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LIGHT RALWAYS



Light Railway Research Society of Australia Inc.



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Conversions:

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

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Comment

Over the past decade, there's no doubt that increasing government regulation, the ongoing insurance crisis and a rising fear of litigation has led to the safety procedures at preservation railways becoming more formalised than ever before. However, even against this backdrop, I was surprised by a recent report sent to LR describing a major event at a well-established railway.

In its original form the report contained, to my mind, an excruciating amount of detail about risk assessment, quality assurance and rigorous inspections of the equipment. As I stated in a previous editorial, these processes are necessary in today's environment – but since when did they suddenly become *interesting*? After all, when we travel in a train, plane or bus here in Australia, we have a right to expect that the crew is fully qualified and that all proper safety procedures have been carried out, so do we really *need* a 'blow-by-blow' to reassure us?

And are we seeing a trend here? In the future, might a kind of Darwinian natural selection increasingly favour the administrator over the engineer, thereby marginalising those dedicated enthusiasts possessed of a more 'practical' bent?

If you have among your people a skilled engineer who also speaks fluent bureaucrat then count your blessings, for I wonder if, in the long run, we may reach the stage of that classic episode of 'Yes Minister' where, as a result of budgetary constraints, a newly built hospital is equipped with a full complement of administrative personnel – but no doctors or nurses! Bruce Belbin

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

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

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

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

Front Cover: The 1.6km long Central Park Railway, on the NSW central coast (see page 14), was built to provide not only a ride but also a transport link between the many attractions planned for the 44 hectare 'Central Park' site. However, only a few of these attractions ever made it off the drawing board and, consequently, throughout its life the CPR remained just a train ride operating from a single station. On a sunny Sunday in June 1977, patronage at the park is good as former South Johnstone sugar mill 0-4-2T No.10 (Fowler 17881 of 1928) leads a packed train out of Central Park station and down the 'long straight'. Photo: Graeme Belbin



Looking north along North Beach along the tramway used to move stores between Anzac Cove and North Beach as seen from near Ari Burnu. Tents of the Casualty Clearing Stations and Field Ambulance Units are shown, with the Sphinx above and Walker's Ridge to the left. Photo: Trevor Edmonds Collection

The Australian light railways of the Gallipoli campaign

by Trevor Edmonds and Jim Longworth

The Gallipoli campaign

The German army attacked Belgium on 4 August 1914 as part of a plan to invade France though an unfortified boarder. Within a month the Germans were 70 km from Paris before the invasion was held by French and British forces, with the resulting stalemate resulting in a near static line for the next four years. With the Germans also at war with the Russians, the Allies saw a a supply route between Britain and Russia as imperative. The British planned to seize Constantinople (now Istanbul) to take the Ottoman Empire (Turkey) out of the war and provide the supply route to Russia via the Black Sea.

Constantinople sat on the Bosphorus, the narrow strait joining the Sea of Marmara to the Black Sea with its Russian ports. Before attacking Constantinople, an invasion fleet would have to pass through the Dardanelles – a narrow, heavily defended waterway bordered by the Gallipoli Peninsula. After initial attempts to force the Dardanelles with a large naval force had failed, it was planned to neutralise the Gallipoli Peninsula to enable an attack on Constantinople. An invasion would be required.

Allied forces attacked the Gallipoli Peninsula on 25 April 1915. British forces landed on five beaches on Cape Helles at the tip of the peninsula. At the same time, Australian and New Zealand forces together with a small Indian artillery unit landed about 20 km north at a beach that would become known as Anzac. French forces joined the British a couple of days later. The attack plan called for the British and French forces to secure the tip of the peninsula and then move quickly towards the ANZAC forces which were to push across the peninsula to the Dardanelles. The plan did not work, with the invading forces initially securing little more than the beaches. Only small advances were made over the next three months against determined resistance. The British IX Army Corps landed at Suvla Bay (about 10 km north of Anzac) on 7 August 1915 as part of a major offensive to break the deadlock. The British at Suvla Bay and the ANZAC forces were able to join up, eventually holding about 20 km of coastline, but the offensive failed – the Gallipoli campaign remained bogged down in trench warfare.

The supply problem at Anzac

Securing the coast between Suvla Bay and Anzac provided a potential solution to a problem that had beset the ANZAC supply lines since landing. The beach at Anzac was exposed to the seas and the weather, causing regular disruption to the supply chain. On at least two occasions supplies had been disrupted for several days by storms that also damaged the landing wharves. Suvla Bay offered a more protected landing point that had been further improved by the work of the 1st Australian Naval Bridging Train¹, a unit that had landed with the British forces and remained with them. They built a pier and breakwater at Kangaroo Beach on the northern shore of Suvla Bay.

The Australian 2nd Division arrived at Anzac as part of the August offensive, forcing a reorganisation of the supply chain. Three new supply dumps were built:

• No. 1 Reserve Dump in a gully about 150m from Anzac Beach serving the Australian 1st Division.

• No. 2 Reserve Dump at Brighton Beach to the south of Anzac Beach serving the Australian 2nd Division.

• No. 3 Reserve Dump at North Beach (No. 2 Outpost) serving the combined New Zealand and Australian (NZ & A) Division.



Ultimately, the intention was to use Suvla Bay as the advance base for the forces based at Anzac, in place of the existing base of Imbros Island – about 20 km west of Anzac. Supples would be transported between Suvla Bay and Anzac by a light 2ft 6in gauge railway about 12 km in length, and worked by locomotive. A large quantity of light railway material had been sent to Alexandria for use in the Gallipoli campaign, including 22 Hawthorn Leslie 55hp 0-4-0PM locomotives, 11 Avonside 60hp 0-4-0PM locomotives and 350 wagons.

The route would require the construction of a two-span bridge over Sazli Creek in a position that would be vulnerable to Turkish artillery and could only be operated at night.

Two road motor lorries were landed on 15 September and used to transport artillery supplies along the foreshore. The experiment proved so successful that General Birdwood proposed constructing a roadway to the left flank and supplying by lorry at night. General Head Quarters (GHQ) rejected both the railway and roadway proposals. Consideration was already being given to abandoning the Gallipoli campaign and by November planning had begun to evacuate the Allied forces from the peninsula.

Despite GHQ's reluctance, two separate light railways were constructed and operated by Australian forces on the Gallipoli Peninsula:

• The Anzac Light Railway, connecting the three reserve supply dumps at Anzac and Anzac Beach, operated by the Railway Supply Detachment 11th Coy Australian Army Service Corps.

• The wharf at Kangaroo Beach, Suvla Bay, was connected to the shore by a light railway operated by the 1st Royal Australian Naval Bridging Train.

The British forces also operated at least one light railway at Cape Helles, but this is outside the scope of this article. All the railways used horse power; the locomotives remained in Egypt.

THE ANZAC LIGHT RAILWAY Railway Supply Detachment 11th Coy Australian Army Service Corps

The Railway Supply Detachment (RSD) was raised from the ranks of the New South Wales Government Railways in September 1914 by Lieutenant Edmund Milne, a railway traffic inspector and military reserve officer. He gathered 61 men from across NSW for the unit from all branches of the railway service. The detachment left Sydney on 19 December and arrived in Egypt on 2 February 1915.

Milne was promoted to captain, and the unit undertook various transport tasks in Egypt. Plans included connecting the hills behind Anzac to the beach, but this did not proceed. Official war historian Charles Bean mentions that a short length of tramway was constructed along the shore, but it 'was quickly encumbered with seaweed and was never mechanically operated'. The detachment was instead directed to establish the three new reserve dumps and was heavily involved in the supplying the August offensive.

Construction

No records have been found relating to the building of the Anzac Light Railway² have been found. It was probably built during October 1915 by ordinary soldiers under the supervision RSD fettler Lionel Lyneham. The RSD's other fettlers, Harry Yeomans and Charles Cook were ill in hospital during this period. Illness severely depleted all units at Anzac.

The surviving RSD diary is a summary that appears to have been written after the end of the war – it is in a narrative form and quite brief compared with other units' diaries. It mentions the operation of the Anzac Light Railway, but not its construction.³

The line ran for about 5 km from Brighton Beach (south of Anzac) to No 2 Outpost on North Beach.

Operation

Milne submitted a proposal for operating the railway on 8 November 1915, which also highlighted the need to bring the RSD back up to strength. It had become severely depleted due to casualties (1 killed and 3 wounded) and illness (1 dead and 23 hospitalised).⁴

Orders issued on 19 November 1915 included the establishment of a temporary unit – the Anzac Tramway Service – to operate the railway. The approved establishment for the service was:

	Officers	Staff Sergeants	Sergeants	Other Ranks	Total
Headquarters Clerks	2	1	1	2 privates	6
Maintenance Fettlers			1	1 corporal 12 privates	14
Workshop Blacksmith Carpenter Labourers			1	1 corporal 1 private 1 private 4 privates	8
Operating Pointsmen & Shunters ⁵		5		5 corporals 25 privates	35
General Duties Spare (10%)				12 privates 7 privates	19
TOTALS	22	6	3	71	82

The RSD's numbers had recovered to one officer (Milne) and 46 men available for duty. Their numbers were brought back to strength by taking 6 privates from the 1st Division, five from the 2nd Division and four from the NZ & A Division giving a total strength of 62. The Anzac Tramway Service was to be made up of the RSD and a further 19 privates and one officer drawn from other units to give a strength of 82.

Milne was promoted to the temporary rank of major on 3 November and replaced Major Izod (evacuated sick) as Reserve Supply Officer. Lieutenant W F Spencer (1st Australian Depot Unit of Supply) was promoted to temporary captain to replace Milne.

No record has been found to indicate that the second officer actually joined the Anzac Tramway Service, and the RSD continued to carry out its other tasks. The unit diary suggests about half the RSD's strength was allocated to operate the Anzac Light Railway.

The unit diary gives no detail of the operation of the Anzac Light Railway. Milne regularly wrote to his father, NSWGR Deputy Commissioner Edmund Milne. These letters are not known to survive, but some copies of letters sent by Deputy Commissioner Milne to various NSWGR department heads on 6 March 1916 are held by the Australian War Memorial and give some details of the operation of the railway.

A letter to Mr Kendall, Engineer in Chief of existing lines notes the promotion of Lionel Lyneham to sergeant and Charles Cook to corporal and notes 'that these men did splendid work as gangers in charge of the Anzac Tramway, maintaining a regular service whilst under constant shell fire'.

A similar letter to Mr Day, Goods Manager, advises of promotions for Lance-Corporal Charles McIntosh (clerk, Sydney) to staff sergeant and Private George Rawson (clerk, Sydney) to corporal. 'These soldiers, with others, had charge of the office and general control of the military tramway at Anzac which was subject to constant shellfire and its maintenance was of great importance in connection with the conveyance of supplies to the troops.' Their work was described as 'most meritorious'.

Mr Hodgson, Superintendent of Lines, received a similar letter to Mr Day which noted the promotions of Private Basil Bowles (railway porter, Bogan Gate) to staff sergeant, Private Robert Nash (night officer, Young) to sergeant, and the promotions to corporal of privates Edward Andrews (night officer, Sydney),



North Beach with the light supply railway for animal drawn wagons in the foreground, supply dump on the left and tents in the background. Photo: Australian War Memorial, No. H13891



The pier on the northern end of Anzac Cove, Gallipoli Peninsula. It was named after the Australian officer who supervised its construction. Photo: Australian War Memorial, No. C00782

Frederick Hazell (porter, Grass Tree), Sidney Marchant (clerk, Sydney) and Charles Miller (porter, Nyngan).

Mr Lucy, Chief Mechanical Engineer, was informed of the promotion of Private Victor Wooton (lifter's assistant, Sydney) to corporal and commends the work of Wooten and Private William Dowell (coal viewer, Lithgow) for their work in the repair shop.

The Anzac Light Railway carried supplies, ordnance stores and ammunition until the evacuation. Half the RSD left on the night of 16 December. Milne, Spencer and the rest of the unit left Gallipoli the following night. Milne resumed command of the RSD on 24 December. Spencer was transferred to 13th Coy AASC (Bakery).

The Anzac Tramway Service was formally disbanded on 19 January 1916. All members then returned to their original units.

THE TRAMWAY AT KANGAROO BEACH, SUVLA BAY The 1st Royal Australian Naval Bridging Train

The Royal Australian Naval Reserve (later renamed the Royal Australian Naval Brigade) was a largely land based unit of the Royal Australian Navy that was responsible for manning the defended ports in Australia. Concern in early 1915 that the Naval Brigade might be underutilised in the war effort led to an offer to the British government on 12 February 1915 for Australia to provide 'one Bridging Train in accordance with Imperial War Establishments, including personnel and their equipment, vehicles, and horses. Personnel will be Royal Australian Naval Reserve and trained in bridging' for work in Flanders on the Western Front.

The offer was accepted and the 1st Royal Australian Naval Bridging Train was established under the command of



Suvla Bay. Men of the Royal Australian Naval Bridging Train resting by the side of a cutting during construction. A limber is on the left and a red cross building is in the background. Photo: Australian War Memorial, No.A01244

Lt Leighton Bracegirdle on 24 February, but soon encountered difficulties. Official war historian Charles Bean noted:

No one, either in the naval or in the military service, knew anything practical about bridging trains; the pontoons and vehicles to be used had first to be built, and none were available for training until the middle of May; and practically the whole personnel had to be taught from the beginning how to ride and how to handle horses, with a very few rough remounts to practise on.

Despite the difficulties, the unit left for Flanders on 3 June with seven officers, 304 men, 412 horses and 58 vehicles. Changes to plans en route saw the horses offloaded at Bombay and the unit attached to the British IX Army Corps, which was preparing for the landing at Suvla Bay. The Bridging Train would be responsible for pontoon construction and management – for which they had received no training. They received five days' instruction before embarking for Suvla Bay.



Suvla Bay. Smoke from a burst of a common shell (centre background) next to a Royal Australian Navy Bridging Train stores dump. Men are walking next to the rocky outcrop. Barrels are in the foreground between the train lines and on the right line are two side-tipping wagons. Photo: Australian War Memorial, No.A01243



A light railway on the Gallipoli Peninsula, possibly around Suvla Bay. A soldier mounted on a horse is pulling another soldier in the wagon. Photo: Australian War Memorial, No.C01045

Suvia Bay

The unit landed at Suvla Bay with the IX Army Corps on 8 August and with what Bracegirdle described as 'a general feeling of refusal to be associated with failure', commenced work. After the initial work at Suvla, the unit began work on a more permanent pier at Kangaroo Beach. Bean described their work as:

There they are to-day, in charge of the landing of a great part of the stores of a British army. They are quite cut off from their own force; they scarcely come into the category of the Australian Force, and scarcely into that of the British; they are scarcely army and scarcely navy. Who it is that looks after their special interests, which is the authority that has the power of recognising any good work that they have done, I do not know. If you want to see the work, you have only to go to Kangaroo Beach, Suvla Bay, and look about you. They have made a harbour.

The tramway

Photographs of the Kangaroo Beach area show two tracks in the wharf area, joining to form a shunting neck at the end of the wharf. After leaving the wharf area, the two tracks merge into a single line and proceed through a cutting to the stores area where the track divided into at least two sidings.

A line branched from the wharf area and followed the coast to the magazine store area.

Photographic evidence shows storm damage to the wharf area and shelling of the tramway. Suvla Bay may have offered a better landing point than Anzac, but it still posed ongoing challenges for the Bridging Train.

Authors' Notes

Jim would like to thank Peter Neve for alerting him to the possibility of a Gallipoli tramway from a casual reference in a newspaper article some years ago.

Trevor is researching Edmund Milne and would welcome any information. He can be contacted on 04 1999 3046 or by email at trevor_edmonds@hotmail.com.

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Notes

1. In military parlance, train refers to that part of a unit that provides transportation services under the immediate control of the unit commander, usually for supply and maintenance. The method by which the transportation function is carried out is immaterial.

2. The railway was referred to as the 'Anzac Light Railway' in the RSD's unit diary. GHQ orders refer to the 'Anzac Tramway Service'.

3. The diaries of the engineering units at Anzac make no mention of the railway. 4. Figure quoted from an undated entry in the unit diary, probably from early October. The RSD member killed was Horace Weaver, a railway porter from Hermidale – shot while on guard duty on Brighton Beach 28 July. Eugene Marion died of enteric fever 9 August.

5. 'Shunters' probably refers to the horse drivers.



The Avonside and Hawthorn Leslie 0-4-0PM locomotives intended for use at Gallipoli were later utilised in Egypt. In February 1916, one of the Hawthorn Leslie machines is seen at Ferry Post, near Ismailia, beside the Suez Canal. From here a 2ft 6in gauge line ran east to a garrison in the desert around 15 miles distant. Photo: Australian War Memorial, No.G01462



In 1966, three members of Condong Mill's locomotive fleet take it easy outside the loco shed. Left to right: 4wDM No. 6 (Ruston & Hornsby 371959 of 1952), 0-6-0DM No.8 (Fowler 20827 of 1935) and 0-6-0DM No.7 (Fowler 16830 of 1926). Photo: Ron Preston

Childers number 4 A brief history of Fowler 16830

by Bruce Belbin

Part two – New South Wales

At the close of Part one, CSR's Childers Mill at Huxley, Qld, had been closed and authorisation had been given for its erstwhile number 4 to be transferred to a new home south of the border, at the Company's Condong Mill.

Condong Mill

Condong Mill is situated on the south bank of the Tweed River, $2\frac{1}{2}$ miles (4km) downstream from the major centre of Murwillumbah, on the NSW far north coast.

The cultivation of sugar cane in Australia actually began in New South Wales, first in the Sydney Botanic Gardens, in 1817, then a few years later at the penal settlement near present-day Port Macquarie. By the 1870s, however, it had become clear that the climate south of the Clarence River was not suitable for growing sugar cane, and this led to an expansion of cane growing around the Clarence, Richmond and Tweed River districts.

In 1877, CSR acquired land on the south bank of the Tweed, and in 1879 commenced construction of Condong Mill, which commenced its first crushing the following year. At first, as cane supplies were drawn from farms along the river, most of the cane arrived at the mill by punt. By the mid-1890s, however, tramways were being built to access cane supplies on higher ground, and in 1897 it was reported that seven miles of track had been laid, with horses hauling cane in 72 iron cane trucks that had been purchased.

Like many other mills of the era, Condong suffered from ongoing supply problems. Growers who felt they were not making sufficient profit from sugar cane would sometimes opt to grow other crops, such as maize instead, and for larger growers who were doing well, there was the temptation to build their own mill. CSR was therefore keen to acquire new cane growing areas and, to this end, purchased the nearby Cudgen Mill from JA Robb & Company in 1912.

Cudgen Mill had been in operation since 1878 and boasted an extensive network of 2ft gauge tramways. Apart from horses, motive power on the tramways was provided by a Fowler 0-4-0ST (6554 of 1892) which had been purchased new, and a Krauss 0-4-0WT *EVIRON* (2195 of 1889) which had been acquired from the South Australian Chief Engineer's Department, ex-Happy Valley Reservoir Construction, in 1897.

CSR closed Cudgen Mill and moved the machinery to Condong, to expand the capacity of the operation there. Conveniently, one of the Cudgen tramway lines ran to a wharf on the Tweed River at Chinderah, where cane had been delivered by punt. The role of this wharf was now reversed, and it became the main outlet for Cudgen cane, which was brought to the wharf and loaded onto punts for the short journey upstream to Condong Mill.

To assist the two locomotives at Cudgen, CSR transferred the Decauville 0-6-2T *TORPEDO* (245 of 1897) from Childers Mill the following year. The three locomotives operated from the existing engine shed at the site of the former mill, the last remnant of which was the 146ft high chimney. This chimney remained a local landmark until 1962, when it was demolished for safety reasons. On the tramway at Condong, horses continued to provide the only motive power until, in the early 1920s, two 2½-ton 20hp Simplex 4wPM locomotives were purchased (B/Nos 3719 and 4160). Not long after, the Krauss 0-4-0WT was transferred from Cudgen to the Condong system. After 25 or so years making do with horse traction, the tramway thus acquired three locomotives in as many years.

In December 1921, a new 2ft gauge tramway was opened connecting newly-planted canefields in the Mooball and Crabbes Creek areas with the NSWGR Murwillumbah line at Crabbes Creek Siding, 14½ miles south of the terminus. Here the cane was transhipped to standard gauge wagons and delivered to the mill by way of the 2½ mile Murwillumbah to Condong extension. Horses originally worked the tramway but in 1926, the CSR workshops at Pyrmont in Sydney constructed a 4wPM rail tractor based around a Cleveland tractor, and known as the *Cletrac*, to operate the line.

EVIRON was reportedly never very popular at Condong, though the reasons why have been lost in time. Krauss locomotives generally enjoyed a good reputation, but perhaps it was a bit small for the job in hand, or was simply beginning



Purchased second-hand in 1897, Krauss 0-4-0WT 2195 of 1889 EVIRON became the second locomotive to operate at Cudgen Mill. In the 1920s, under CSR ownership, it was moved to Condong mill, where side tanks were added to increase its range. EVIRON was never considered a great success at Condong, and had been set aside for some time when photographed by Ken Rogers in September 1940. The following year it was scrapped.

to show its age. In any case, it would appear that when Fowler 16830 became available, due to the closure of Childers Mill, no time was wasted in bringing it south and retiring the little Krauss, which sat forlornly in the yard for several years until finally cut up for scrap in 1941.

The exact date that Fowler 16830 arrived at Condong is not known, though it seems reasonably safe to assume that, as its transfer was authorised in April 1933, it would probably have been moved in the immediate months following. Local legend has it that the loco arrived at Condong on a punt, which was manoeuvred up to trackage on the wharf and, when the tide was at the right height, the loco was driven off.

After that, the Fowler appears to have settled down to an uneventful existence. In 1937, a CSR photographer recorded it hauling a rake of loaded trucks to the mill (see LR 138, page 12), and in 1941 it, and one of the Simplex locomotives, were the subject of trials with different types of gas-producers



Fowler 0-4-0ST 6554 of 1892 had been purchased new by JA Robb & Company for use at their Cudgen Mill, and became CSR property with the takeover of the mill in 1912. In September 1940, it was still hard at work on the tramway for which it had been built.

Photo: Ken Rogers via George Bond

(devices which enabled petrol engines to run on gas produced by burning charcoal). World War Two brought about severe shortages of many products, and led to the introduction of petrol rationing. Devices such as gas producers were a common way for petrol-powered vehicles of the time to remain mobile. The Fowler was fitted with two types of gas producer at different times: the 'Pedrick', which was attached to the top and rear of the loco's cab, and the 'Erlmatic', which was more bulky and required a converted cane wagon to accommodate it.

The early 1950s saw a revival of interest in cane growing within the district, and in 1952 a new line from Condong to the Tumbulgum area was completed.

The following year, the Cudgen tramway received additional motive power when Fowler 0-4-0ST 5429 of 1887 (a sister to 6554) was transferred from Nausori Mill, in Fiji.

1955 saw a further increase in the roster, with the arrival of three locomotives. Fowler 0-6-0 7244 of 1894 had begun its



Built as an 0-6-0T, Fowler 7244 of 1894 was one of the two original locomotives at Childers Mill, though it never worked alongside 16830, having been transfered north to Hambledon Mill in 1912. It moved to Goondi in 1951, then to Condong in 1955. Put to work on the isolated Cudgen tramway, where it was christened SUNLANDER, it missed seeing 16830 once again. John Knowles photographed the veteran loco at Cudgen in November 1957, two years before its retirement.





16830 is fitted with an experimental 'Pedrick' gas producer, as it hauls a load of portable track during the early 1940s. Photo: Noel Butlin Archives Centre The gas producer had gone and 16830 looked to be in near to original condition when Ken Rogers photographed it at the mill in March 1953 D On a wet afternoon in 1966, 16830 crosses the Pacific Highway, about to enter the mill yard with a load of wholestick cane. Now No.7 on the Condong roster, it has been fitted with a diesel engine and an air cleaner has replaced the elegant exhaust 'chimney', with the new exhaust (a simple pipe) emerging from the hood just ahead of the pointsman's window. A bright 'safety yellow' has replaced the former livery of green with red trim. Photo: Ron Preston



LIGHT RAILWAYS 206 APRIL 2009

career as an 0-6-0T, number 1 at Childers Mill. It later worked at Hambledon and Goondi and. along the way, its appearance changed as it gained a tender, lost its side-tanks, and acquired a parallel boiler fitted with a steam dome and sand dome. Transferred from Goondi Mill, in far north Queensland, it carried the name *SUNLANDER* on the side sheets of its rather rudimentary cab.

That same year, the first diesel-powered locomotives arrived on the system, in the form of two 50hp 6-ton Simplex 4wDM machines (Motor Rail 11023 of 1955 and 11035 of 1955). The first of these was allocated to Cudgen, as a replacement for Fowler 6554, while the other was sent to Crabbes Creek, to replace the ageing *Cletrac*.

In 1957, Fowler 16830 became the third diesel loco on the roster, when its petrol engine was replaced by a British-built

CONDONG LOCOMOTIVE ROSTER

-4-0ST Fowle	er 6554	1891	(a)
-0WT Krauss	s 2195	1889	(b)
6-2T Decau	ville 245	1897	(c)
PM Motor	r Rail 3719	1925	(d)
PM Motor	r Rail 4160	1926	(e)
PM CSR I	Pyrmont –	1926	(f)
-0DM Fowler	r 16830	1926	(g)
-4-0ST Fowl	er 5429	1887	(h)
0-6-0 Fowle	r 7244	1894	(i)
DM Motor	r Rail 11023	1955	(j)
DM Motor	r Rail 11035	1955	(k)
DM Ruston I	Hornsby 279567	1949	(1)
DM Ruston I	Hornsby 371959	1953	(m)
-0DM Fowler	r 20827	1935	(n)
-0DH EMB	aldwin 6/1446.	1 9.65	(o)
-0DH EMB	aldwin 6/1792.2	2 11.66	(p)
	-4-0ST Fowle -0WT Krauss 6-2T Decau 2M Motor 2M CSR 1 -0DM Fowles -4-0ST Fowles 0-6-0 Fowles DM Motor DM Motor DM Ruston H DM Ruston H -0DM Fowles -0DH EM B -0DH EM B	-4-0ST Fowler 6554 -0WT Krauss 2195 6-2T Decauville 245 PM Motor Rail 3719 PM Motor Rail 4160 PM CSR Pyrmont - -0DM Fowler -0DM Fowler 16830 -4-0ST Fowler 5429 .0-6-0 Fowler 7244 DM Motor Rail 11023 DM Motor Rail 11035 DM Ruston Hornsby 279567 20827 -0DM Fowler 20827 -0DM EM Baldwin 6/1446. -00H EM Baldwin 6/1792.	4-0ST Fowler65541891-0WT Krauss219518896-2T Decauville2451897PM Motor Rail37191925PM Motor Rail37191926PM CSR Pyrmont -1926-0DM Fowler168301926-4-0ST Fowler542918870-6-0 Fowler72441894DM Motor Rail110231955DM Motor Rail110351955DM Ruston Hornsby 2795671949DM Fowler208271935-0DM Fowler208271935-0DM EM Baldwin 6/1792.211.66

(a) 8½in x 12in cylinders. Acquired with purchase of Cudgen Mill in 1912. Used on Cudgen tramway. Retired 1955. Frames used to repair Fowler 5429 in 1957.

(b) 160mm x 300mm cylinders. Acquired with purchase of Cudgen Mill in 1912. Used on Cudgen tramway. Transferred to Condong tramway early 1920s. Side tanks later added to increase range. Retired circa 1933.

(c) 210mm x 300mm cylinders. Transferred from Childers Mill, 1913.
Used on Cudgen tramway. Retired circa 1955 and used as stationary boiler.
(d) Model 20hp. Dorman 2JO 20hp petrol engine. 2½ tons. To Australian Narrow Gauge Museum Society, for preservation, 1974.

(e) Model 20hp. Dorman 2JO 20hp petrol engine. 2½ tons. Sold to local canegrower for use on his farm, 1961.

(f) Used on Crabbes Creek tramway. Retired circa 1955.

(g) Waukesha 50hp petrol engine, 10 tons. Transferred from Childers Mill, 1933. Fitted with 150hp Gardner 6LW diesel engine, 1957. To K&M Rubie Pty Ltd, 1974, for use on Central Park Railway, Forresters Beach. (h) 8½in x 12in cylinders. Transferred from Nausori Mill (Fiji), 1953, and used on Cudgen tramway. Rebuilt using frames from Fowler 6554, 1957. Retired 1958.

(i) $8 \mbox{{\sc mm}{\sc mm}}$ x 12in cylinders. Transferred from Goondi Mill, 1955. Used on Cudgen tramway. Retired 1959.

(j) Model 50hp. Dorman 3LA 50hp diesel engine. 6 tons. Supplied new. Used on Cudgen tramway. To K&M Rubie Pty Ltd, 1974, for use on Central Park Railway, Forresters Beach.

(k) Model 50hp. Dorman 3LA 50hp diesel engine. 6 tons. Supplied new. Used on Crabbes Creek tramway. To Waratah Park, Sydney, 1974.

(l) Model 40DL. Ruston 3VRH 40 hp diesel engine. 5½ tons. From Titanium Alloy Manufacturing Company, Kingscliff, 1959. To Australian Narrow Gauge Museum Society, for preservation, 1974.

(m) Model 40DL. Ruston 3VRH 40 hp diesel engine. 5½ tons. From Titanium Alloy Manufacturing Company, Kingscliff, 1959. Preserved at the mill, 1974. To Illawarra Light Railway Museum Society, Albion Park, NSW. 2004.

(n) Waukesha 50hp petrol engine, 10 tons. Transferred from Goondi Mill, 1963. Fitted with 150hp diesel engine. Transferred to Macknade Mill, 1972.
(o) Model DH10-PS. GM 4055 107hp diesel engine. 10 tons. Supplied new. Transferred to Macknade Mill, 1973.

(p) Model DH10-PS mk2. GM 4055 107hp diesel engine. 10 tons. Supplied new. Transferred to Victoria Mill, 1974.



A Simplex 4wDM (Motor Rail 11023 of 1955) with a rake of wholestick wagons on the Cudgen line in 1957. Photo: John Knowles

Gardner 6LW 150hp diesel unit. The Fowler's original mechanical transmission and braking system were retained, however, so although the loco was now a lot more powerful, it was no faster nor easier to control.

1959 was an eventful year for the tramways at Condong. *SUNLANDER*, the last steam locomotive in service was retired, and a new connecting line joined the Condong and Cudgen systems. As a consequence of the latter, the wharf at Chindera, and its connecting trackage, was taken out of use. Also that year, two additional locomotives arrived. These were both Ruston & Hornsby model 40DL 4wDM machines (279567 of 1949 and 371959 of 1953) purchased second-hand from the Titanium Alloy Manufacturing Company, a sand-mining group at nearby Kingscliff.

The 1960s were good years for the sugar industry generally and, at Condong, the locomotive roster continued to expand. In 1963, a Fowler 0-6-0DM, 20827 of 1935, was transferred from Goondi Mill. Like its sibling, 16830, this locomotive had begun life as a 50hp 0-6-0PM and received a diesel power plant during the 1950s.

Next to arrive was a new EM Baldwin Model DH-10PS 0-4-0DH (6/1446.1 9.65 of 1965), followed by another of the same type the following year (6/1792.2 11.66 of 1966). The first of the EM Baldwins was sent to Cudgen depot to



^{(Super Power' at Condong came in the form of two EM Baldwin model DH-10PS 0-4-0DH locomotives which were delivered new in 1965 and 1966. No. 9 (6/1792.2 11.66 of 1966) is seen in the mill yard in September 1973. Photo: Bruce Belbin}



work the lines there and as far west as the exchange sidings near Tumbulgum. Here, it swapped loads with the Fowler locos, which handled the run from there to the mill.

By the late 1960s, the tramway system totalled around 36 route miles (including 5½ miles at Crabbes Creek) and was worked by nine locomotives comprising five different types. Around this time, the locos were finally allocated numbers (see Condong locomotive roster, page 12) though not all were actually applied.

Although experiments had been under way for a few years, mechanical harvesting first began in earnest at Condong during the 1971 season, To move the machine-cut cane billets, a number of existing cane truck underframes were fitted with 4-ton capacity mesh bins. In addition, in an ominous move, some 8-ton capacity road hauled bin trailers were utilised. The following years, tenders were called for the haulage, by road, of approximately 47,000 tons of chopped cane from the Condong area and 139,000 tons from Crabbes Creek. Such was the subsequent success of road transport in the latter area that the tramway there was able to be closed at the end of the 1972 season.

Road transport continued to make inroads on the main Condong system, and by the close of the 1973 harvest, rail operations had shrunk to just the Tumbulgum area lines. By then, only two locomotives remained in regular use, EM Baldwin 0-4-0DH No.9 and Fowler 0-6-0DM No.7, with the former doing the long-haul work while the latter looked after the yard shunting at the mill. The other Baldwin and Fowler locomotives, No.2 and No.8, had by then been transferred to CSR mills in Queensland, and the Ruston and Simplex machines set aside.

On this basis, the tramway soldiered on for another season, but at the end of 1974, the remaining sections of the Condong system were finally closed.

The Central Park Railway

The 1970s was a fascinating era, characterised by several things, including the Dismissal, flared trousers, platform shoes, and theme parks. A number of the latter were built, or had their origins, in the optimistic 1970s and one such project, located on the central coast of NSW, north of Sydney, was Central Park. Situated on a 110 acre (44 hectare) site at Forresters Beach, on The Entrance Road between Gosford and The Entrance, Central Park was planned as a 'multi-faceted recreational development' and was to feature a nine-hole golf course, dolphinarium and marine world, bird sanctuary, fun fair, cinema, steam museum, and numerous other attractions. Winding through the park, serving many of these, would be a 1.6km 2ft gauge railway.

Central Park was the brainchild of local entrepreneur Kevin Rubie, whose company K&M Rubie Pty Ltd planned to build and operate the project. Kevin's background was in railways - he had once been a fitter with the NSWGR at Parkes, in central western NSW. The loss of a fingertip in the crosshead of a 53-class 2-8-0 had left him with mixed feelings about steam locomotives, but he remained fond of diesel power and of railways generally. In December 1974, he spotted a story about the author and his 2ft gauge Perry locomotive, in the Sun-Herald newspaper. This led to a phone call to inquire if the Perry loco might be available to operate at Central Park. Although no commitment was made, an ongoing dialogue was established which led, in February 1975, to a recommendation that Kevin contact the manager at CSR's Condong Mill, in northern NSW. Condong Mill had recently closed its 2ft gauge tramway system, and although some items had been transferred to other CSR mills, it seemed likely that most of the track and rolling stock would be sold.

Kevin moved swiftly, and purchased a complete 'train set' from Condong; including rail, sleepers, points, cane wagons (for conversion to passenger cars), navvy wagons, ballast hoppers, bogies – even flashing crossing lights and an overhead footbridge. One stumbling block was the mill's policy that the remaining locomotives would only be sold to bona fide historical organisations. Over a few beers at Condong Bowling Club, Kevin was able to convince the mill management that the Central Park Railway would pay appropriate homage to its origins (which indeed it did) and, as a result, he became the proud owner of locomotives No.3 (Motor Rail 11023 of 1955) and No.7 (Fowler 16830 of 1926).

In September 1976, trains began operating regularly, with 'Simplex' 4wDM No.3 as motive power. Fowler 16830 was in need of repairs to its gearbox and electrical system, and these had been put on hold while all efforts were concentrated on getting the railway operating. A steam locomotive was now also on site, in the form of ex-South Johnstone sugar mill 0-4-2T No.10 (Fowler 17881 of 1928) which, once restored, would be operated on weekends and holidays under an agreement with Sydney company Steam Trains Pty Ltd.

With the Simplex now providing a reliable service, attention was turned to Fowler 16830. Over the following two months, its electrical and gearbox problems were resolved and it was given a complete repaint, in a slightly richer shade of its previous 'safety yellow' livery. It was then put to work on regular trains in order to help 'bed down' the track, ready for the commencement of steam-hauled services after Christmas.

Steam began running on 28 December 1976 and the Fowler 0-6-0DM was then relegated to 'standby' status. During 1977, it only hauled passenger trains on one occasion – the combined LRRSA/ILRMS visit on Sunday 24 July.

On 5 February 1978, a fierce storm struck the NSW central coast, causing considerable damage to the Central Park site, including the railway. Although the track was repaired to a standard that would enable the Simplex to operate for the 2GO Open Day on 11 February, the steam loco never operated there again, nor, so far as can be ascertained, did Fowler 16830.

The Central Park Railway remained active, on and off, for a few more years, but by 1985 it was reported as being overgrown and out of use. In September 1992, the remaining locos and rolling stock were disposed of and the rail sold for scrap.



Central Park Railway, June 1977. On a typical Sunday afternoon, Fowler 17881 stands in the platform with a passenger train, while 16830 is in its usual position – stored at the north end of the loop. Also in the loop are Simplex 11035, a passenger car (sidelined with bearing problems) and various items of service stock. The two ballast hoppers in front of the Simplex indicate recent perway activity. Photo: Graeme Belbin



On 20 April 2005, Fowler 16830 poses with its younger sibling, former Plane Creek Mill 0-4-0DM Fowler 18801 of 1930, outside the loco shed of the Menangle Narrow Gauge Railway, at the Campbelltown Steam & Machinery Museum, Menangle. Photo: Ray Graf

Menangle Narrow Gauge Railway

During September 1992, NSW Steam Preservation Co-operative Society members Len King, Rob Osbourne and the late Paul Simpson made several visits to the Central Park site at Forresters Beach. Having been involved with the railway operation there in the 1970s, Len had kept in touch with proprietor Kevin Rubie and, as a result, had been told of the impending sale of the railway equipment. Now, the three had to decide quickly what items they could afford to save before the scrap dealer moved in.

In the end result, the locomotives and several items of rolling stock were acquired and on Sunday 20 September, Fowler 16830, now the proud possession of Paul Simpson, left Forresters Beach on the back of a tip-tray truck, heading for its new home at Menangle.

Stored in the open for many years, the Fowler had suffered badly from the effects of vandalism (including fire damage) and exposure to the salty sea air, and much work was required to restore it to working order. By August the following year, the loco had been jacked up for the axleboxes to be removed, and the Gardner diesel engine had been taken out for overhaul.

Work continued on the loco over the next few years, but by the close of the decade Paul owned or had an interest in several locomotives and, as a result, had a lot on his plate. In particular, the ongoing restoration of Kelly & Lewis 0-6-0DM 5957 of 1936 (see LR 181, pp.3-5) took up much of his time and, in mid-1999, he decided to dispose of four of his locomotives, including Fowler 16830. A Member's Ad placed in LR 147, June 1999, read, in part: FOR SALE...610mm gauge John Fowler 0-6-0DM B/N 16830 of 1926. Partly dismantled for restoration, now ready for reassembly. New wheel bearings made and machined. The 5-cylinder Gardiner Diesel motor has been completely reconditioned and fitted with an air compressor to supply new air brakes. Last used at Forresters Beach. \$9900 ONO.

There were no takers, so Paul soldiered on with the job and eventually reassembled the locomotive. Unfortunately, some serious drive-train problems arose preventing its operation (serious enough that removal of the engine would be required), though it was put on display at the November 2002 Steam Rally (see LR 169, p.30). Sadly, he was not able to complete the work as, on 23 June 2003, Paul passed away following a short illness.

Four fellow members subsequently purchased the loco from Paul's estate and, at the time of writing, they remain committed to fulfil Paul's vision that this historic machine, the first of its kind to run in Australia, should be fully restored.

Watch the Heritage & Tourist pages in coming issues of *Light Railways* for further news of the ongoing restoration of Fowler 16830 of 1926, formerly Childers number 4.

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Ballaarat on display in Victoria Square gardens at Busselton. Some of the early locomotive engineering practices and features of this historic locomotive can be seen in this photograph. Photo:WL Hanks

Western Australian pioneer logging locomotives

by Bill Hanks

During September 2008, I travelled to Western Australia for a holiday, during which I planned to pay homage to surviving logging locomotives, in particular *Ballaarat* and *Polly*. There are others but they are not the focus of this report.

Ballaarat

The Western Australian Timber Coy was a syndicate of Victorian investors, who in 1870 were granted 181,500 acres adjacent to Geographe Bay. They established a mill and jetty at Lockeville with a 3ft 6in gauge railway running inland to their timber station at Yoganup.

The locomotive they ordered was to be the very first steam locomotive in Western Australia and was also the first 3ft 6in gauge locomotive to be built in Australia. It entered service during August 1871. Designed by Jonathan Robinson and built by the Victoria Foundry at Ballarat in Victoria, it was demonstrated to a large crowd on 14 March 1871, prior to being shipped west aboard the barque *Nightingale*.

During its working life the locomotive's well tank was removed, shortening the footplate by 300mm. The crosshead water pump was also replaced by one driving from an eccentric on the rear driving axle. A spark arrestor was added as well as a four-wheeled tender. By 1886 the railway was 36km long but by mid-1887 both the locomotive and the railway were in very decrepit condition. On 20 June 1888 the WA Timber Coy went into liquidation. The locomotive remained in a shed at Lockeville where in 1900 both the shed and locomotive were badly damaged by fire, which burned the wooden buffer beams, boiler lagging and wooden tender frames leaving *Ballaarat* a complete wreck.

Ballaarat was taken to Midland Junction Workshops in 1925 for restoration and display at Perth station, but this did not happen. In 1937 it was returned to Busselton where it was placed on display in Victoria Square Gardens without cover. In the mid 1990s *Ballaarat* did receive a repaint and had a shelter erected over it.

When viewing *Ballaarat* during my recent WA visit, it was interesting to study the engineering of this historic locomotive. Whilst most of the fittings have long since vanished, the majority of the major components are intact. Many of the modifications made during its working life are not obvious, but the reason why it has two completely different cylinder castings is intriguing.

Whilst it is almost inconceivable that *Ballaarat* could ever be restored to working order, the general condition of this locomotive is fair considering the length of time it had been fully exposed to the elements at Busselton. The shelter provided during the 1990s has no doubt slowed its deterioration, but this very historically significant piece of our movable heritage, needs to be properly preserved to prevent further deterioration and then displayed in a stable environment for future generations.



Polly on display in front of the Collie Tourist Centre. A number of modifications made in the bush can be seen here. Photo:WL Hanks

Polly

In 1875 Alexander Buckingham had established a water powered sawmill on the banks of the Canning River 26km from Perth. In 1879 he went to England and purchased an Aveling & Porter traction engine to haul logs and timber. Having landed at Fremantle, the engine was driven to Perth where special permission had to be obtained before it could be driven across the Swan River via the causeway.

The engine was sold for a profit only to be bought back some years later and put to work again hauling logs at various mills. It continued in this role until 1910 when Buckingham moved his attention to an area east of Collie. In 1911 he built a steam powered sawmill that was connected to the Collie to Narrogin railway in 1912 by a 1km long siding.

Polly was converted for rail use by fitting a pair of driving wheels from a Fowler locomotive in place of the road wheels and a pair of smaller flanged wheels was fitted to the front axle, which was locked in position. A winch was also fitted to load logs at the bush landings and for the next eight years it was used to haul logs to the mill and shunt trucks of sawn timber to the WAGR siding. By 1920 the forests around the mill had been cut out and *Polly* was considered unsuitable for hauling over long distances.

The operation was sold to the State Building Supplies in 1954 and *Polly* was offered to the Perth Museum who declined the offer due to lack of space. In 1957 the Collie Road Board asked for *Polly* and it was placed on display at the Collie Tourist Bureau.

With the recent construction of a new tourist centre, *Polly* has been placed on a short piece of track in a prominent position in front of the building and has become a rather attractive

'garden feature'. In recent times it has received a fresh coat of paint, but sadly it is completely exposed to the elements.

Whilst looking at this unusual locomotive I could only admire the 'bush engineering' that had gone into it to adapt it for rail use. When comparing it today to photos taken during its working life it is clear a number of modifications were made over the years where components were fashioned from raw materials to perform the job required of them

Like *Ballaarat*, *Polly* is historically significant. A coat of paint and display in a prominent position is only short term preservation as it is still exposed to the elements and a number of components have already seriously deteriorated. *Polly* needs to be properly preserved to ensure its longevity and be displayed in a stable environment.

Preservation today should be more than just the 'stuffing and mounting' of an old piece of equipment on a plinth in a park, where more often than not it becomes a piece of playground equipment. There are already instances of locomotives in parks having been scrapped because they had deteriorated to the point where they were dangerous.

Both *Ballaarat* and *Polly* are historically significant pieces of Western Australia's movable industrial heritage and should be preserved and displayed in a manner that ensures they last for centuries, not just a few decades. Both locomotives need to receive the same standard of preservative treatment that Stephenson's *Rocket* has at the London Science Museum.

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Information for the abbreviated histories above was extracted from '*Rails Through The Bush*' by Adrian Gunzburg & Jeff Austin.



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NEW SOUTH WALES

BT CONTRACTORS, Drayton Junction

(see LR 200 p.28)

1435mm gauge

The two 4wDH locomotives here became the sole property of BT Contractors in 2008 on completion of the Antiene joint loading facility. They are confirmed as being Orenstein & Koppel Model MV7N, a 26 tonne 170hp design produced in the 1960s. They are two of four that were purchased in 2001 from German agents NEWAG by Choo Woo Construction Co Ltd, a Korean company, for use in Hong Kong. Choo Woo joined other companies, including Queensland Railways, in forming the CHCQ Joint Venture for the construction of the West Rail Northern Area project in Hong Kong's New Territories for the Kowloon-Canton Railway Corporation. The locomotives continued to operate on rail construction jobs in Hong Kong, being used by the CHC Joint Venture for the Ma On Shan railway construction project in 2002, and by the CHCQ Joint Venture for the Lok Ma Chau Spur construction in 2004. In 2007, two were purchased by the BT Contractors – $i\Omega R$ Alliance for work in NSW.

The builder's numbers of the four locomotives that came to Hong Kong are 26263 of 1964, 26266 of 1964, 26520 of 1964 and 26604 of 1966. They are thought to have been numbered L-1 to L-4 respectively in Hong Kong but the identity of the two in Australia is currently unknown. A late report suggests that they have now been sold to Abigroup Ltd for use in rail construction works at Kooragang Island.

Adrian Terry 2/09; Jens Merte 2/09; Chris Walters 3/09

SHOALHAVEN STARCHES PTY LTD, Bomaderry

(see LR 205 p.18) 1435 mm gauge

Goninan Bo-Bo DE 024 of 1967 was noted on 16 January having shunted a train into position in the plant's sidings. It has received a blue cabside panel denoting its Manildra Group ownership. The other lettering states GEM OF THE WEST and 100% AUSTRALIAN OWNED. An interesting feature of its operation is that its wheels were chocked before it was shut down to await its next turn of duty.

Neville Conder 1/09

FLETCHER INTERNATIONAL EXPORTS PTY LTD, Yarrandale Road, Dubbo

1435mm gauge

A 1.2 kilometre private rail line has been built to connect the Fletcher plant at Dubbo to the main line for the direct rail transport of export meat products. The line will also be used for wool and grain



Typical of the aftermath of repeated flooding in the Ingham area in February is this washout at a creek crossing on Victoria Mill's Bambaroo line on 18 February 2009. Photo: Luke Horniblow

traded by the company. As well as processing sheep meat, the company operates Australia's largest fellmongering operation, taking wool off the skins of the slaughtered animals. It is then blended with shorn wool with the quality of the resulting product so high that it can be sold in the shorn clip wool market.

ABC Rural 30/1/2009; www.farminguk.com

QUEENSLAND

BUNDABERG SUGAR LTD, Innisfail District

(see LR 205 p.18)

610mm gauge

It is reported that **South Johnstone** Mill's ex-Innisfail Tramway Queensland Bridge over the South Johnstone River has sustained serious wet season flood damage. With the completion of the new rail bridge at South Johnstone, the closure of the Queensland Bridge was to be expected in any case. The 'silver bridge' leading to the Basilisk Range south of the mill has also been closed to locomotives but cane bins will be pushed across by locomotives stationed on either side. It is reported that **Babinda** Mill will be on weekday crushing only for the 2009 season.

Shane Yore 2/09

CSR SUGAR (HERBERT) PTY LTD, Herbert River Mills

(see LR 205 p.18)

610mm gauge

With two almost record floods in the Herbert district during February, the cane railway system was seriously affected with track washouts widespread throughout the area and the worst damage expected to be in Victoria Mill's Upper Stone area. Cane railway damage is estimated as at least \$4m and crews and equipment will be sent from Sarina and the Burdekin to assist with remedial works. Track washouts have caused large quantities of railway ballast to be deposited in cane fields, but there was no serious damage to bridges reported. By Christmas, much work had been done in preparation for the construction of the extension of Cartwright's Loop between Victoria Mill and Ingham. All track at McKell's depot on the Abergowrie line had been lifted by mid-February. The realignment here will see the main line continuing about 500 metres further along Abergowrie Road than previously.

As part of slack season maintenance work at Victoria Mill, EM Baldwin B-B DH *TOWNSVILLE II* (6400.2 4.76 of 1976) and Walkers B-B DH *CAIRNS* (681 of 1972 rebuilt Bundaberg Foundry 1997) will be receiving new engines, while Walkers B-B DH *VICTORIA* (599 of 1968 rebuilt Tulk Goninan 1994) will be getting a second-hand Cummins engine. Clyde 0-6-0DH *CANBERRA* is undergoing cab modifications. New seats are being fitted and there is no room for the doors to swing inwards so outward swinging or sliding doors have to be fitted. Indications in February were that the rebuild being carried out in Brisbane on EM Baldwin B-B DH *BRISBANE* (5423.1 9.74 of 1974) was nearing completion.

At **Macknade** Mill, Clyde 0-6-0DH locomotives 12 (65-434 of 1965) and the veteran 16 (DHI.1 of



Top: Manildra's Goninan Bo-Bo DE 024 of 1967 on shunting duties at the Shoalhaven Starches Bomaderry facility on 16 January. Photo: Neville Conder **Centre:** The ex-Aramac Tramway Walkers 0-6-0DH (583 of 1968) was transferred to Kalamia Mill in 2008 to haul 1067mm gauge stock between Ayr and the mill. Here it is shunting molasses wagons at the mill on 19 January. Photo: Luke Horniblow **Above:** Mackay Sugar's newly painted EM Baldwin 4wDM 57 (5/774 2.64 of 1964) at Racecourse Mill on 17 January. Photo: Luke Horniblow

Industrial NEWS Railway

1954) will be receiving new Mercedes engines. EM Baldwin B-B DH 20 (7070.4 4.77 of 1977) will be fitted with the GM 71 series engine from *BRISBANE* that was temporarily fitted to *TOWNSVILLE II* at the start of 2008. It appears that Macknade Mill's EM Baldwin B-B DH 19 (7070.3 4.77 of 1977) and Victoria Mill's Walkers B-B DH *JOURAMA* (680 of 1972 rebuilt Bundaberg Foundry 1996) will be fitted for remote control operation (RSU) for the 2009 season. *Herbert River Express* 17/02/2009; *North Queensland Register* 26/02/2009; Steven Allan 2/09; Chris Hart 2/09; Editor

CSR SUGAR (KALAMIA) PTY LTD (see LR 205 p.19) HAUGHTON SUGAR CO PTY LTD

(see LR 204 p.18)

Invicta Mill's Walkers B-B DH *SCOTT* (669 of 1971 rebuilt Bundaberg Foundry 1995) was noted at Kalamia Mill on 19 January accompanied by bogie brake wagon *GIRU* in preparation for RSU training.

Luke Horniblow 1/09

MACKAY SUGAR LTD

(see LR 205 p.19) PROSERPINE CO-OPERATIVE SUGAR MILLING ASSOCIATION LTD (see LR 202 p.20)

610mm gauge

A working group looking at the proposed merger of Proserpine Mill and Mackay Sugar has been told that it could cost up to \$30 million to build a rail connection and overpass between Elaroo, southern terminus of the **Proserpine** Mill cane railway, and Wagoora, the northern terminus of the **Farleigh** Mill cane railway. The termini are about 11km apart in a straight line but any link would need to be longer to take into account the country that lies between. The cost of this project is such that it puts the prospects of a merger in doubt and government assistance would probably need to be provided for the line to go ahead.

Mackay Sugar will no longer be sending bulk sugar from **Marian** Mill to Mackay Harbour by QR due to increased freight charges. As this means that there will be no traffic on the former Netherdale branch west of Ooralea, the prospect of part of the trackbed being used by Mackay Sugar for a direct rail link between Pleystowe and Marian becomes a possibility.

The former Farleigh Mill EM Baldwin 4wDM (5/774 2.64 of 1964), currently based at **Racecourse** Mill, has received the number 57 as part of its repaint in the new yellow and red livery.

Weed spraying on the Mackay Sugar lines is done by a local contractor who has a specially adapted road vehicle that can take to the 2ft gauge rails.

Luke Horniblow 1/09; Brian Millar 1/09; *ABC News* 6/1/09; *Daily Mercury* 24/2/09; Editor

Industrial NEWS Railway

Mundoo Sawmill

610mm gauge

Aerial photographs of the fatal QR Mundoo level crossing accident at Innisfail on 2 January showed narrow gauge trackage and some rolling stock at what is believed to be a sawmill site on Sawmill Road, Mundoo, situated on the east side of the QR south of the level crossing. It is possible that the sawmill may be connected with the nearby business Dynamic Timbers Pty Ltd.

Townsville Bulletin 3/2/09 via Steven Jesser

PIONEER SUGAR MILLS PTY LTD, Pioneer Mill

1067mm gauge

(see LR 205 p.20)

Clyde 0-6-0DH locomotives *PIONEER* (63-287 of 1963), *AIRDALE* (64-318 of 1964) and *COLEVALE* (65-438 of 1965) were noted on 4 January fitted with new bonnet side doors. *COLEVALE* was repainted in 2006 in yellow livery but with red and white dazzle stripes replacing the red, yellow and white stripes normally used at this mill, and with black buffers. The other two locomotives remain in their old paintwork apart from their fresh new bonnet doors.

Luke Horniblow 1/09

TULLY SUGAR LTD

(see LR 205 p.20) 610mm gauge

Cyclone Ellie crossed the coast at Mission Beach in the early hours of 2 February and brought heavy rain to the region. There was extensive flooding in the Tully Mill area, especially south of the town, and the cane railway was particularly affected around Euramo, with a washout at the new Bruce Highway overpass.

ABC News 2/2/09; Chris Stephens 2/09; Luke Horniblow 2/09

SOUTH AUSTRALIA

ONESTEEL LTD, Whyalla

(see LR 205 p.20)

1067mm & 1435mm gauge

A number of changes have been made by Genessee & Wyoming to the roster of narrow gauge locomotives in use at Whyalla for iron ore and some steelworks haulage. Some changes were as forecast in LR 202 while others may have been as a result of a collision in Whyalla yard on 17 October 2008. Clyde Bo-Bo DE 1304 (61-236 of 1961 rebuilt Morrison Knudsen Australia (93-BHP-003 of 1993) and Goodwin Co-Co DE 844 (84142 of 1962) suffered damage in the collision and have been stored out of use at Whyalla as a result. Four ex-SAR Goodwin Co-Co DE locomotives fitted for driver-only operation have now entered service. 901 (G-6016-03 of 1969) and 903 (83730 of 1960) had been used for some time as standard gauge shunters at Whyalla. On 4 September 2008 they ran to Dry Creek for modifications and repairs,



Top: Hexham underground 1067mm gauge 4wDH OFR DL1 (657 of 1985/6) for Helensburgh Coal under refurbishment at Ontrak's Maraylya works on 21 February. Photo: John Browning **Centre:** Elevated tramway at the working One Tree gold mine at Smiths Gully, Victoria, on 11 January. Photo: Colin Harvey **Above:** A lineup of newly unloaded Electro-Motive Canada Co-Co DE locomotives for BHP Billiton Iron Ore at Port Hedland on 13 January, led by 4343 (20078915-010 of 2008). Photo: Brett Geraghty

LOCOMOTIVE, ROLLING STOCK & EQUIPMENT MANUFACTURERS

ONTRAK ENGINEERING PTY LTD, Maraylya, NSW

(see LR 205 p.18)

A visit on 21 February showed that the shipping of the second ex-Proserpine Clyde 0-6-0DH rebuild (56-91 of 1956) had been delayed. This locomotive carries the name *Oscar* and will be Ontrak rebuild number 2434-2 of 2009. (The first loco shipped is 2434-1 of 2008). The names carried on cane locomotives rebuilt by Ontrak come from the dogs that form part of the Ontrak team.

The three ex-Fiji 0-6-0DH locomotives have been stripped down for refurbishment. Lautoka 2 (Clyde 57-173 of 1958) and Lautoka 8 (Clyde 57-173 of 1958) were noted as bare chassis, while Labasa 13 (EM Baldwin 9442.1 4.81 of 1981) has undergone some body assembly with the Baldwin cab that it carried when it arrived from Fiji, although the double tropical roof has been dispensed with.

1067mm gauge 4wDH Hexham 657 of 1985/6 was noted under refurbishment. It has been given number OFR DL1 indicating that Ontrak will own it as a rental unit. Editor 2/09

returning to Whyalla on 26 October where they were transferred to narrow gauge. Following overhaul at EDI Port Lincoln, 904 (83721 of 1959) entered service on the narrow gauge at Whyalla on 30 September, and 902 (83723 of 1960) followed in mid December, newly painted in GWA livery. 907 (83826 of 1960), originally built for the Silverton Tramway, was in use on standard gauge at Whyalla by October 2008.

Ex-VR Clyde Bo-Bo DE locomotives CK4 (67-501 of 1967) and CK5 (68-623 of 1968) have also been rebuilt at EDI Port Lincoln and painted in GWA colours. CK4 arrived in Whyalla on 15 November and CK5 on 23 December. CK1 (67-496 of 1967) was converted from narrow gauge to standard gauge on 27 December.

These changes mean that there are now no 830 class locomotives in use at Whyalla. The units concerned have been transferred away or stored on standard gauge bogies at Whyalla. *MotivePOWER* 62:

http://www.minnipa.au.com/peninsula-pioneer /bwdiesel.html

VICTORIA

STAN BONE, One Tree Hill Mine, Smiths Gully narrow gauge

The Perseverance Mining Company commenced tunnelling at this gold mine near St Andrews in 1877. The mine was reactivated in 1998 after a period of closure since 1940, having been worked from the 1920s by Mr Bone's father and grandfather. A rail system has been installed and a diesel locomotive constructed.

Gauge appears to be about 500mm and the rails are carried on a timber trestle bridge that has been built to cross a gully. Further details are awaited with interest.

The Age 13/11/08 via Colin Harvey

WESTERN AUSTRALIA

BHP BILLITON IRON ORE PTY LTD

(see LR 205 p.22)

1435mm gauge

On Sunday 11 January, 2009 the heavy lift ship *Jumbo Vision* berthed at Port Hedland with the latest batch of new Model SD70ACe Co-Co DE locos from Electro-Motive Canada. These are

numbered 4334 to 4346, with builder's numbers 20078915-001 to -013 of 2008.

There were six locomotives on the upper deck and seven on the lower, making approximately 2340 tonnes of locomotives. Unloading commenced late on Monday with 4334 the only unit being unloaded. On Tuesday seven units were unloaded: 4335, 4336, 4337, 4338, 4339, 4343 and 4345. On Wednesday, the final five were unloaded: 4340, 4344, 4342, 4346 and 4341.

The locos were unloaded from road transport on the hardstand in Nelson Point Yard and provisioned in the Locomotive Service Shop before being taken to Boodarie Workshops where EDI Downer was to complete commissioning. Modifications planned prior to going into service included the fitting of ATP, fire suppression systems, radios and BHP compliant seats.

Load testing was planned to take place on the Boodarie line between Bofin and Finucane Island. This entails coupling two locos together and driving one in notch 8 power while dragging the other in notch 8 dynamic. The final stage of commissioning requires two new locos to be coupled to a third working locomotive for a round trip to the mines with EDI staff on board. If this is successful the locos are handed over for traffic, with the first ones expected to be heading out on trains by late February.

One of the diverted BNSF order of 'pumpkin' units, 4332 (20066862-061 of 2008), has been fitted out and tested as a lead unit. Modifications include fitting features such as ATP and DP (locotrol), remote uncoupling, BHP radios, microwave oven, AM/FM radio/CD plaver, toilet and wash basin, windscreen protective blinds, a second snow plough, a second (tropical) roof and step covers. Other modifications include the bifurcation of the main air line, adding another safety handrail, and changes to the fuel filler, to name a few! It is planned for EDI to remain on site after the 13 new locos are commissioned to convert the remaining nine 'pumpkins' to lead capable before the next batch of new SD70s arrive in June.

As a result of the arrival of the new locomotives, it is planned to decommission some of the secondhand GM EMD Model SD40 Co-Co DE units, and hand others over to BHP Billiton's Asset Development Project group for construction work

Industrial NEWS Railway

on the dual tracking of the mainline from Bing South to Yandi Junction (255km). The five decommissioned locomotives to be stored on the old Hopper Road at Finucane Island are as follows:

BHP	Model	B/n	Date
3082	SD40-2	786263-31	1979
3083	SD40-2	786170-2	1979
3084	SD40-2	786263-35	1979
3085	SD40-2	786170-25	1979
3092	SD40R	31498	1966

Brett Geraghty 1/09, 2/09

THE PILBARA INFRASTRUCTURE PTY LTD

(see LR 205 p.22)

1435mm gauge

A major accident saw more than 80 loaded ore wagons derailed and more that 800 metres of track torn up on the Hamersley line about 80km north of Tom Price on the night of 29 January. Damage was estimated as up to \$10 million and the line was expected to be closed for up to five days. Heavy rain in mid February caused significant damage with mines closed on February 17 and significant rail line damage reported. There was a large washout at Western Creek bridge and there were also many other washouts on the Robe River line and the main Hamersley line. Rio Tinto expected some rail services to resume on 28 February but operations at the Mesa J mine, Pannawonica, remained closed.

ABC News 30/1/09 & 18/2/09; Sydney Morning Herald 23/2/09

FIJI

FIJI SUGAR CORPORATION

(see LR 205 p.22)

610mm gauge

All the sugar producing areas of Fiji were severely hit by flooding during the second week of January, with major damage to crops. The destruction in the sugar industry is said to be the worst in its history, leaving it close to collapse.

The flood at Ba was the worst ever recorded in the 122 year history of Rarawai Mill. Huge amounts of silt were deposited through the mill with significant damage to buildings, communications infrastructure and stores. Containers of equipment for the ongoing mill upgrade were swept away and damage was done to foundations prepared for this work.

Major flooding was also experienced at Rakiraki (the site of Penang Mill), at Labasa, Tavua and Nadi. There was much damage to tramlines and tramline bridges with probably the most serious damage at Sigatoka where half the major railway bridge across the Sigatoka River was swept away, taking with it sewerage and electricity lines.

Fijivillage 8/1/09, *Fijilive* 13/1/09, *Fiji Sun* 15/1/09, AAP 15/1/09, Fiji Broadcasting Corporation 16/1/09, 17/1/09



A guide to Australian Locomotion 2009 edition by Chris Walters, Bernie Baker and Brad

by Chris Walters, Bernie Baker and Brad Peadon

A5 size, card/hard cover, 286 pages on art paper, all colour with hundreds of photographs, loco technical details and lists. Published 2008 by the Australian Railway Historical Society, NSW Division. RRP \$35 card cover, \$65 hard cover. Copies available from the ARHS/nsw Shop at http://www.arhsnsw.com.au

This high-class production represents, in this reviewer's humble opinion, an important milestone in the evolution of publishing for the railway enthusiast market. To date this market has been largely left to authors who grew up in the steam era and consequently reflect their nostalgia for times past. Not so Chris Walters, Bernie Baker and Brad Peadon, who represent the new generation of enthusiasts with their passion for the locomotives that operate our railways in the 21st century.

The authors have put together a remarkable record - a 'one stop', clear and concise picture of Australia's modern (diesel and electric) locomotives to use their terms. The presentation is by builder, with each model of that manufacturer briefly described and each individual loco in that group listed by existing and original road numbers, builder's number, year built, current owner and service status. Where appropriate, there is also a column for the locomotive name. These entries are accompanied by photographs of members of this group in their existing liveries, highlighting the amazing array of colour schemes that now grace Australian rails.

For the followers of our narrow gauge and industrial railways, and hence the readers of Light Railways magazine, this book offers a valuable record. The locomotives operated by the Australian sugar industry are covered in a separate 45-page section, while the last section on preserved locomotives has an 12-page listing of preserved private industry locomotives. I was also surprised at the number of locomotives in the main sections in industrial service. There are the loco fleets of the heavy-rail ore carriers in the Pilbara of course, but you will find a number of Clyde/EMD G8B/C and G6B locos now in industrial use, as well as Alco DL531s, GE L80T 'centre cabs', Goninan's lone 35T model, the English Electric units at the BlueScope steelworks, the former WAGR EE H Class units and the

numerous Walkers diesel-hydraulic units of various configurations.

Keeping this record up to date will be a difficult task. LR readers will no doubt find some gaps in the listing of preserved private industry locos, but the authors note they have restricted this section to locos that are readily accessible to the public and they invite readers to submit details of any further items that should be added to the listing.

While I have noted the importance of this ground-breaking book, it also continues a long tradition in the railway enthusiast genre. This reviewer was constantly reminded of the loco spotters books of his schoolboy days in the 1950s – but then the publishing game for the enthusiast market has come a long way since then as this book amply demonstrates. Highly recommended - at least the soft cover version. Bob McKillop

Bagnalls of Stafford: Builders of Locomotives for the World's Railways – A History of the Firm & Its Folk

by Allan C Baker and TD Allen Civil

A4 size, hard cover. 704 pages on art paper with colour dust jacket. 81 colour photos, 398 black & white photos, 105 diagrams and maps. Published 2008 by The Phyllis Rampton Narrow Gauge Railway Trust, 12 The Martins, High Malden, Kent, England TN26 3LD. Recommended retail price £100.00. Details and PayPal credit card ordering facility at http://bagnallsofstafford.co.uk/

WG Bagnall was a relatively small locomotive builder in a small town in the English Midlands. Between 1876 and 1963, Bagnalls produced a large variety of interesting steam, petrol, diesel and electric locomotives that worked throughout the British Isles and were exported to all corners of the globe, including ten that worked in Australia and many more in New Zealand. The two authors, well-known experts on Bagnall locomotives, published their first book on the subject in 1973 and the present volume is the culmination of many further years of research.

This is the largest and most lavishly produced book on a locomotive builder ever seen by this reviewer. Its very high price reflects this, and the cost of posting to Australia can only be described as horrendous. The apparent freedom to spare no expense may have encouraged some lack of rigour and discrimination in what was included, possibly reflecting the challenges of co-authorship and a lack of clarity about the intended audience. Certainly, a book with such high production standards would have benefitted from more exacting editing and proofreading.

Some of the company's early products are dealt with in great detail, while no specific attention is given to others, including the two early Bagnalls that worked in Australia, even though such details have previously been included in journal articles by one of the authors.

Technical issues are given due prominence, for Bagnalls were innovators, and the details are well explained. Another thing the authors do well, as a result of the depth of their research, is to show how Bagnalls were enmeshed in the British locomotive building industry through the movement of design and management staff between various companies.

This book is clearly a definitive and comprehensive treatment of which the authors and publishers can justifiably be very proud but it sets a benchmark that others should be wary of attempting to match, while exemplifying some of the pitfalls that such an attempt would pose. If you have the money and this book is a 'must have' you probably will not be disappointed, but I am not sure that many copies will make their way here. *John Browning*

The Early Years of the Motor Rail & Tram Car Company 1911-1931

by WJK Davies

215mm x 275mm, hard cover. 120 pages on art paper with colour dust jacket. 101 black & white photos, 31 diagrams and maps. Published 2008 by Plateway Press, Taverner House, Harling Road, East Harling, Norfolk England NR16 20R. Recommended retail price £22.95. Details and secure credit card ordering facility at http://www.plateway.co.uk/index.htm

The Motor Rail & Tram Car Company is well known for its production of 600mm gauge "Simplex" petrol locomotives for use by the British Army in the Great War. After 1918, this design was successfully developed in narrow gauge and standard gauge versions, graduating to diesel engines in due course. Production ran into the thousands with numerous examples being used in Australia, particularly in the sugar industry. Less well known is the fact that the company was originally formed to manufacture petrol-engined cars for street tramways, particularly in India. Its entry into locomotive production for the War Office in 1916 was fortuitous and opportunistic.

The writer is best known for his books on Welsh narrow gauge railways, and, sadly, he passed away in February 2009 as this review was being prepared. He certainly drew on a rich archive of documentary and photographic sources in the production of this most interesting book. Details of three petrol passenger railcars delivered for use on rural lines in Western Australia are included. These were supplied as powered chassis with locally-built bodies fitted at Midland Junction. There is a charming photograph of narrow gauge locomotives on cane haulage in the Cairns district of Queensland.

Although significant attention is given to railcar and other non-locomotive production, the material on locomotive development and production is clear and well-illustrated, complementing well the other published sources of recent years. Presentation is up to the publisher's usual attractive standards with photographs and locomotive diagrams featuring prominently. This book can be recommended.

John Browning

New from LRRSA Sales ...

SHAYS, CRABS AND PHOSPHATE

A HISTORY OF THE RAILWAYS OF CHRISTMAS ISLAND, INDIAN OCEAN

By David Jehan Published by the LRRSA.



Christmas Island, Indian Ocean, is 2600 km north-west of Perth. For most of the twentieth-century a system of industrial railways on gauges of 2 ft and 4 ft 81/2 in - were used to carry phosphate. The variety of locomotives - both steam and internal-combustion was remarkable. They came from Australia, Canada, Germany, the United Kingdom and the USA. These included three 70 ton geared Shay locomotives.

The book explores the way the industry was managed, the living

and working conditions, the use of passenger trains, and the unique problems caused by the huge population of crabs living on the island.

Since its release early in December this book has been selling very quickly. Customer comments have included: amazing amount of information; easy to read; excellent diagrams; and the photographs are sensational.

Soft cover, 136 pages, A4 size Over 160 photographs, 14 maps and diagrams, References, bibliography, and index.

Price \$33.00 plus postage (\$24.75 to LRRSA members) Weight: 700 gm

Postage and packing: Within Australia, 501 gm to 3 kg \$10.90, over 3 kg \$14.00 Send to: LRRSA Sales, P.O. Box 21, Surrey Hills Vic 3127, Fax (03) 5968 2484. Payment may be made by cheque, money order, Mastercard or Visa.

ELRINGTON THE 'PETER PAN COLLIERY' 1927 - 1962

By Ross Mainwaring

To be published by the LRRSA in April.



Elrington is a history of a coalmine near Cessnock NSW, established by the Broken Hill Proprietary Co. Ltd in 1927 to supply coal to its Newcastle steelworks. BHP's intention was to pioneer the use of modern coal extraction methods at Elrington.

This book describes the technology used, and the problems the company faced in introducing it.

The underground 3ft 6 in gauge railways using battery locomotives are described, as well as

the standard-gauge steam operated railway which served the mine.

The author also looks at the working conditions and social life of the miners and their families. For various reasons Elrington colliery never achieved its planned output of 3000 tonnes a day. Like Peter Pan, Elrington colliery never grew up.

Soft cover, 96 pages, A4 size 64 photographs, 9 maps and diagrams, References, bibliography, and index.

Price \$25.95 plus postage (\$20.77 if ordered before 30 April) (LRRSA members will receive a special offer separately with this issue of Light Railways) Weight: 460 gm

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Dear Sir,

LITTLE YARRA (LR 200)

Since writing the above article, David Fletcher has been able to obtain a magnificent builder's photograph of Baldwin Builder's No. 37693 which was supplied to Brazil, and became No.7 of the Viação Ferrea Federal l'Este Brasileiro (VFFLB) in the Brazilian state of Bahia. As explained in the LR200 article, this locomotive and *LITTLE YARRA* (Baldwin Builder's No. 37718) were the only ones built to Drawing 5 of Baldwin's Class 6-14C. The locomotives were probably built at the same time, with 37293 finished in May 1912 and *LITTLE YARRA* one month later.

The photograph (reproduced below) shows that No.37693 was an almost identical twin of *LITTLE YARRA*. The differences are: Radley & Hunter wood-burning smokestack, no smokebox extension, eight-wheel tender, and MCB knuckle coupling instead of Norwegian chopper with safety chains. Baldwin 37693 was built for metre gauge, but was originally ordered for a 3ft gauge railway in Cuba. The smokebox extension fitted to *LITTLE YARRA* was an optional extra, and makes a considerable difference to its appearance.

If you compare this photograph with the builder's photograph of *LITTLE YARRA* on page 16 of LR200, these differences are clearly apparent, but another significant difference is not. The Brazilian loco was finished to Baldwin's style No.285, ivy green with gold lining, shadowed in red, with the boiler jacket left unpainted in planished steel, a gunmetal grey finish. This was a standard Baldwin livery. On the other hand, *LITTLE YARRA* was finished in Baldwin style 229, which had to be specially requested by the customer. It was black, including a black painted boiler jacket, with gold lining and secondary lining in red and cream.

Frank Stamford Emerald, Vic.

Dear Sir,

Deutz locomotives at Queenstown (LR 201, 202 & 205)

These three little diesel locos were certainly purchased by the Mt Lyell Company for use on the Comstock Tramway. Just how much work they did has not been firmly established. Perhaps the chequered life of mining at the Comstock gives a clue to the apparent under-utilisation of these engines. The line was operational between 1913 and 1922. It reopened in 1929 and operated until 1943, when its closure was attributed to a shortage of coal. Reopened after World War 2, the line remained in use until the early sixties. It was almost certainly during this last period that the Deutz locos were purchased and in use.

The suitability of relatively small diesel locomotives on the Comstock line could well be questioned. For part of its seven-mile length the line climbed a 1 in 20 grade and negotiated two zig zags. Krauss 0-4-0T locos are known to have successfully worked the line, so why did the company experiment with the diesels? Economy of operation may have been the intention but lack of haulage power could well have negated any saving on operating costs.

The late Charlie Cowen, who worked for the Mt Lyell Company, recalled how these locomotives were prone to failure. He was of the opinion that they were normally started with compressed air, but when the compressed air ran out recourse to the use of cartridge firing was necessary. When this method failed, the location of the loco determined the next method of firing the engine. If the loco was in the tramyard, towing was a possibility. However, if the engine failed out along the Comstock line a fitter, usually Charlie himself, had to carry his tools out to the breakdown scene. Charlie claimed that, with a little tinkering and with the aid of a suitable cartridge, he could usually get the engine started. That a second locomotive was not sent out to recover the stalled loco and its load, or at least to convey the fitter to the scene, may indicate that the other locos were unavailable due to location or to being unserviceable.

Ken Milbourne Montrose, Tas

Dear Sir,

Deutz locomotives at Queenstown (LR 201, 202 & 205)

On a further visit to Queenstown, Tasmania, during January, additional information has come to light from retired employees regarding the Deutz diesel locomotives used on the Mt Lyell Mining and Railway Company's Comstock Tramway.

At the Comstock Mine, mine water reaching the surface contained copper salts so it was passed through a precipitation plant of timber sluicing containing scrap metal. Tinplate scrap off-cuts were compressed into square bundles at the Henry Jones IXL jam factory in Hobart then sent by road transport to Queenstown. About once a month a bogie bolster flat truck was loaded up in the yard with the bundles of tinplate and a Deutz loco was fired up to pull the truck out to the Comstock. Top speed was walking pace.

The loco driver was Mr. Bill Smith who usually worked up in the West Lyell open cut; this gentleman possessed a diesel driver's ticket, possibly procured while working on the Abt railway. An offsider accompanied Bill out to the Comstock but as room in the loco's cab was minimal this man usually rode on the truck. On at least one occasion a Krauss steam loco ventured out to the Comstock mine on this job but this was not repeated as the loco was required for shunting duties around the smelter complex.

The men worked at the precipitation plant on weekends under contract rates; during the week they were employed in the



Baldwin Builder's No. 37693 of 1912, built for a Brazilian metre gauge railway, it was the only locomotive to be almost identical to LITTLE YARRA. Photo: Reprinted by Permission – Railroad Museum of Pennsylvania (Pennsylvania Historical and Museum Commission), HL Broadbelt Collection

mill at the Mt Lyell mine. The mine water passing through the scrap tinplate would deposit the copper salts onto the plate, completely eating away the metal and leaving a copper rich sludge. This sludge was shoveled up into bags, loaded onto the bolster truck and hauled back to the mill where the sludge went directly into the smelter furnace.

Bill Smith was not an admirer of these Deutz locomotives: he called them "Hitler's locos" and often remarked "it was no wonder Hitler lost the war!" Speculation has it that they came second-hand from a hydro scheme in Tasmania, but it is not known where they went to from Mt Lyell. Their departure was not mourned as they were looked upon as a dismal failure.

A helicopter was sometimes used to get men out to the mine site quickly but later the Comstock tram was bulldozed to become a roadway to allow truck access. Travel by tramway was just too slow and inconvenient.

Ross Mainwaring St Ives, NSW Dear Sir,

Dravo Australia (LRN 26)

In February 1982, the following brief report appeared in *Light Railway News* regarding equipment being sold on behalf of Dravo Australia. It came from an advertisement found by Steve Martin in the *Melbourne Herald* dated 15 September 1973.

Some rather stale, but nevertheless interesting, news has recently come to light. In September 1973, a large quantity of earth moving and construction equipment was offered for sale including "one only GEMCO tunnel Loco complete with battery charger, 24 in gauge" and "one only ATLAS Copco LM36 Tunnel Mucker, 24 in gauge". The equipment was located in Darwin. Can readers supply any further details?

The only project I can identify in which Dravo were involved that would utilise this sort of equipment 'close' to Darwin was the Ord River Dam construction from 1968 to 1972. This would correspond well with a sale advert dated 1973.

Phil Rickard Ringwood, Vic

OBITUARY Dorothy 'Dot' Macdonald, 1928-2009

Dot Macdonald passed away peacefully on Tuesday 24 February, following a long illness. Members of the light railways fraternity would know Dot as the 'better half' of light railway and steam preservation legend Bruce Macdonald, though there was much more to Dot. Like my parents, Phil and Cecily (long-time friends of the Macdonalds), Bruce and Dot were very much a 'double-act'. It was unusual to see one of them without the other close behind, and their faces were well known at museums and heritage railways both here and abroad. Dot was first introduced to the reality of working in '12 inches to the foot' when, in 1953, Bruce obtained Baldwin steam tram motor 103A from Commonwealth Engineering at Granville and brought it to their Homebush home for restoration. In order to place the machine in their backyard (and to extricate it when the work was completed), the fence and adjacent garden between their house and the neighbours' had to be demolished!

In the late 1950s, Bruce and Dot turned their attention to an even more ambitious project – the creation of a steam museum at Goulburn, NSW, centred on the historic steam-driven Appleby beam engine at Marsden Weir, installed in 1883 to pump Goulburn's water supply and disused since 1918, which Bruce had restored to working order. This led to a move to Goulburn to run The Museum of Historic Engines, which opened to the public in April 1970. I met Bruce and Dot in July 1972, when I first visited the museum. As a young narrow-gauge enthusiast, I was overwhelmed by what I saw that day and by the welcome I received.

The 1970s was a golden era for such projects and, to those of us who loved steam, The Museum of Historic Engines became a kind of 'Camelot'. A magical 2ft gauge kingdom,



Warmly dressed for the Goulburn winter, Dot gets the ancient Haywood portable engine started by giving the flywheel a spin, at The Museum of Historic Engines in July 1972. Photo: Bruce Belbin

ruled benevolently by King Bruce and Queen Dot (ably assisted by Princess Heather). Although it was a long drive to Goulburn in the days before the freeway, I made many visits there and always enjoyed myself. Dot would never take my entry money and would simply wave me through, making me feel like an honoured quest.

In 1978, Bruce and Dot left Goulburn and moved to Canberra. There, having disposed of all of his 'full-size' engines to good homes, Bruce rekindled his interest in O gauge. His impressive 2005 book on the subject, *SPRING, SPARK & STEAM – An illustrated guide to Australasian toy & model trains,* was dedicated 'To my wife Dorothy'.

We offer our sincere condolences to Bruce, daughter Heather and sons Ian, David and Neil. Bruce Belbin



LRRSA NEWS

MEETINGS

ADELAIDE: 'Tramways in South Australia.' Arnold Lockyer will bring his collection of photos of horse and electric tramways that operated in South Australia, including those run by the SAR, and discussions will continue on the list of South Australian light railways.

Location: 150 First Avenue, Royston Park. Date: Thursday 2 April at 8.00pm. Contact Arnold Lockyer on (08) 8296 9488.

BRISBANE: 'Java Sugar Cane 2008'

John Browning will be showing some of the images he recorded of sugar mill railways in Java during his visit there as part of the *Steamy Java* tour in August 2008.

Location: BCC Library, Garden City Shopping Centre, Mount Gravatt.

After hours entrance (rear of library) opposite Mega Theatre complex, next to Toys'R'Us.

Date: Friday 3 April at 7.30pm. Entry from 7pm.

MELBOURNE: 'Poland, Canada, and Norway'

For our meeting on the day before Good Friday Phil Rickard and Frank Stamford will present extracts from videos of 60 cm gauge railways in Poland in the 1970s, the White Pass & Yukon Route in the 1930s - including steam powered river boats from Whitehorse to Dawson City, and the last day of the Byglandsfjord 3ft 6in gauge railway in Norway in 1962. **Location:** Ashburton Uniting Church Hall,

Ashburn Grove, Ashburton.

Date: Thursday, 9 April 2009 at 8.00pm

SYDNEY: 'West Coast Railways of Tasmania'

Peter Charrett will show slides of west coast railways, from 1960 to today, including the Abt railway at Queenstown, Emu Bay Garratts, Wee Georgie Wood and other interesting railway items. Location: Woodstock Community Centre, Church Street, Burwood, (five minutes walk from Burwood railway station). Date: Wednesday 22 April at 7.30pm.



Kinglake and Flowerdale, VIC

The recent acquisition of a second copy of Ralf Alger's *Wooden Rails to Kinglake and Flowerdale*, (LR 67, January 1980) just a few days prior to the recent bushfires, prompted a re-read of this booklet. In his article Ralf advises that he had not trawled the archives but had relied on his own extensive field research, various local history books and many interviews with those who worked at the mills and on the tramways – the newspapers and archives would have to await a future researcher!

In the light of recent events, the present would seem to be a good time for some budding researcher, keen for a nice, self-contained project that is not too daunting in size to take up the cudgels. The recent fires have laid bare virtually the entire area covered by Wooden Rails and for a few brief months the tramways will be walkable and the mills findable. As tragic as the fires are, they do enable keen researchers to undertake valuable field work and do some invaluable mapping. unencumbered by the bush. In six months' time it will be too late the initial regrowth will have hidden much. It is also important that careful researchers get to the mills first, before the vandals, 'collectors' and others do irreparable damage.

This doesn't mean one can tramp anywhere – do some initial checking on the whereabouts of public and private land. In most cases there will be no fencing to guide one. And above all, be sensible and sensitive.

Another source worth investigating is newspapers. The National Library's newspaper digitisation programme at www.nla.gov.au/ndp (see LR200 p.33) is a veritable mine of information offering many leads for patient researchers. Take for instance this rather blurry auction advertisement that appeared in The Argus (Melbourne), on 4 July 1925:



Now the National Library's Optical Character Recognition (OCR) page scans can never be better than the copy they are scanning and OCR errors can be anything from 0 to over 99 per cent.

This advertisement did not 'leap out' using the usual search tags of TRAM or SAWMILL but feeling sure there would be something, I searched all references to FLOWERDALE over a three year period (if the place had been called, say, Richmond, I'd still be going!). This advert contains a wealth of info that is absent in Wooden Rails and one suspects it is the original source of Ralf's comment that there were "about 40 miles of tramways" on the Kinglake/Flowerdale system. But this ad shows that the 40 miles relates to just the Flowerdale Timber Co., and shows that, at least by 1925, it was the major sawmiller in the area. Yet the company's name appears just once in Wooden Rails. Additionally, the map in Wooden Rails does not show 40 miles of tramways. Yet another reason to 'sharpen the machete' to explore the bush (and get fit at the same time) and resolve the apparent discrepancy. And before we have dozens of people researching the same thing, you may wish to check with our Hon Editor, or maybe advise your interest on the LRRSA Yahoo discussion page. That way likeminded researchers could build a very interesting joint project.

Phil Rickard

Wyett's Beaconsfield Tramway, TAS

In LR 196 (August 2007, p.38) we ran a news item on the movement

of the remains of the 1067mm gauge 0-4-0T locomotive (Kerr Stuart 685 of 1900) to the Beaconsfield Mine Museum. This locomotive worked John Wyett's Beaconsfield Tramway until its closure in 1915 and it was purchased by George Peddle to work at his sawmill at Camden about 1930, where the boiler was removed and used elsewhere. Only the frames, wheels, cab and water tanks were recovered from the Camden site by the West Tamar Historical Society (WTHS) and moved to Beaconsfield.

Holly Ranson, a great granddaughter of John Wyett and a reporter for the Launceston Examiner newspaper, contacted the LRRSA in February 2009 for advice regarding the controversy that had emerged over plans by local groups to 'restore' the relic to a condition that would make it an 'attraction' for the general public. Evidently many hours of volunteer work had gone into cleaning up the remaining parts and putting them back together and the WTHS was willing to donate paint to complete the task. However, a visiting railway historian from the United Kingdom had reportedly advised that the locomotive should not be 'restored' and that nonauthentic additions should be removed.

The issue generated some lively debate among LRRSA members. The majority view was that the relic should be conserved (or preserved) to prevent further deterioration from the elements, but not restored. They felt that restoration can remove too much of the original fabric and cause such items to lose much of their intrinsic value. Conservation, on the other hand, could involve treatment to prevent further deterioration, such as rust removal and the application of a protective coating. They noted that only part of the locomotive had been recovered, so what is available to show to the public could be used to help interpret the wider story of its use after its time at Beaconsfield if it is retained in a conserved state relating to its condition when recovered. Advice was also generated for Holly regarding museum curators who could provide the WTHS with advice on how best to conserve and present the relic of the Kerr Stuart locomotive.

Editor

Coming Events

APRIL 2009

2 Kerrisdale Mountain Railway & Museum, VIC: This scenic narrow gauge railway and steam museum is open to the public from 1000-1700 Thursday to Monday and public holidays. Information, phone (03) 5797 0227 or website: www.kerrisdalemtnrailway.com.au.

3 Newington Armory Railway, Olympic Park, NSW: Heritage Railway Discovery Tour with narrow gauge trains departing at 10.30am, 12.15 and 2.30pm. Also on 17 May. Tickets/bookings on (02) 9714 7888.

4 State Mine Heritage Park, Lithgow, NSW: Offical operning of ttrade union banners and memorabilia exhibition from the Trade Hall of NSW collection. Runs through to 31 October.

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

4-5 Puffing Billy Railway, Belgrave, VIC: A Day out with Thomas – Thomas the Tank Engine returns to Emerald for the Autumn Season. Bookings (03) 9757 0700.

5 Wee Georgie Wood Steam Railway, Tullah, TAS: Narrow gauge steam train operations with locomotive *WEE GEORGIE WOOD*, 1000-1600. Also on 25-26 April; the steam season closes on Sunday 3 May. Information, Graham and Nancy on (03) 6473 1372 or 0417 142 724.

11-13 Alexandra Timber Tramway, VIC: Easter Gala event with narrow gauge steam train operations, 1000-1545, on 11-12 and petrol-powered locomotives on 13th.. Diesel-hauled trains on 26 April Information: Bryan 0407 509 380 or Peter 0407 537 837.

12 Cobdogla Irrigation Museum, SA: Cobdogla Irrigation Museum, SA. Open Day with Humphrey pump and narrow gauge steam train operations. Phone (08) 8588 2323.

12 Alexandra Timber Tramway, VIC: Narrow gauge steam train operations, 1000-1545. Also diesel-hauled trains on 22 February. Information: Bryan 0407 509 380 or Peter 0407 537 837.

18-19 Richmond Vale Railway, Kurri Kurri, NSW: *Hunter Valley Steamfest* open days with steam train operations. During 2009 the RVR will be open on the first three Sundays of each month plus school holidays. Enquiries: (02) 4955 1904.

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



'Black Saturday' and heritage railways

The tragedy of Victoria's bushfires on 7 February 2009, now known as 'Black Saturday', and subsequently has grabbed the headlines around the world. Victorians live in Australia's most distinctive fire region and one of the most destructive in the world, but the ferocity of these fires and the horrendous loss of life and property still surprised many. Understandably,

media attention has focused on the personal tragedies and devastated communities that the fires left in their wake. As most readers of this magazine will appreciate, Victoria's forest industries were the original focus of what is now the Light Railway Research Society of Australia (LRRSA) and they continue to generate

News items should be sent to the Editor, Bob McKillop, Facsimile (02) 9958 8687 or by mail to PO Box 674, St Ives NSW 2075. Email address for H&T reports is: rfmckillop@bigpond.com

Digital photographs for possible inclusion in *Light Railways* should be sent direct to Bruce Belbin at: boxcargraphics@optusnet.com.au

NEWS

Queensland

AUSTRALIAN SUGAR CANE RAILWAY, Bundaberg 610mm gauge

Bundaberg Steam Tramway

Preservation Society Inc.

Adding to our report in LR 205 (p. 30), the BSTPS put on a special show on Australia Day in 2009 with three locomotives in steam to demonstrate to the public the achievements of the Society in restoring canefield locomotives. Former Millaquin Mill 0-4-0WT *GERMANY* (Orenstein and Koppel 6805 of 1914), the recently restored 0-6-2T *INV/CTA* (John Fowler 11277 of 1907) and ex-Qunaba Mill 0-6-2T No. 3 (Bundaberg Foundry 1 of 1952) were used for the day's operations.

Preparations for the day required detailed planning and testing following the BSTPS quality assurance programme under the watchful eye of Alan Beiderman, Queensland's only qualified trainer assessor for steam reciprocating engines. Reality inspections were performed on the three locomotives in accordance with AS 3788, and they were then test run for the assessor. Crews were then picked for each locomotive - David Twiss (driver) and Chris Devenish (GERMANY), Jeff McPherson and Reg Simpson (INVICTA), and Ross Driver and Ron Stitt (No.3). They arrived on site at 6am on Australia Day to commence their duties by running through the Risk Assessment process. Ross Driver then briefed the crews on the day's operations and safety measures under Alan Beiderman's supervision before each crew commenced their light-up tasks. Steam was raised by 9 am and the braking systems of each loco were checked over service pit No.1. Safe working during the day was maintained by two-way radio between locos and to the guard, and also back to the base station at the ticket office.

The three locomotives were coupled up to triple-head the first passenger train of the day. This was the first time the Society had three locomotives in steam together and the first triple-header, a feature that is unlikely to be repeated in the foreseeable future. The order of locomotives was decided by weight and tractive effort with the least powerful (GERMANY) at the front and the most powerful (No. 3) at the back. The order of haulage was changed after successive runs, which proved interesting for both operators and the public. Most of the haulage during the day was done by the two Fowlertype locomotives, which are underworked during normal operations at the Botanic Gardens. Their double-headed runs demonstrated the evolution from the 1907 design to the locos built by the Bundaberg Foundry in the 1950s. The big job in the afternoon was much of our research efforts and the rationale for many of the preserved railways and heritage items covered by this column. The two preservation railways that suffered the greatest damage during the current crisis - the Yarra Valley Railway, which had its hopes for a forthcoming commencement of train operations set back by the loss of track, timber bridges and the heritage goods shed at Healesville on 'Black Saturday', Daylesford Spa Country Railway, which had 1.6km of track burnt out between Daylesford and Musk on 23 February - lie outside the scope of *Light Railways*. The impact on preserved 'light railways' was considerable, however, and I provide a comprehensive coverage of their experiences up to early March under the Victorian reports below.

Coupled with the losses from bushfires sustained by preserved railways in southern and eastern Australia in recent years, these experiences highlight the vulnerability of railways in forest areas. As several of the reports below indicate, identifying lessons from the current fires and updating disaster preparation plans will be a priority for many groups. I wish to express my appreciation to the individuals who have provided information for the reports below. *Bob McKillop*

putting all the locos to bed. There was quite a crowd in the yard at knock off time to watch the process, which went smoothly with crews stabling their engines with the minimum of fuss. At the end of the day, the smiles of enjoyment of the young ones (and the old ones as well) made the effort required to organise and run the event worthwhile.

GERMANY is scheduled to be withdrawn from service for major overhaul later in early 2010, a process that will require it to be stripped right down to the frame. It is anticipated that some features on the loco will be changed to bring it back to an appearance closer to the original. The priority task for volunteers during 2009 will be the completion of the track extension (LR 192, p. 27).

Ross Driver, 02/09

ROCKY POINT SUGAR MILL 610mm gauge Heck Group

A short visit to the mill on 5 January 2009 revealed that the diminutive 0-4-0WT ROCKY POINT (John Fowler 16249 of 1924) is standing on a short section of track beside the car park and opposite the mill office. No shelter is provided over the loco and exposure to the elements have faded the paintwork compared to the 2006 in progress restoration photograph in LR 191 (back cover). A standard air line coupling has been fitted near the regulator/main steam pipe area beside the dome, and the pressure gauge still had 65 to 70 psi showing! The loco looked neglected and the only potential passengers on this day were spiders who have taken up residence ready for any future run! A subsequent visitor on 21 January noted that a steel cane truck chassis had been placed on the track behind the locomotive. lan Childs, 02/09; John Browning 02/09

New South Wales

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

After almost 12 months without mainline operations and a herculean effort by ILRMS members to rebuild the track, the Illawarra Train Park was back in action for the 'Wings Over Illawarra' event on Sunday 22 February 2009. The rail regulator, ITSRR. lifted the improvement notice restrictions on 13 February and test trains were operated over the now mainly concrete-sleepered mainline track hauled by 0-6-2T TULLY 6 (Perry Eng. 7967/49/1 of 1949) and 0-6-0DH SHELLHARBOUR (John Fowler 21912 of 1937: rebuilt EM Baldwin 1963). These two locomotives operated passenger trains during the open day, the latter having its first public mainline outing on trains.

The ILRMS operated a shuttle train/bus service between the train park and the airport, where the Yallah display model layout and photo display was set up in the Historic Aircraft Restoration Society hangar to promote the reopening of the railway and to channel visitors to the shuttle service. With the official visitor count to the HARS event reaching 30,000, the link was heavily patronised throughout the day

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Heritage &Tourist

and, given the traffic congestion around the airport, those who chose to park at the Illawarra Train Park and use the shuttle service to visit the HARS activities took the wise option.

The train leg of the shuttle service comprised ILRMS end-loading saloon carriage 'No. 1' and former Melbourne cable tram trailer 430, with TULLY 6 and SHELLHARBOUR alternating as the motive power. Departing from Yallah station, trains did a full circuit of the track and then diverted via the triangle on the second circuit to terminate at the end of the branch adjacent to the airport. Passengers detrained here to join the bus and then the second loco set back from the other leg of the triangle to couple-up and move the train forward from the first loco before waiting passengers joined the train for the trip to Yallah station.

A number of well-presented displays at the station and the running sheds added to the attraction. 0-6-0DM SEYMOUR (EE Baguley 2392 of 1952) was standing on the loop road opposite the station coupled to two Innisfail Tramway/ Mourilvan Mill bulk sugar wagons, together with the recently restored 4wDM Ruston 20DLU (R&H 371959 of 1953) from Condong Sugar Mill, finished in a fine green livery and carrying the name CONDONG, and fire tender. Displayed outside the running sheds were 0-4-0ST KIAMA (Davenport 1596 of 1917), the 20DLU 4wDM 'Green Ruston' (R&H 285298 of 1949) and ex-ER&S 4wDM 2 (Hunslet 4578 of 1953) coupled to two copper anode carrier wagons. The displays in the Ken McCarthy Museum building were open and the miniature railway operated throughout the day.

Your *Light Railways* editors travelled to the event and were provided with a special tour of the facilities and workshop by life member Brian Holmes. The Heath Robinson-like Conquip Model KMX-06 track tamping machine (11 of 1971) from Inkerman Mill that had been brought back to life by ILRMS volunteers for the latter part of the track restoration project (LR 205, p. 27) was one of the more remarkable items inspected during the tour. It was very pleasing indeed to see this active preservation railway back in action again with a high-class track now available and a range of interesting exhibits to greet the many visitors on the day.

The local media gave a good coverage of both the 'Wings Over Illawarra' event and the ILRMS operation on the day.

Editors, 02/09

LAKE MACQUARIE LIGHT RAIL, Toronto 610mm gauge Grahame Swanson

Updating the report in LR 204 (p. 27), restoration work on the former Goondah-Burriniuck Railway 0-4-0T locomotive JACK (Krauss 6063 of 1908) has now focused on restoring the wheelsets, journals, bearings and axle boxes, plus the areas of the frame which will be inaccessible once the wheelsets are returned to the locomotive. In the process, JACK has given up more secrets and the most surprising one is the existence of not one, but two well-tanks. The main water supply well-tank sits between the axles but another. smaller one sits forward of that. hiding between the cylinders. The tanks are joined by a flanged connecting pipe which is located above the leading axle, and that feeds forward to the smaller tank. There is no level-checking brass tap on the leading tank and almost all of the water has no way of returning to the main well-tank, which suggests that the forward tank was intended only for ballast purposes. When the inspection manholes were removed, an estimated 600 litres of water gushed out of the well-tanks, which had probably been there for at least 46 years in the case of the main well-tank and even longer in the leading one. With the well-tanks being fully water-wedged for years, there's been minimal corrosion inside; a far better outcome than if the tanks had been partially filled.

The restoration has also yielded further evidence that the locomotive is definitely Krauss B/N 6063. On Bruce Macdonald's advice to look for builder's numbers stamped on various parts of the loco, the restorers kept a careful look out and uncovered one on the real heart of the locomotive, the frame. The stamp on the leading right-side horn block reads, '6063'.

Colin McDonald, 02/09

RICHMOND MAIN HERITAGE PARK, Kurri Kurri 1435mm gauge

Richmond Vale Preservation Cooperative Society Ltd

The project to restore 14 non-air coal hopper wagons moved a step closer in January 2009 with the completion of the penultimate wagon in the program, being the former Flrington Collierv representative, BHP E 2283. This was one of 200 non-air coal hopper wagons assigned to Elrington Colliery on the South Maitland Coalfield. Following the closure of Elrington in 1962, these wagons were taken over Hebburn Limited, and eventually became part of the Coal & Allied fleet in 1967. Restoration of BHP E 2283 was completed on 3 January 2003, when the wagon was taken out for photos. Graham Black, 01/09

STATE MINE HERITAGE PARK & RAILWAY, Lithgow

610/1435mm gauges City of Greater Lithgow Mining Museum Inc.

The museum has prepared a pictorial history of the Lithgow State Coal Mine, which will be launched in April 2009. The 124-page book contains over 110 photographs (both monochrome and colour), backed by stories of the mine and its employees.

Victoria

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

The ATTM had an anxious time during the devastating bushfires. Two Melbourne-based volunteers spent the night of 7 February at the museum preparing the site for the worst and keeping an all-night vigil for any change in the wind. The gutters of the station building were filled with water, the Fowler steam locomotive and the Kelly & Lewis diesel 4271 were parked outside the loco shed and water and hoses were prepared to defend this area. Fortunately it remained still all night and the expected ember attack did not eventuate.

As reported in the media, the township of Alexandra became a major refugee centre and staging base for fire crews throughout most of February. This meant that the ATTM had to cancel all operations during the month and the loss of revenue may mean the society will require support from the Shire Council during the year to meet its insurance costs.

The crisis highlighted a number of issues that will need to be addressed in the ATTM disaster preparation plan. It would have been impossible to save the goods shed if a fire had eventuated, highlighting the need for more water power to fight fires, while locally-based museum members were preoccupied with saving their own homes, so future defence of the site will be largely dependent on Melbourne-based volunteers. Peter Evans, 02/09

GALLIPOLI PARK, Marysville 914mm gauge

Marysville Historical Society The destruction of the village of

Marysville and the heavy loss of life there were among the most distressing scenes of the 'Black Saturday' bushfires that were flashed around the world. In the midst of the carnage was a logging tractor and log bogies preserved by the local historical society to mark the community's timber industry heritage. The six-wheel rail tractor was built by Day's of South Melbourne in 1927 for Richard's tramway at Starvation Creek and was subsequently purchased by the Marvsville Timber & Seasoning Company's to replace horse haulage on its log tramway. Amazingly, the rail tractor survived the fire relatively unscathed, although the demonstration logs on the bogies were smouldering the following day. Given the remarkable demonstration of community spirit by the people of Marysville, the LRRSA is in the process of offering assistance to restore the tractor as a monument to the town's timber heritage and the terror of 'Black Saturday'.

Peter Evans, Keith Pakenham, 2/09

KERRISDALE MOUNTAIN

RAILWAY 610mm gauge Kerrisdale Mountain Railway Inc.

This operation was spared the fire on 'Black Saturday', although the site was consumed by acrid smoke and fallout, together with the horror of 'living on the edge' and having to protect life and property. As with other preserved railways, temperatures above 40°C, the fires, high winds and the general sense of fear resulted in cancellation of group bookings and dramatic downturn in visitor numbers during February, Railway operations were suspended, which allowed the workshop crew to complete the semi-open 'toastrack' carriage, which has become No. 7 on the KMR roster. Successful trials were undertaken and the carriage is now being retro-fitted with a canvas Andrew Forbes, 03/09 canopy.

PUFFING BILLY RAILWAY 762mm gauge

Emerald Tourist Railway Board While the PBR had not been directly affected by bushfires up to the time of writing, its operations were significantly impacted. On 'Black Saturday' and 8 February

there were no trains beyond Lakeside, and subsequently all trains to Gembrook were dieselhauled (usually by DH31) due to the extensive forests beyond Lakeside. When a scrub fire started north of Belgrave on Sunday 15 February, DH31 was used to haul a 20-car empty train from Belgrave to Menzies Creek and the intention was for D21 to follow with three NA locomotives and for DH31 to return and collect the Garratt locomotive G42 and remaining passenger stock, but the danger passed and the need for these movements was negated. There were Total Fire Bans on 23 and 27 February, with no trains beyond Lakeside on the former day and beyond Emerald on the latter.

Ferocious winds on 3 March created an extreme fire danger situation, and the train service on that day was limited to a 10.30am departure running only to Menzies Creek. Frank Stamford, LRRSA Yahoo Group, 28 February 2009

TIMBER TRAMWAY & HAULAGE, Ruhicon 610mm gauge State Electricity Commission of Victoria

One of the bridges on this access tramway was damaged on 'Black Saturday'. The power generation infrastructure, which is listed on the Victorian Heritage Register, is reported to be unscathed, as is the sawmill at Royston, which was restored by ATTM volunteers some years ago. Peter Evans, 02/09



John Browning photographed the restored 0-4-0WT (John Fowler 16249 of 1924) on display at the Rocky Point Sugar Mill on 21 January 2009 with a steel cane truck chassis.



0-6-0DH SHELLHARBOUR (John Fowler 21912 of 1937; rebuilt EM Baldwin 1963) had its first public outing at the Illawarra Train Park on 22 February and performed faultlessly. Photo: John Browning

WALHALLA GOLDFIELD RAILWAY 762mm gauge Walhalla Tourist Railway **Committee of Management**

Having suffered from extensive bushfire damage during 2006, the WGR was again threatened by the East Tyers-Thomson Valley bushfire on 'Black Saturday'. Evidently caused by a lightning strike, this fire started near Parkers Corner, jumped the Thomson River and ran into the hills north of Walhalla township, but fortunately the closest it came to Walhalla township was about 500m north of North Gardens. The town and railway were enveloped in thick smoke making it very dark. The bushfire crisis resulted in lower passenger loadings during February, but the WGR put on a special even on Saturday 28 February, with a volunteers' event and helpers' luncheon. A highlight was the official naming of the ex-Emu Bay Railway 10 Class B-BDH (Walkers 576 of 1963) The Spirit of Emu Bay. The crew removed the wrapping from the nameboard at Thomson Station at 1.35pm to reveal the name and WGR President Michael Leanev thanked all present and the small band that had worked hard to make The Spirit of Emu Bay operational. The locomotive handled the grades and curves easily with its three-carriage consist. This 'big diesel'; will be used on public holidays and special events when higher loadings warrant its operation.

David Lowe, LRRSA Yahoo Group, 1 March 2009

Tasmania

WEST COAST WILDERNESS **RAILWAY, Queenstown** 1067mm gauge

Federal Hotels Limited Mt Lyell Abt Railway Society

The MLARS joined with the WCWR to initiate the first Mt Lyell Picnic Train in 46 years on Australia Day 2009. The first Mt Lyell picnic train ran to Teepookana in 1897, from where guests were barged down to King River to Macquarie Harbour for their day out at Piccaninny Point. The line reached Regatta Point in 1899 and with he opening of the TGR extension from West Strahan in 1901, picnics were held there. The tradition of an annual picnic train was maintained until 25 January 1963, when the last picnic train ran from Queenstown to Regatta Point.

Planning for a revival of the tradition commenced among members of the Mt Lyell Abt Railway Society in early 2008. The WCWR was supportive of the idea, so long as a locomotive and carriages were available for the scheduled service, and the loco crews offered to donate their time, while the advertised cost of \$25 return was to cover the cost of fuel. The response was overwhelming and the booking office at the Queenstown station soon had the trip booked out and a waiting list of 100. Problems emerged during late 2008 when it appeared that some locomotives could be out of service, but thanks to the assistance and dedication of the WCWR Operations Manager, Ben Elliott and fitter Chris Hibble. all three Abt locos were back in service by the scheduled date.

A full complement of 150 patrons came from all parts of Australia for the trip, a number having connections with the Mt Lyell Company and there were many MLAR Society members. They included Melbourne visitor Jill Presser, the sister of Hudsperth, the last Geoff superintendant of the Mt Lvell Company, and descendants of Huntley Clarke, the railway's surveyor from 1896 to 1955. Departure from Queenstown was fashionably 15 minutes late at 7:30am with 0-4-2T Abt locomotives 1 (Dübs 3369 of 1896), crewed by Bob Smith (driver) and James Smith (fireman) and 3 (Dübs 3594 of 1898) with Ben Elliott and Chris Hibble on the footplate, double-heading four crowded carriages. No.1 was decked out with headboard and flags for the occasion. Stops for water were made at Lynchford, Rinadeena and Dubbil Barril. On leaving this station, Russell Holland travelled between the carriages to try and make a satellite connection with Tim Fischer and 'The Great Train Show' on ABC Radio, but unfortunately the connection dropped out just before going on air at Lower Landing.

The train arrived at Strahan at 09.55, some 20 minutes early, where all detrained and proceeded to West Strahan beach by bus for the traditional games for the day. They returned to Regatta Point for an on-time 4pm departure, this time with Abt loco No.3, decked out with the flags and headboard, leading No.1. The 0-6-0DM D1 (Vulcan Foundry D193/Drewry 2405 of 1953) was also added in front of the carriages to be taken back to

Queenstown dead attached with engine problems.

During the day, the normal two train service ran with 0-4-2T Abt loco No.5 (North British 24418 of 1938) operating from Queenstown and 0-6-0DM D2 (Vulcan Foundry D194/Drewry 2406 of 1953) at the Strahan end with the usual changeovers at Dubbil Barril. There was a special surprise for the passengers at Dubbil Barril as No.5 was waiting with its train to create history as the two trains were amalgamated for the run back to Queenstown. For the first time on the Mt Lyell Railway, three Abt locomotives had triple-headed a train, and they made a spectacular sight on the 1 in 20 grade. The consist into Queenstown was Abt locos 3, 1 and 5, diesel loco D1 and six passenger cars. Arrival back at Carswell Park

saw Nos 1, 5 and D1 detached because of the platform length at Queenstown. The day's finale was No.3 charging out of Carswell Park up the 1 in 40 into Queenstown with six coaches. Russell Holland, 02/09

Northern Territory

BATTERY HILL MINING CENTRE, Tennant Creek 610mm gauge Tennant Creek Regional Tourist Association

This tourist operation is the site of the No.3 Government gold stamp battery, part of Tennant Creek's 1930's outback gold rush. Located 1.5km from the town centre along Peko Road overlooking the town, it is open daily from 9am to 5.30pm. Within the complex, an underground exhibit can be visited, as well as two museums – one on the social life of the goldfields in the early years and the other a minerals collection. Approximately 200 items of machinery are on site. These include a 2ft gauge Gemco 4wBE locomotive of around 8 tonnes, on display near the entrance with two Granby cars. Numbered 402, it was last reported by Ray Graf at Peko-Wallsend's Warrego mine (50km west of Tennant Creek) in 1990 (see Light Railway News 78 & 79). In addition a small Gemco 1½ tonne 4wBE 'trammer' was photographed by a French tourist in November 2008 near the mine headframe. There is also what appears to be an Eimco 12B bogger displayed underground, and possibly another one displayed on the surface with a variety of narrow gauge rolling stock.

Phil Rickard/John Browning 01/09



The former Elrington Colliery non-air coal hopper wagon BHP E 2283 following its restoration, on 3 January 2009. Photo: Graham Black



The scene at the Alexandra Timber Tramway on the evening of 7 February 2009 with 0-6-0T John Fowler 11885 of 1909 and 0-6-0DM Kelly & Lewis 4271 of 1935 standing outside the loco shed as smoke from the bushfires envelop them. Photo: Peter Evans



Triple-headed steam trains were featured in Australia Day events at two preserved light railways this year. **Above:** 0-4-0WT GERMANY, 0-6-2T INVICTA and ex-Qunaba Mill 0-6-2T 3 triple-head the passenger train out of the depot on the Australian Sugar Cane Railway, Bundaberg. Photo: Wendy Driver **Below:** Much further south, 0-4-2T Abt locomotives 3, 1 and 5 triple-head the combined picnic train and public passenger train on the West Coast Wilderness Railway. Photo: Helen Holland **Right:** John Dunn photographed the 457mm gauge 2-4-0 locomotive BILL ready to set out on another day's operations on the Semaphore & Fort Granville Tourist Railway in Adelaide. Note the warning sign on the smokebox.





LIGHT RAILWAYS 206 APRIL 2009





VINTAGE TASMANIA

On 20 February 1963, Emu Bay Railway's oilburning 4-8-0 number 8 HEEMSKIRK (Dübs 3855 of 1900), brings an up West Coaster through Boco, as Garratts G18 (Islington 87 of 1944) and G17 (Clyde 473 of 1944) wait to proceed with down and up ore trains. Photo: Peter Charrett One of the Mt Lyell Railway's two Vulcan Drewry 0-6-0DM locos (2405/D193 of 1953 and 2406/D194 of 1953), in original green livery, waits in the loop at Teepookana to cross an ore train from Queenstown hauled by Abt loco No.5, on 15 April 1957. The photograph taken of this ore train crossing the bridge in the background appeared on the cover of LR 145, February 1999. Photo: Peter Ralph EBR's 4-6-0 15 (Avonside 1392 of 1899) was originally the North Mt Lyell Railway's number 1 J CROTTY, and was purchased in 1930 following the closure of the NMLR. By the early 1950s, when Hugh Ballment photographed it in the yard at Burnie, number 15 was in poor mechanical condition and restricted to shunting duties. In 1956, it was withdrawn and scrapped.

