Bagot as the scapegoat for it all. Perhaps with a nod 'on the quiet' from the Minister, the company went ahead (before approval was formalised) and began construction. In a letter dated 11 March 1899, it was stated that the company had begun work on construction of the tramway on 1 March and 'have now a good deal advanced'.⁶

*The latest news from Peak Hill is to the effect that Mr. Nicolas, the new manager has already effected a decided improvement. A winding plant is being erected on the Reefer's claim, and a branch line put down, connecting it with the main tram line. The first consignment of the new 20-head battery has arrived on the mine.*⁷

This report of a new branch line to the Reefer's claim appears to contradict local assertions that there was only ever one line of tramway.⁸ However, it is not known if this branch was actually constructed, and we found no definite evidence of it.

*The erection of the new machinery at the Peak Hill Goldfields Ltd. is now almost completed, writes a Peak Hill correspondent to the Murchison Times. The erection of a 40-head Fraser & Chalmers battery with self-feeders is now completed, also two rock breakers. A new tram line with extra heavy rails, has been laid to facilitate the carriage of the extra ore which will be required to keep the 40 head of stamps running, and a new locomotive is on the road out.*⁹

This report seems to indicate that the tramway operated with the Haine St Pierre loco (on light rails) from late 1899 and, in early 1901, the system was re-railed using heavier track to accommodate two new Kerr Stuart locomotives. If indeed the reputed branch to the Reefer's claim was ever constructed, then perhaps it retained the original lighter rails, and utilised the Haine St Pierre loco. The entire mine plant, including two locomotives, was put up for sale by auction in September 1911.¹⁰

A desktop search for possible tramway formations using Google Earth proved fruitless, due to extremely poor and outdated satellite imagery, and the preponderance of literally dozens of "scratches" on the surface of the area. Unfortunately, Flash Earth is just as inconclusive. A full scale investigation of the Peak Hill tramway 'on the ground' was therefore conducted by Bernie Morris and myself on 12 November 2014. The roadbed of the 610mm [2-ft] gauge tramway was picked up at the point where it crossed the road into Peak Hill from the outside world. This was traced both east to the end of the line at the mine, and south-westerly towards the site of the 40-head battery. (This latter site has been completely consumed by the open cut mine operating in the 1980s). Measured on Google Earth, the tramway would have been close to 1.609 km [1 mile] from end to end.

At the battery end of the line, the roadbed has been cut by a vehicle track which gives access to the open cut, and all ground evidence of the tramway and the battery have been completely obliterated. From this point, the tramway climbed

over the slopes of the Peak Hill (to the north of the township) and curved easterly to drop downhill. At the point where it crossed the road, the line levelled out but, shortly after, began climbing again on a long right hand curve up to the mine area. Along this section, it was carried on an embankment of varying height. At the very outer end, the line terminated on a slight left hand curve on a tall embankment, the dead end of which has been impressively dry stone walled. At this point, relics from steam locomotives lay on the south side of the embankment, including broken pieces of gauge glass, rusting metal, asbestos rope lagging, etc. The only length of rail found in our investigations lay here. A section about 1500mm [5-ft] long lay on the side of the embankment. This was found to be T rail with a tall web (but not Decauville rail), and is most likely a remnant of the original light trackage. A few dog spikes were found along the roadbed. With no evidence remaining at the battery end of the line, and scant evidence at the mine end, it seems possible that the locomotives were stabled in the open, although there is no sign of there having been a siding to stand a loco off the main line. The mine end of the line is somewhat elevated above the surrounding country, so loaded trains were blessed with favourable grades almost all the way to the battery.

The locomotives known to have operated on the tramway were the Haine St Pierre 0-4-0T from Belgium – 461 of 1894 – and two Kerr Stuart 'Skylark' class 0-4-2T locomotives, 718 and 739 of 1900. The Haine St Pierre loco came to Peak Hill from the Coolgardie Ore Reduction Works when that company ceased operations in 1899. After



Above left: Roadbed looking westerly up the rise towards Peak Hill. The vertical pole on the right is probably the remains of a telephone pole.

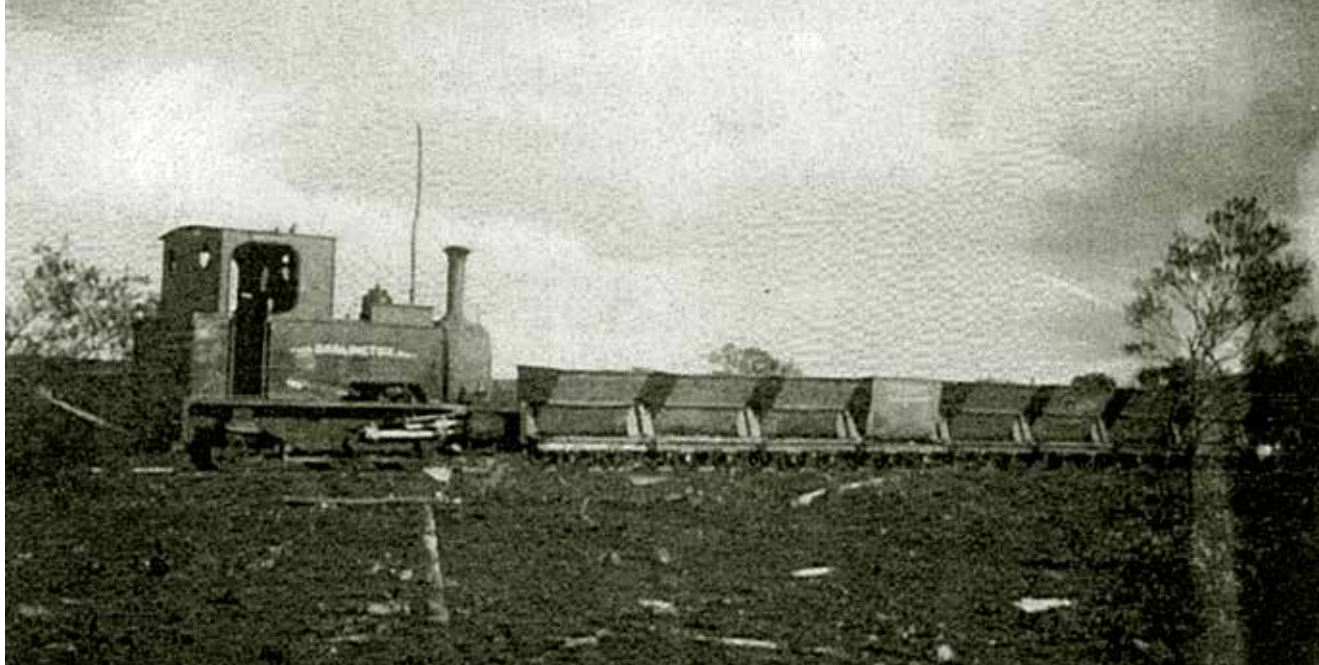
Above right: The dry stone walled embankment at the mine area at the end of the line.

Right: The curving embankment climbing up to the mine end of the line.

Left: The only extant length of rail found.

Photos: Chris Wurr





Above: Kerr Stuart 739 of 1900: 'New loco on its way out', from the Murchison Times, 26 March 1901. State Library of WA photo collection BA2085, courtesy David Whiteford **Below:** The Haine-St Pierre locomotive on display at Meekatharra. Photo: Chris Wurr

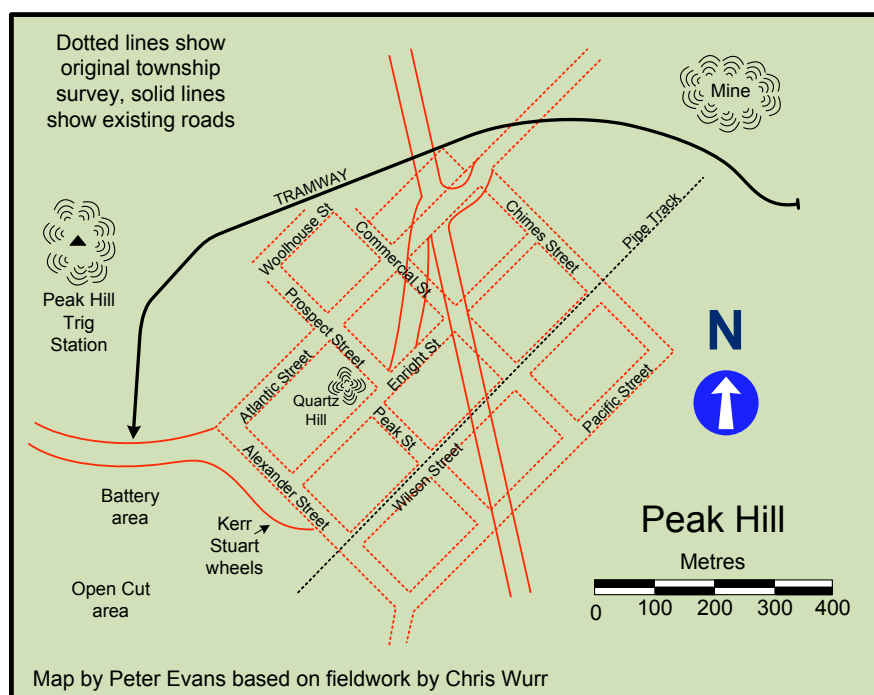
the cessation of mining at Peak Hill, it sat derelict (and tipped over on its side to allow the removal of its copper firebox) until rescued for display in a park in the nearby town of Meekatharra. Sometime after April 2014 it was removed to the Shire of Meekatharra's Depot Yard. The loco has since passed into the hands of the Western Australian Light Railway Preservation Association, and will be transported to Perth in the near future.

The two Kerr Stuart locomotives were apparently new to Peak Hill Goldfields Ltd, having been ordered by Fraser & Chalmers and dispatched to Geraldton. They were ex-works in October and December 1900 respectively, and the first apparently arrived in Geraldton on 11 March 1901.¹¹ One was named *Darlington* after Pafter the Chairman of Peak Hill Goldfields Ltd, G Darlington Simpson.¹² 739 ended up with the Westonia Firewood Co in 1919.¹³ 718 seems likely to have left Peak Hill before 1911 and could well be the locomotive that passed from the Lake Way Goldfield 1899 Ltd to The Gwalia Consolidated Ltd at Wiluna in 1906.¹⁴

Grateful thanks to David Whiteford, Jeff Austin and Bernie Morris for all their help and input.
Chris Wurr 11/2014

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4. *Kalgoorlie Western Argus*, 11 May 1899, page 5, second column.
5. Mines Department file 2244/1899. SRO WA, courtesy David Whiteford.
6. Mines Department file 3537/1898. SRO WA, courtesy Jeff Austin.
7. *Kalgoorlie Western Argus*, 7 December 1899, page 29, fourth column.
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12. Name painted on side tanks: SLWA BA2085, Robert collection of photographs.
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14. 'Mining Notes' *Kalgoorlie Western Argus*, 13 November 1906 p.6, second column.

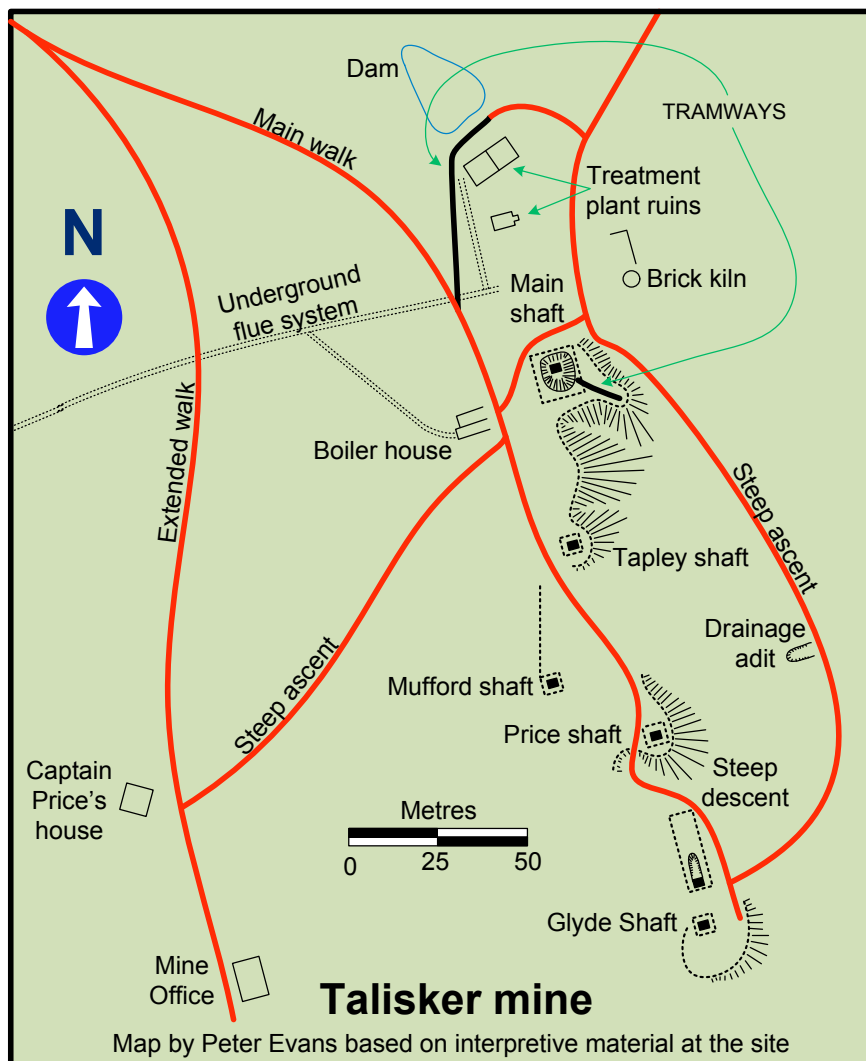


Talisker mine, Fleurieu Peninsula, SA

Gauge unknown

The Talisker mine is situated in the Talisker Conservation Park near Cape Jervis on the Fleurieu Peninsula, South Australia. It was discovered by the McLeod family in 1862, and takes its name from a town in the Isle of Skye in Scotland. The minerals mined were silver, lead and arsenic. By 1865 an engine house and roll-crusher had been installed, with a ten-head stamp battery added in 1867. The output of the mine was transported by wagons to a small beach near Cape Jervis, where it was transferred to ships waiting offshore. The mine developed an extensive settlement with two 'townships', Silverton and Silverton Extended. Problems with finance and water underground closed the mine in 1871. It was reopened in 1889, and worked until 1891. It then lay largely idle except for spasmodic working by individuals or small companies, and closed for good in 1935, having produced 4.5 tons of silver. The site was purchased in 1976 by the State Planning Authority as a recreation park.¹

There is an extremely well-interpreted walk at the site. Remains include those of the ore-treatment plant, consisting of remnant stone work and timber staging for a roll-crusher, and an extremely rare in-situ egg-ended boiler (which may have received its heat from the adjacent calcining furnace). The calcining furnace still has visible traces of its underground flue system, which was also used for recovering arsenic as a by-product of the ore-roasting process. Included in these structural remains are several lengths of bridge rail measuring about 100mm across at the foot. Just down the hill there is a remnant of stone walling for a building, and a reasonably intact brick kiln. Nearby is the well-fenced main shaft with its clearly defined mullock heaps and remnant pump rods. Just uphill is the boiler and engine house for this shaft. Stonework for the boiler settings



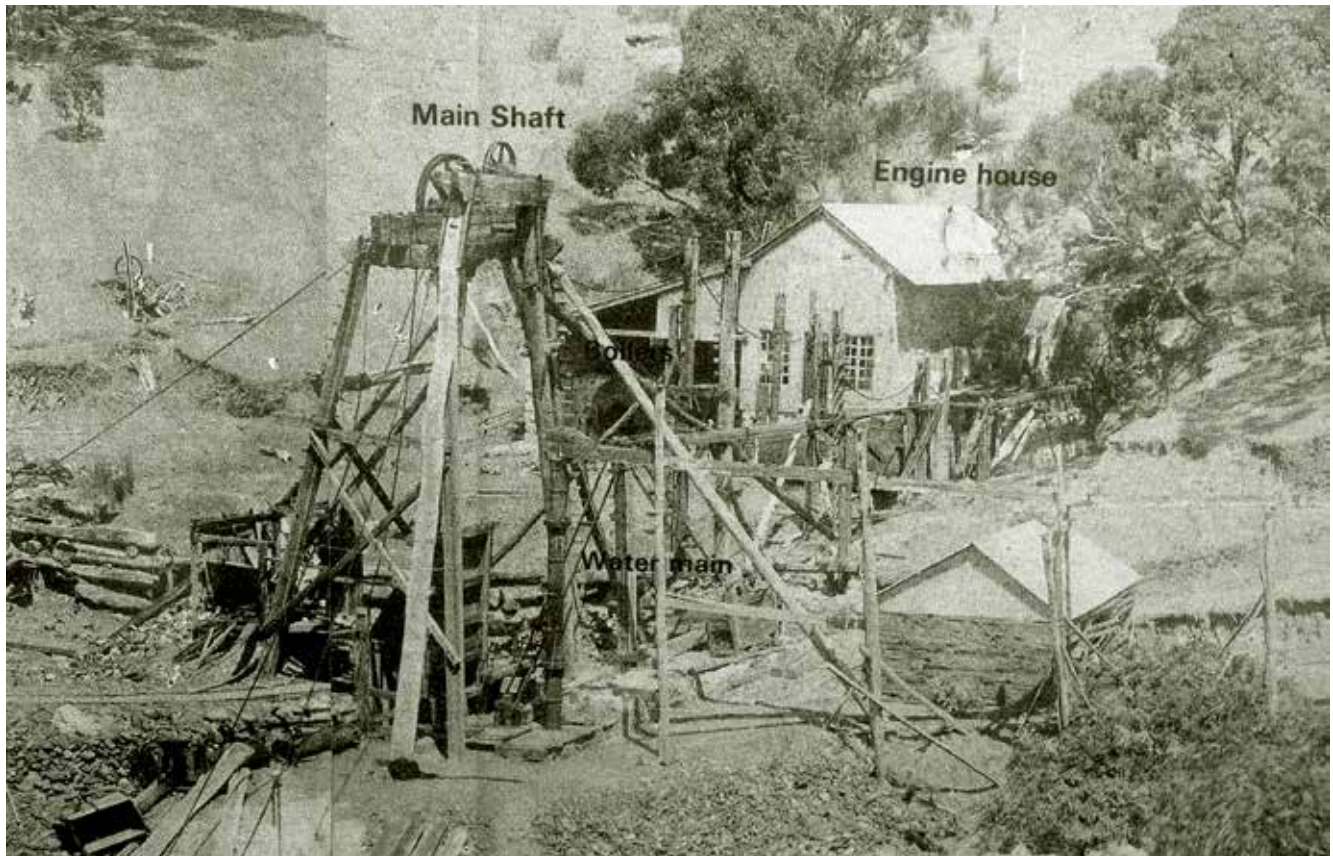
remains but, of the boilers themselves, there is only one furnace tube of an otherwise cut-up Cornish boiler. Other shafts worked by whims

follow as you follow the walking track downhill. Time did not, unfortunately, permit a descent to the drainage adit.



Above left: The ore-delivery tramway formation curving around behind the crusher house, which can be seen through the trees to the right. Photo: Peter Evans

Above right: The ore treatment plant. In the left foreground is the remains of the calcining furnace with remnants of bridge rail protruding from the structure; behind it is the in-situ egg-ended boiler, and, to the right, the crusher house. The ore-delivery tramway passes from left to right just above the level of the boiler. Photo: Peter Evans



The main shaft of the Talisker mine in 1889. Note the mullock tramway exiting to the left beneath the poppet head. Of interest are the pump rods from the right-hand side of the engine house, the pump bob at the shaft, the rising main, and the wooden launder feeding mine water to the dam behind the ore treatment plant. Copy image by Peter Evans from the excellent interpretive material at the site provided by the National Parks and Wildlife Service SA.

Of particular interest are the remnant tramway formations. Aside from the one or two tramways which served the mullock heaps, there is a particularly well-defined formation (part of today's walking track) which curves behind the ore-treatment plant. This would have served to feed ore to the crusher-level of the treatment plant. Later roading at the site has destroyed much of the lower end of this tramway, but it probably originated at the Mufford shaft (see map), which has been partially worked as an open-cut, and may have been part of the earliest workings at the Talisker mine.

This is an extremely interesting site, and would repay further attention from LRRSA researchers in relation to the use of tramways at this mine. Peter Evans 11/2014.

References

1. Drexel, J. F. (n.d.) *Mining in South Australia: A Pictorial History*. Special publication No.3, Department of Minerals and Energy SA. Pages 7-11; *The Mail* (Adelaide), Saturday 14 April 1934, page 2.

Tibooburra Woolshed Tramway, NSW.

Gauge 762mm

In my travels through Tibooburra last month I discovered a short tramline.

The Mt Wood sheep station near Tibooburra was established in the late 1800s. It is now within the Sturt National Park and is managed as a heritage site. The station's shearing shed had a short straight tramline on a level grade which transported wool bales approximately 20 metres from the shed to a loading platform where the

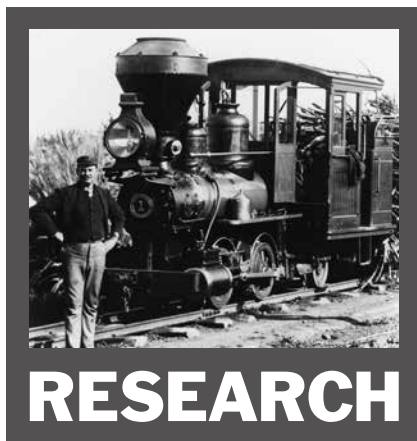
bales were loaded on to drays. Evidence of the tramway still exists. The gauge is 762mm. Steel rails 1.6m long are embedded in the concrete floor of the shed, and a 1.5m section of track, with sawn timber rails, remains near the loading platform.

The timber rails were fixed to timber sleepers with a single nail. There was no sign of the type of transporting trolley used, but it is assumed to have been powered by direct human effort. Ian Barnes 10/2014



The wooden rails in situ at the Tibooburra woolshed.

Photo: Ian Barnes



RESEARCH

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Referencing for *Light Railways*

Referencing is an important component of a researched article; this discussion invites researchers to review when and how they reference and provides an insight into the referencing conventions for readers wishing to use the extra information and expand their light railways knowledge.

Over the last 53 years, many interested members have propelled the LRRSA into the position of the key research repository in the field, through publication of articles and books. These works form a formidable body of knowledge. Authors go to great lengths to find primary sources, whether archived company records, newspaper articles, advertisements, government reports or industry publications to name a few examples. Referencing provides accurate and verifiable information about the source of this information.

The advent of new electronic research tools and access to previously inaccessible archives result in many previous subjects being revisited, with new material bringing aspects of the story to light long after the original publication date. When a subsequent author is able to use those references to further research a subject, it enables our collective knowledge to benefit from the work undertaken by the original author. Importantly, if the subsequent researcher is unable to locate an original source due to location, destruction or some other reason, the original referencing gives them confidence to cite the previous author's work as a research piece and not simply opinion.

The Society's official position on referencing is that it should be undertaken in historical articles wherever possible, but should not detract from the ease of reading the article.

There are hundreds of specific referencing conventions that have been developed to suit various fields of research and research journals and these continue to evolve and adapt to requirements. The LRRSA requests the use of 'numbered endnotes'. This system requires the use of a number in-text (as close as possible to the quote or information being cited) and a corresponding number at the end of the article displaying the

full information. This compiles a 'reference list' at the end of the article that presents the complete details of the resources cited in the article, in the order that the material is presented.

Although more common to books than articles, researchers may also use a 'bibliography' or 'further reading' list. These provide details of resources not directly cited in the article, but may be of use for background reading or information.

As clear as this appears, there are still points for confusion and downfalls in this system as 'numbered endnotes' do not describe a specific referencing style, rather a broad range of referencing styles which use in-text numbers. Previously, LRRSA articles that have used numbered endnotes have used a varied combination of the 'documentary-note' style and the 'Vancouver' style. This amalgam of styles may appear a small issue, but a consistent system will enable an ease of reading to which the Society aspires, as well as providing a clear resource for future researchers. A consistent referencing framework also gives new researchers a structure for providing all necessary information thereby ensuring accurate and comprehensive references. The following presents guidance for researchers in areas that provide common pitfalls when using endnote referencing.

The first issue is one that is commonly seen in LRRSA articles: the use of explanatory endnotes interspersed through referencing endnotes. Authors rightly use explanatory endnotes to elaborate on a point that does not need to be in the body of the text; these should be continuously numbered with the in-text references and added to the final reference list – this reflects documentary-note style referencing. Other publications may separate in-text references from explanatory notes through the use of symbols for the explanatory notes – this reflects Vancouver referencing.

The second issue is less common and occurs when an author has multiple references to support one statement. The documentary-note style requires only one number in-text with the corresponding number in the reference list noting multiple references, separated by a semi-colon. The Vancouver style does the reverse (multiple numbers in-text with one allocated to each reference and each number in the reference list noting a separate reference). Although there is no obvious benefit in either system, the confusion emerging when some authors use one system and others another is apparent. For consistency it is recommended that only one number in-text is used.

The specific conventions of the referencing style provide consistency and clarity, but the most important question is, 'what should be referenced?' Any direct quotation from a reference or individual, paraphrasing of ideas or concepts, or key facts and figures that are not general knowledge should always be referenced.

The following list gives the recommended conventions for LRRSA researchers to reference common material. The documentary-note style of

referencing has been chosen as this is consistently used in humanities research. The list is not exhaustive and further guidelines are available from the *Style manual for authors, editors and printers*.¹ The book is widely available through public libraries and editors of *Light Railways* can assist with queries. Online guidance is also available, as are free and paid automated referencing programs (Endnote™, CiteULike™). This referencing style is variably referred to as the 'documentary-note', 'humanities style' or 'Oxford style'.

Books

Author (first name initial then surname), *full title of book*, publisher, place of publication, year of publication, page number(s) if required.

Example:

F Stamford, *The Mclvor Timber & Firewood Company*, Light Railway Research Society of Australia, Melbourne, 2014.

If the same reference is cited again, cite the author name, and page number(s) if different from the previous reference.

Periodicals (journals and magazines)

Author (first name initial then surname), 'title of article', *full title of periodical*, volume or issue number, date of publication, page number(s).

Example:

I McNeill, 'The British Australian timber company limited, part 1 – Coffs Harbour', *Light Railways*, No.238, August 2014, pp.3-15.

Subsequent citations follow the same conventions as books.

Secondary sources

It is not always possible to access the original document, so it may be necessary to note that you found the reference in a subsequent publication. This should take the form of: 'Citation of original work', cited in 'Citation of work from which you sourced the material', page number.

Newspapers

Author (where known), 'title of article', *full title of newspaper*, date (date-month-year), page number.

Example: 'District News – Taree', *Maitland Daily Mercury*, 22 February 1895, p.2.

The 'cite' function in *Trove* provides a number of formats from which the key information can be extracted.

Once listed in full the first time, the newspaper name can be abbreviated, thus the *Maitland Daily Mercury* (MDM) becomes MDM in subsequent citations. Author names are not common in older newspapers, but it is important to provide the article title and page number to enable easy location of the reference among text-heavy newspapers of old.

Archival material

All State and Commonwealth archives give extensive advice on how to cite archival material via their respective websites. A future article will look further at referencing archival material; in summary, an archives citation should identify:

- the name of the *archives institution* holding the record
- the *agency* that created the record
- the *record series* of which the record is part
- the *record item* itself.²

Internet sources

Commonly in LRRSA articles, internet sources may include the Australian Dictionary of Biography or local history websites. This should be structured: Author (if known), Title of article or webpage, Title of website (if applicable), URL, date accessed. For an example, see reference 2 below.

The date accessed is important for any website where information may be updated or altered e.g. Wikipedia. Internet sources are a constantly evolving area of referencing and as such the conventions are more changeable than in other areas.

This small selection of examples provides an insight into the complexity of referencing and the lack of consistency that can develop. It highlights that adoption of the documentary-note style of referencing will enable the LRRSA to maintain its place as the pre-eminent repository and source for light railway researchers.

Liz Thyer and Stuart Thyer

1. Snooks and Co. (rev.), *Style manual for authors, editors and printers*, 6th edn, John Wiley & Sons Australia, Milton, Qld, 2002
2. Archives In Brief 10 - Citing State archives, NSW State Government State Records, <<https://www.records.nsw.gov.au/state-archives/guides-and-finding-aids/archives-in-brief/archives-in-brief-10>>, accessed 24 Dec 2014

Public Works Department Records (NSW)

Research into the Clarence River breakwater railways revealed that the NSW Department of Finance and Services holds a large number of survey plans for the NSW Public Works Department (PWD).

Credit for this discovery belongs to Rob Knight, a member of the Port of Yamba Historical Society. His persistence was rewarded when he tracked down an ex-PWD surveyor working in the Department; "someone who spoke the same language as me." Rob wrote:

"The Department of Finance and Services is in Rawson Place, Sydney, a short stroll from Central Railway Station. The building occupies the whole block. This is a high security site and you won't get past the foyer without identification and an escort. The originals are held there under lock and key and it may be a bit of an exercise to obtain permission to view them. I suggest you contact the Plan Services Section, explain what you are seeking and make an appointment to meet with someone. At the Plan Services desk there is an aperture card reader. The old original plans are very large linen scrolls that have been photographed to microfilm. Because of their size, most of the plans of interest involve more than one aperture card (one of the plans I obtained involved 14 frames). For a small number of plans they scan the aperture cards on site for \$18 per plan. For a larger number, they are scanned offsite at \$2 per aperture card (minimum number 35) plus \$49 external supplier fee and \$50 plan service fee per hour (thus minimum total fee is \$169). The idea is to view the plans of interest on the reader so you know what you are getting. You have to arrange for the girl at the desk to dig out the aperture cards."

Fortunately Plan Services has an email order service. They have an in-house searchable database, and a polite email to PlanServices@finance.nsw.gov.au should result in a database extract in the form of an Excel spreadsheet. For example, a request for an extract of CLARENCE RIVER plans resulted in list of 2674 items dating from 1863 to 1977.

Ordering plans can be a bit of an exercise. Plan Services will email you four forms that need to be filled in and returned for each batch of plans you want to purchase: forms DF0228, DF0068, DF0069 and DF0070. Each plan will cost you \$18. There are some gems in their collection; we got the Angowrie quarry railway (survey plan; curvature and gradient diagram), a plan of the Angowrie quarry, and a plan of the long Freeburn Island Viaduct, which took the Angowrie quarry railway into the middle of the Clarence River.

There are also some disappointments. Some of the original plans are almost illegible through age, and promising document titles come up with microfilm images containing only a few faint lines on them. *Caveat emptor!*

Ian McNeil

Amusement Railway postcard

Eddie Oliver posted a link to this postcard image to the LRRSA yahoo group in October 2014. The postcard was being sold on Ebay, so I decided to purchase and publish it.

The only identifying mark on the back is J.B.S. and thanks to some good work by Jim Longworth, is identified as J B Siddall, the maker of the card. He was producing the cards at the South Australian Chamber of Manufacturers exhibition, which ran from March to May, 1910, where the pictured train was operating. The card was written and posted from Mt Barker, SA, so it seems likely the writer had been to the exhibition.

The train had previously run in Victoria at an exhibition, presumably the Melbourne ANA Exhibition of Manufacturing, held every year in January.¹ Listed as one of the outside attractions, it was known as 'Hewitt's Motor Railway'.²

The train itself employed some interesting

engineering; the single wheel carriages would have required careful loading to keep balance and avoid undue strain on the drawbars, while the locomotive appears to be a steam outline 2-2-2. A flywheel visible in the cab suggests it was powered by an oil/kero engine. The offside driving wheel does not show daylight beyond, most likely due to a gearwheel attached to the axle. The overall construction of the train is relatively lightweight and the train may not have lasted many years in operation. After finishing duties in Adelaide, it may have moved back to Victoria for further operations. Jim's further research in these areas may bring more information to light in the future.

Stuart Thyer

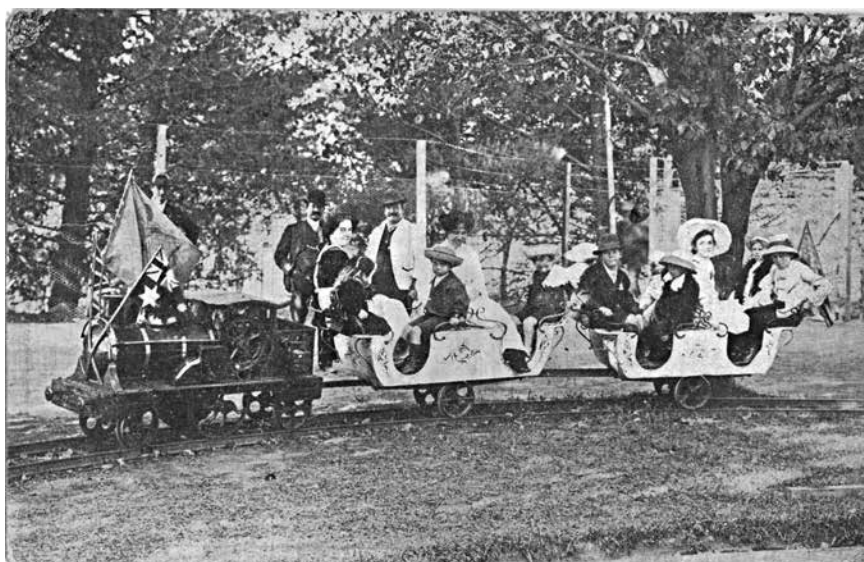
1. 'Industrial Festival', *The Register*, 19 March 1910, p15.
2. LRRSA, South Australian Group, Light railway locations in South Australia, the Northern Territory and around Broken Hill (NSW), <http://lrrsa.org.au/Lrr_downloads.html> Accessed 21 December 2014

Google News

While *Trove* has a vast selection of Australian newspaper titles available for searching, it appears the *Google News*¹ has access to at least a couple of titles *Trove* currently misses out on. *The Age* and *Sydney Morning Herald* are two of the notable papers, but there may be more on closer examination. One problem is that the site is put together internationally, thus one has to search through a significant range of mostly American and Canadian papers. Another drawback is the search function on the *Google News* website. It is limited to the past 30 days of publications only, thus readers looking at archival material need to read the 'Archive Search Help' section for further information on setting up a web search of the archive. It also appears that the content for some papers is not complete, although sometimes two days of paper have merged under a single date. The OCR searchable index not as well developed as that in *Trove*.

Stuart Thyer

1. Google news, <<http://news.google.com/newspapers>> accessed 21 December 2014





Heritage & Tourist NEWS

News items should be sent to heritagetourist@lrrsa.org.au Digital photographs for possible inclusion should be sent direct to Scott Gould at editor@lrrsa.org.au including the name of the location, the name of the photographer and the date of the photograph.

QUEENSLAND

AUSTRALIAN SUGARCANE RAILWAY, Bundaberg

610mm gauge

Steam locomotive Bundaberg Fowler 0-4-2T (3 of 1952) has been painstakingly restored in Bundaberg at the Australian Sugarcane Railway where it now operates at weekends. In a report on ABC Online Secretary Ross Driver said: "The big significance of this train is that it worked in

the Bundaberg area for quite a lot of its life. I even had the fortune to drive this locomotive out in the cane fields actually hauling cane. We'd haul roughly 300 tonnes per trip and the engine used to work very, very hard."

When the engine was retired it had been painted yellow and black in an effort to improve visibility at rail crossings. Now it has been restored to its original colouring of bright green with red pinstripes.

"We restored it to what it actually looked like as it came out of the Bundaberg foundry when it was built in 1952," he said. "I'd have to go through our record books, because we keep records all the time, but it would be many thousands of hours of work by volunteer tradesman. We've got a lot of different skills that keep these locomotives going."

The Australian Sugar Cane Railway runs the steam engine tourist loop around the Botanic gardens in Bundaberg every Sunday. However, the group was hit hard during the 2013 Australia Day floods with the workshop area inundated with water. Years of work and hundreds of tools and parts were washed away.

"When the flood came through here it came through at about 75 km/h, so it ripped up quite a lot of stuff," Driver said. "It got the cabin of this locomotive and tipped it upside down and took it down the creek. There were a lot of parts that went missing; they were strewn everywhere." Despite this setback, the locomotive and railway are up and running again.

ABC online, 11/14, Ross Kay and Scott Lamond

FRIENDS OF ARCHER PARK STATION AND STEAM TRAM MUSEUM, INC.

Rockhampton

1067mm gauge

The organisation has been busy finishing odd jobs and preparing for the maintenance shutdown of the rollingstock. During December the Purrey steam tram (Valentin Purrey, Bourdeaux, France) and the Citra Billard locotractor were to be inspected, serviced, repaired and hopefully certified as fit for operations in 2015.

Tram Tracks, 12/14

THE BUDERIM-PALMWOODS HERITAGE TRAMWAY INC., Buderim

762mm gauge

Work is continuing on two major projects concerning the Buderim Palmwoods Heritage Tramway. The original tramway was constructed from late 1911 and the tram commenced running in 1914. The tramway was a local council line funded by government tramway loans applied for and guaranteed by Maroochy Shire Council. Shire ratepayers who gained advantage from the tramway were charged an extra rate.

Originally the tram track passed through the slope of the present walking track entrance, under Telco Road which went over the tramway on a wooden road bridge, then past Telco Station and across the gully on a big wooden bridge as it went on its way to Buderim. (This large tram bridge was generally called the "White" bridge. It may have been named after the white clay on the western slope or because it had white railings).



The cosmetic restoration of Ex Moreton Central Mill Shay was celebrated at an unveiling ceremony on 29 November 2014. The project was undertaken as a partnership between Sunshine Coast Regional Council and the Nambour and District Historical Museum.

Photo: Bob Gough

The tramway up the escarpment had many sharp bends with double 'check' rails on them. It has been reported that when people were waiting at Telco Station for the tram, the squealing of the flanges on the bends was heard before the sound of the climbing locomotive! There are also persistent rumours that at some time in the tram's life a wagon was lost over the side of the 'mountain' and not recovered.

Currently a walking track follows a path for approximately 800m with the remainder of the track down to Forest Glen to be developed over the next few years. The Buderim Palmwoods Heritage Tramway Inc is a group of volunteers formed in 2003 following foundation work done by the Buderim Historical Society over the preceding 10 or so years.

The first project has been the development of part of the old track as a heritage walking track. Following the successful cosmetic restoration of the original Krauss locomotive that ran between Palmwoods and Buderim, the second project is the relocation and secure housing of this

WOODFORD RAILWAY, Woodford

610mm gauge

President Terry Olsson reports that the railway recently took the bold step of changing its name from Durundur Railway to Woodford Railway, which has proved successful.

The independent track inspection on 25 June 2014 identified 62 defective or ineffective timber sleepers and two time-expired turnout timbers under the main line points that lead into the compound roads. These were marked with white paint for replacement. The organisation has concentrated efforts on replacing these sleepers with concrete ones. The two turnout timbers have been renewed in steel with brackets welded on for pandrol clips to attach the rails. There are currently 131 of these concrete sleepers in the mainline compared with 74 in April this year. They now represent 10.6% of the mainline sleepers. Whilst this is a significant achievement, it will be some years before all the timber sleepers are eliminated.

Durundur Railway Bulletin, 11 and 12/14

The unveiling, conducted by Clive Plater and Sunshine Coast Mayor Mark Jamieson, was well attended by light railway enthusiasts, former mill loco firemen, descendants of a Shay driver and other interested visitors.

Clive Plater, 12/14

VICTORIA

WALHALLA GOLDFIELDS RAILWAY,

Walhalla

762mm gauge

A decade after completion of the Walhalla station, the project to build the verandah was due to be completed in January 2015. As a test, the Fowler (1951 0-6-0DM John Fowler, Leeds) was run alongside the new platform, with a few anxious onlookers, however it fitted like a glove. The next test involved the 10 Class (former EBR 1001 Walkers 576 of 1963) and it also fitted without scraping or shaving down the new wooden edged platform, a credit to the Contractor and his team.

The Board has also called for tenders to repaint the carriages during the New Year.

Dogspikes and Diesel, 11 and 12/14

TASMANIA

IDA BAY RAILWAY, Lune River

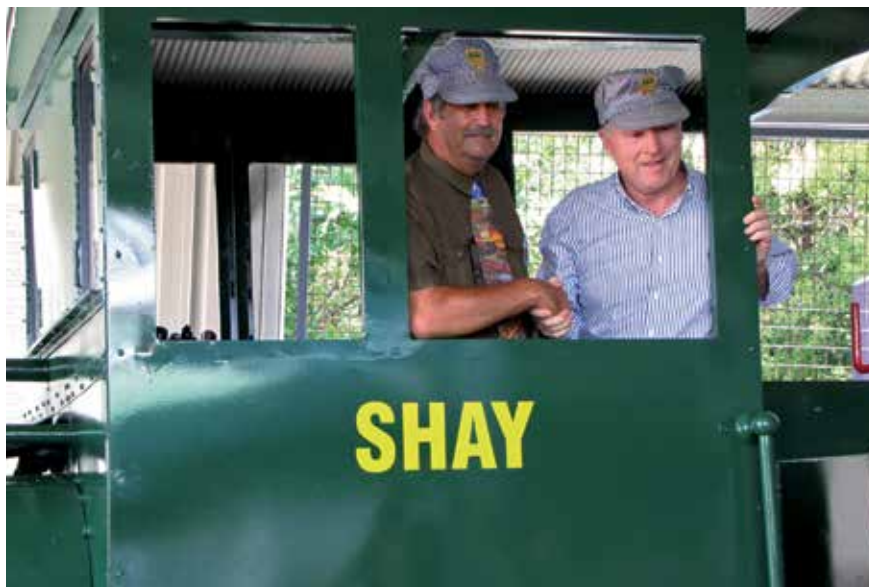
610mm gauge

It is now 10 years since the Thornton family's arrival at the railway on 27 January 2005. From a broken down derelict condition the railway is now in reasonable condition as regards rolling stock, right of way, buildings, grounds and the services provided. It has been a struggle, but through great dedication and perseverance the railway continues to operate.

The Thornton family, railway staff, locals, The Friends of Ida Bay Historical Society, volunteers from other railways and people who have visited and come back to stay for some time and donate their services, have all been involved in this work. Rail Safety personnel have also contributed their assistance in the accreditation and safety processes.

In the first year of operation with the Thorntons, the railway worked on Loco 1 (Malcolm Moore 1038 of 1943) to get wheels machined and new axles made. Another engine was required and the old Holden gearboxes were a constant problem. Again brake blocks, bearings and axle boxes all required a large amount of work. The railway then worked on Loco 3 (Malcolm Moore 1056 of 1943) and had the wheels machined, new axles, new sprockets, new brake blocks and bearings made which brought the loco up to a standard for accreditation.

Loco 4 (Malcolm Moore 1017 of 1943), the one used for shunting, is now a priority for restoration to service, which would give the railway two locos when one is down for major service. The rail motor, re-built by David Beck and friends in the 1990s, is next on the list. This loco was again rebuilt by John and Terry Donnelly and Mick Williams from 2005 to 2009. It unfortunately had to be left out in the open



A handshake from Sunshine Coast Mayor Mark Jamieson and Nambour Museum President Clive Plater at the unveiling of Shay after a three year restoration.
Photo: Bob Gough

locomotive to a site on the corner of Lindsay Road and Burnett Street near the old Post Office.

This first locomotive, 0-6-2 Krauss (6854 of 1914) had side tanks for water, and an integral fuel bunker at the rear. Due to the steep grade of the track (up to 1 in 20) all rolling stock had air brakes and the loco carried a Westinghouse air pump on the front left hand side of the boiler. There were two outside cylinders with Walschaerts valve gear. The top of the boiler carried two square sand domes, a cylindrical steam dome, and an oil headlight. The original diamond stack was replaced by a stovepipe stack in about 1928 after conversion from wood fuel to coal. After the line was closed in 1935, the Krauss was converted from 2ft 6in (762mm) to 2ft (610 mm) gauge by Walkers of Maryborough and sold to Bingera Sugar Mill Bundaberg. The loco was acquired by BPHTI in 2004, for cosmetic restoration and eventual display in central Buderim.

Report from Visitor's guide to the Heritage Tramway Walking Track via Colin Giles, XX/14

NAMBOUR AND DISTRICT HISTORICAL MUSEUM, Nambour

610mm and 1067mm gauges

After three years of conservation work the former Moreton Mill Shay was officially unveiled on Saturday 29 November. *Shay* is a composite rebuild by the Moreton Mill in 1948 of the *Dulong* Lima B/N 2091 of 1908 and *Mapleton* B/N 2800 of 1914. *Shay* was retired in 1959 and when the mill closed in 2003 the Sunshine Coast Council assumed full ownership of the loco with it spending six years in storage until returning to the Nambour Museum four years ago. During year one a workshop jointly funded by the Museum and the Council was constructed over the Shay, then a three year funding agreement saw the Council providing \$10,000 per year for three years with the Museum providing the management and labour. The bulk of the work on *Shay* was carried out by museum president Clive Plater, Peter State and Graham Warne.



On 26 October 2014 Walhalla Goldfields Railway Ex EBR 1001 Walkers 576 of 1963 poses on the Thomson river bridge to commemorate 20 years since the restoration of the bridge. Photo: Noel and Julie McWilliams

and the railway hopes to get an addition to the workshop which will help in this regard. The railway would love to eventually get a steam engine such as a little Fowler or Krauss. The original steam engines from Ida Bay Railway are now at Redwater Creek in Sheffield.

Work continues on the track. Of the approximately 11,000 sleepers about 8000 have been replaced. Culverts have been replaced, tons of ballast supplied and bolts and fish plates installed by the dozen.

A café and accommodation are provided and are popular; there are plans to develop much more in this regard.

From about 5000 passengers in the first year under the current operators (2005-2006), they have increased visitor numbers in 2013-14 to 9895. The goal with improved services in passenger tours, catering, and special events, accommodation, camping and group tours as well as the History Room, is to increase visitor numbers to 15,000.

The railway management is negotiating with National Parks for a better lease outcome and hope this eventuates in 2015.

Meg Thornton 12/14

WEST COAST WILDERNESS RAILWAY, Queenstown

1067mm gauge

The West Coast Wilderness Railway began running the full journey from Strahan to Queenstown on Monday 16 November for the first time since April 2013. The historic railway, being run by a government corporation after the Federal Group walked away from its contract, has launched two new timetables in time for the holiday season. The full-day Queenstown Explorer began running on 16 December with about 50 passengers for the full run between the two towns.

Departing Mondays and Tuesdays from Strahan's original harbourside Regatta Point Station, the



Left: Extensive track upgrade work is currently being undertaken on the Ida Bay Railway with the aid of machinery.. **Right:** Spot sleeper replacement on the railway is another matter – all hands on work.

Both Photos: Ida Bay Railway

tour takes in the King River Gorge, the rack section of the railway track, rainforest and all stations. There is also a new half day 'River and Rainforest' experience which runs Wednesday to Sunday, from Strahan.

The Abt Railway Ministerial Corporation took over the railway last year (under the previous government) and meanwhile the present government is continuing its search for a private operator to run the railway.

Report taken from *The Mercury* and ABC News 11/14

SOUTH AUSTRALIA

COBDOGLA IRRIGATION AND STEAM MUSEUM, Cobdogla

610mm gauge

October was a busy month on the Cobdogla Irrigation & Steam Museum railway with an operating day, a twilight train night and a couple of tours. The operating day saw most of the museum's attractions in operation with the Bagnall 0-4-0ST *Margaret* (1801 of 1908), in charge of the trains. On 25 October, the museum hosted the annual Halloween Twilight Ghost Train. Run in conjunction with the Cobdogla Club, the Halloween nights continue to be popular, with almost all the trains filled to capacity. Simplex Loco *Farleigh* (7369 of 1939) was working hard on the up grade past the station, but coped well with the maximum loads. Simplex loco *Peter* (9861 of 1953) was given

an engine transplant some time ago with the Dorman engine being replaced by a three cylinder Perkins. Although the loco was placed in service, the engine ran roughly and the flywheel seemed to be out of balance. The engine was removed and the flywheel sent to be balanced. However, no problem was found, so further investigations were made with the clutch and gearbox. When the gearbox was stripped down, it showed evidence of having had water in it as the bearings were fairly rusty.

The railway mechanic was impressed with both the compact design of the gearbox and that all but one all of the gears were in excellent condition. One gear has some small wear marks on the teeth at one end, but these do not affect the operation of the gear. Not bad for a 61 year old machine based on a First World War design. Most of the replacement bearings were obtained off the shelf. The remaining two are available but are in a limited supply. Evidently, they are of a size used in mining machinery and supplies are snapped up by the mining companies. However, the Railway's bearing supplier is confident he can obtain them.

The other problem found with the engine was a leaking head gasket, which has now been replaced. New drive sprockets and chains have been in store for this loco for some time, and these will be installed during the current overhaul.

About 18 months ago, the Humphrey Pump had a gas leak during a special operating day which

resulted in two of the operators spending a night in hospital. As a result, the landlord, SA Water, issued a "Do Not Run" order for the pump pending investigations as to the cause of the leak and what could be done to resolve any safety problems. The problem was quickly traced to a bent valve stem which allowed the producer gas to escape into the operators' work area. This was subsequently repaired and some other minor maintenance was also carried out. The pump has been in an operational condition since those repairs and maintenance were carried out. However, the OH&S problems still have not been resolved. An engineer has designed additional ventilation and air exchange systems which include gas monitoring stations. To date, SA Water has decided not to fund these upgrades, stating it cannot afford their estimate of \$75,000, plus additional funds which may be required to upgrade other safety concerns.

Over the past 26 years, the Steam Friends and National Trust volunteers have used a small part of the annual contribution from SA Water to purchase materials to construct five major display buildings and restore such items as the Fowler Z7 ploughing engine, a number of IC engines, tractors, etc. and to construct major displays within those buildings. The annual contribution from SA Water has always been about half of a very conservative dollar value of the hours contributed by the volunteers.

Denis Wasley 11/14, *Cobdogla Clarion* 10/14

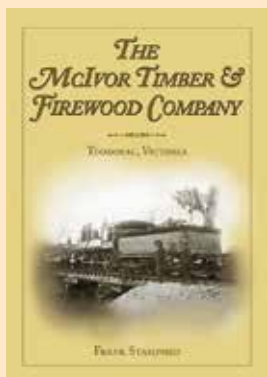


Six weeks after a major overhaul Peter Motorail Simplex 9861 of 1953 waits for departure time at the Cobdogla Irrigation and Steam Museum. 20 November 2014.

Photo: Brian Grayson

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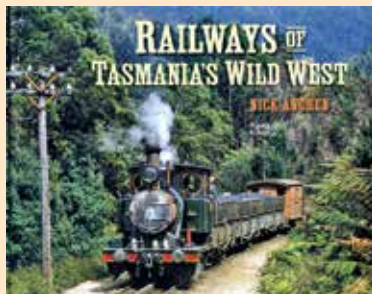
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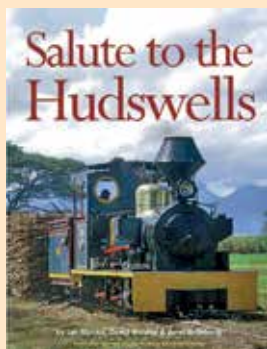
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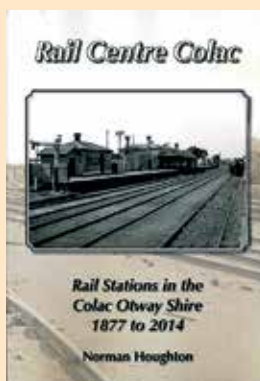
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