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LIGHT RAILWAYS

Australia's Magazine of Industrial & Narrow Gauge Railways

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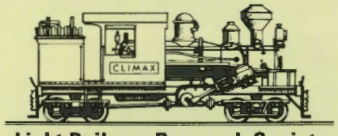

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Conversions:

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

Contents

Comment

On a well-worn drink coaster that lives on my desk is a quotation by George Bernard Shaw: "*A life spent making mistakes is not only more honourable, but more useful than a life spent doing nothing*". By my reckoning, this must make me one of the most honourable people alive.

Needless to say, though, at *Light Railways* we do our best to avoid mistakes and, mainly thanks to the superior proofing skills of Bob and John, very few manage to get through. Errors of fact, however, can often be a lot harder to spot. We've long prided ourselves on the quality of our research and the consequent accuracy of what appears in our pages, but the fact is that no one is infallible.

An interesting example of recent years was the mysterious case of the overweight loco. Following the publication of an article on the railways of Hebburn Colliery, in LR177, coalfields guru Brian Andrews (author of *Coal, Railways and Mines*) disputed the weight given for the Robert Stephenson 2-6-2T locomotive, No.1. Everything ever published on the subject seemed to prove us right and Brian wrong, but he was quite adamant, and eventually sent me copies of the original outline drawings, which proved his point. I traced the mistake back to a short article published in 1955, when the loco was new, which used "locomotive details" supplied by "Messrs Hebburn Ltd". It seems that every author from that point on used this information, directly or indirectly, so the myth was perpetuated.

The lesson, I suppose, is that we can't assume that the owners of railway equipment necessarily know a great deal about it! A sobering thought. *Bruce Belbin*

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

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

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

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

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

Front Cover: *The car park is full and there are plenty of patrons as the ex-Corrimal Colliery 0-4-0WT (Hudswell Clarke 1423/1923) gets its train underway at the station on the Menangle Light Railway during the Oil Steam & Kerosene field day on 20 May 2007. Ex-Plane Creek Mill John Fowler 0-4-0DM (18801/1927), which had hauled trains during the morning, stands on the adjacent loop track. Photo: Bob McKillop*

Fowler 0-4-2T 16340 of 1924 latterly worked at the Marsden Weir Steam Museum, NSW, (formerly Goulburn Steam Museum) before being disposed of in 2000. An export permit was granted for this locomotive in December 2004 and its present location is not known. Photo: Bob McKillop, 18 July 1997.

Protecting our Heritage?

Light Railways and the Protection of Movable Cultural Heritage Act 1986

by John Browning

A global phenonemon

Increasing wealth and the development of a globalised market in recent years has led to greater international movement of light railway artifacts, particularly narrow gauge steam locomotives. 30 years ago, such trade tended to be between developed countries. More recently, significant items have been brought into westernised countries such as Britain, the USA, South Africa, France and Germany, from South American, African, Asian and eastern European countries. A recent count shows that about half the approximately 250 2ft gauge steam locomotives in Britain have been imported for preservation from overseas.

There is much to be said for such a trend. Many of these locomotives are rescued in a poor condition from abandoned industrial sites, scrap yards or open display, or purchased from individuals who have been able to rescue them from the scrapman but have found themselves unable to do much more. In their new homes, many are lovingly restored and made available to view on public railways or at popular "open days" held on private sites. Of course, some disappear into private collections that are not available to the public, but as no collector is immortal, this tends to change sooner or later. Narrow gauge railway locomotives are not that numerous and tend to have relatively certain histories. In countries such as Britain, they have a high cultural value and most will be well cared for.

Australia has been little involved in this global trade so far, with only Puffing Billy, WALRPA and the Cairns-Kuranda Railway having imported narrow gauge steam locomotives. Perhaps more controversially, Australia can be seen as a ready source for the purchase of narrow gauge locomotives for preservation overseas. There are several reasons for this. As a developed country, efficient communications and transport networks, and a strong legal framework, will assist purchasers. The use of steam locomotives in the Queensland sugar industry up to the 1960s has left a high number of these machines still in existence. Unfortunately, the means to adequately care for them is lacking, with few owners having the necessary interest and financial resources. This reflects a community attitude of disinterest which translates to few organisations having succeeded in developing high class operating railway museums in which narrow gauge and industrial locomotives are conserved and/or restored. Lack of interest also means that purchase prices here are very low by international standards.

It should also be noted that the widespread use of large 2ft gauge diesel locomotives in the sugar industry has already led to the beginnings of an international trade in these items as their useful life in cane haulage comes to an end. By the end of 2007, more than 90 per cent of the sugar industry's locomotive roster will be at least 30 years old, and therefore potentially to be regarded as objects of cultural heritage.

Protection of Movable Cultural Heritage Act 1986

In 1970 the United Nations Educational, Scientific and Cultural Organisation (UNESCO) adopted a Convention on the Means of Prohibiting the Illicit Import, Export and Transfer of Ownership of Cultural Property. In 1986, the Commonwealth Parliament ratified the Convention by passing the *Protection of Movable Cultural Heritage Act 1986*. The Act regulates the export of Australia's significant cultural heritage objects. It is not intended to restrict normal and legitimate trade in cultural property and does not affect an individual's right to own, sell or otherwise dispose of objects within Australia. However, it does aim to prevent the loss of significant aspects of the nation's cultural heritage as these objects are traded in the international market.[1]

The law potentially prohibits or controls the export of a wide range of heritage objects. Anyone requiring specific information should refer to the relevant legislation. However, in general terms, an object related to rail transport is an Australian Protected Object that cannot be exported without a permit if it;

- was made or used in Australia at least 30 years ago; and
- is of *significance to Australia*; and
- is not represented in at least two public collections in Australia by an object of equivalent quality

This obviously includes locomotives and rolling stock but also equipment, tools, accessories, machinery and models. These come under the category of 'Objects of Applied Science or Technology', but just to be on the safe side there are also other categories such as 'Objects of Documentary Heritage' and 'Objects of Historical Significance' which mean that nothing of *significance to Australia* can escape.[2] *Public collections* are generally taken to be those in which the objects are owned by a Commonwealth, State or Local government authority.

Significance to Australia would be a challenge for any potential exporter to consider. It is defined by Regulation as follows:

> *significance to Australia, for an object, means the object is of Australian origin, has substantial Australian content, or has been used in Australia, and:*
> *(a) is associated with a person, activity, event, place or business enterprise, notable in history; or*
> *(b) has received a national or international award or has a significant association with an international event; or*
> *(c) represents significant technological or social progress for its time; or*
> *(d) is an object of scientific or archaeological interest.*[3]

A *National Cultural Heritage Committee* is appointed by the Commonwealth Minister to provide advice on applications for an export permit and unpaid *Expert Examiners* are appointed by the Committee to give advice on applications.

Once an item has been assessed as being an Australian Protected Object, the decision has to be taken by the Minister on whether to grant an export permit. If *the object is of such importance to Australia, or a part of Australia . . . that its loss to Australia would significantly diminish the cultural heritage of Australia*, then a permit for permanent export is not to be granted. It is clear that how the phrase 'significantly diminish' is interpreted will be key to any decision making, and a key concern of the National Cultural Heritage Committee in the advice it provides. Explanatory advice put out by the Committee provides some reassurance in this regard:

It is important to note that not all old machinery meets these criteria, and that even where a machine meets all of the criteria to be an Australian Protected Object it may not have a sufficiently high degree of significance to Australia that an export permit would be refused. The Act is framed so as to retain in Australia only those objects that have high level of significance to Australia. For example, a machine that was integral to establishing a business or activity notable in history might be refused a permit. Such an object could be a machine that was the primary means of establishing a new Australian agricultural industry.

Because of this, the Act is framed from an historical collections perspective and not from a private collector's perspective. The fact that some objects may be rare in Australia or highly sought after by collectors is not in itself sufficient to warrant the object being classed as an Australian Protected Object or to be refused an export permit. The Act is designed to permit owners the maximum freedom to deal with their own possessions, while at the same time protecting for future generations those objects that are of the highest cultural significance to Australia.[4]

Effects of the Act

All this suggests that any intending exporter with any doubts would be wise to apply for an export permit. Where a person exports, or attempts to export, an Australian Protected Object, penalties can include fines up to $200,000, forfeiture of the object, and gaol sentences up to a maximum of five years.

On the other hand, a person might conclude that the legislation requires significant effort and risk in obtaining an export permit for collectibles such as a builder's plate, a railway ticket or a parcels stamp, not to mention a locomotive. Presumably the Commonwealth Department would advise on whether obtaining a permit was necessary but it might be expected to err on the side of caution. As a result some potential applicants might be tempted to just decide not to bother.

Letters of clearance are issued in respect of objects that have been assessed as not being Australian Protected Objects, and therefore not requiring an export permit under the Act. In 2005-6 a total of 49 letters of clearance were issued.

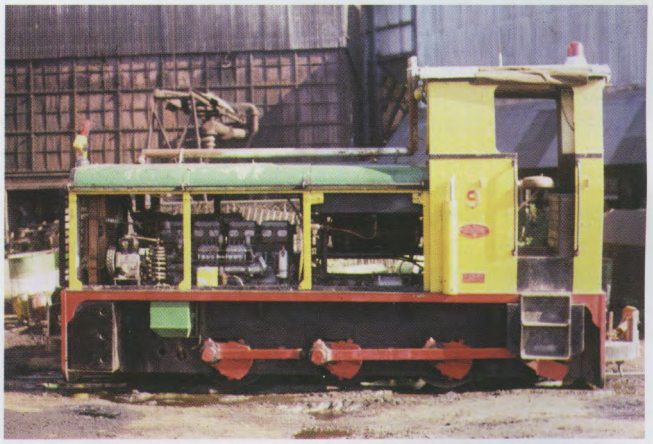
An examination of Departmental Annual Reports published from 1999 shows a dramatic decline in export permit applications for objects such as motor cars and motor cycles. It is not known what relationship, if any, this may have to unlawful exports. A Marshall road locomotive and a Fowler stump puller were seized in 2003-4 and following the conviction of the exporter they were forfeited to the Commonwealth.

As far as narrow gauge locomotives go, the annual reports from 1999 indicate that three permits were granted in 2004-2005 and one refused in 2005-6. Observant readers of *Light Railways* might have noted that at least two others have been exported since 1999, but that is not to say that they were exported unlawfully, and their cases will not be canvassed here. It should also be noted that during this time, not a single locomotive builder's plate of any description was the subject of a permit being issued or refused. Readers may have their own views about what this indicates.

An examination of the cases covered by the annual reports may help to understand what the threshold for refusing a permit might be. The comments expressed are my own and the data was taken from publicly-accessible sources.

1952 Baguley & Drewry narrow gauge diesel locomotive

An export permit for this locomotive was issued on 6 December 2004. It is a first generation 2ft gauge 0-6-0DM locomotive built in England in 1952 by EE Baguley Ltd (builder's number 2395) for The Drewry Car Co Ltd of London. This design was marketed by Drewry and used in a variety of



The Baguley/Drewry 0-6-0DM awaits its next duty at South Johnstone Mill in far north Queensland on 22 August 1977.
Photo: John Browning

industrial applications worldwide. Its working life was spent at the South Johnstone sugar mill near Innisfail, who sold it to British interests in 2004. At this time it was still operable. Out of nine of this type supplied to Queensland sugar mills in 1951-4, four survive more or less intact in Australia, with one preserved by the Illawarra Light Railway Museum Society.

The locomotive is now with the Lynton & Barnstaple Railway Trust, who plan to use it to haul passenger trains on the revived Lynton & Barnstaple Railway in south-west England. It is currently believed to be stored pending restoration to full working order.

1924 Fowler narrow gauge railway locomotive

An export permit for this locomotive was issued on 7 December 2004. It is one of a batch of five 2ft gauge 0-4-2T locomotives built in England in 1924 for the Queensland Government for use at the new Tully sugar mill in north Queensland. It is believed to be John Fowler's builder's number 16340 of 1924, but provenance is a little hazy so it may be 16341. These five locomotives worked at Tully Mill until being withdrawn from service in 1961-1963 as new diesel locomotives arrived. They were then left in the open in this very high rainfall area, either in the mill yard or 'preserved' in local parks. Three had been scrapped by around 1974, while

The 1924 Fowler worked at the Lachlan Vintage Village in Forbes, NSW, before going to Goulburn.

Photo: John Browning, 16 January 1979

the other two had deteriorated badly. They were rescued through the agency of Bruce Macdonald and by 1974 had found their way to the Lachlan Vintage Village project at Forbes in central NSW. One of them, believed to be 16340, was put into service at Forbes in 1978, where it carried the name *ALICE*. By 1985 it was named *BRITANNIA*. With the closure of Lachlan Vintage Village, it was purchased by the Goulburn City Council for use at Goulburn Steam Museum in 1986 and was used there up until at least 1997. By 2000, it had been sold to a Victorian individual.

There are seven similar 2ft gauge Fowler 0-4-2T locomotives believed to still exist in Australia, and one of them is operational at Timbertown Wauchope in NSW.

It is suspected that this locomotive was exported to England, but no information about it has surfaced from there to date.

1916 Hunslet steam locomotive

An export permit for this locomotive was issued on 22 December 2004. It is the third (builder's number 1215 of 1916) of 115 600mm gauge locomotives of its type built in England by the Hunslet Engine Company. It was designed for military service hauling supplies close to the battle front in World War I.

The 1916 Hunslet was on display at Rowes Bay in Townsville from 1967 until being disposed of in 1994.

Photo: John Browning, 30 August 1980

Most served in northern France, including this example. At the end of the war, it was repatriated and was one of 15 that were brought to Queensland. Imported by the Engineering Supply Company of Australia in 1924, it worked at Bingera sugar mill near Bundaberg before being sold in 1956 to the Invicta Mill at Giru, near Townsville, where it replaced another of its kind. Placed in a playground in Townsville in 1967, it was purchased by a private collector in south-east Queensland in 1994.

This locomotive's wartime and local history could have led it to being regarded as particularly significant. Four others survive in Australia, including one acquired by the Australian War Memorial in 2001.

The locomotive is now owned by the War Office Locomotive Society and it is currently on display at *Locomotion*, part of the British National Railway Museum located at Shildon, County Durham. It is the only one of its type in Britain and plans are under way to restore it to operating condition.

Interestingly, shortly after an export permit was granted, a second of these locomotives was acquired by a public collection in Australia as a result of a donation by the Mackay Sugar Co-operative Association Ltd to the Queensland Museum.

c.1898 Fowler tank steam locomotive

An export permit for this locomotive was refused on 21 June 2006. It is a 2ft gauge 0-6-0T built in 1896 by John Fowler in Leeds, England (builder's number 7607) for the Colonial Sugar Refining Company's Childers Mill. On the closure of Childers Mill it passed into the ownership of the nearby Isis

The 1896 Fowler 0-6-0T was on show at the Echuca Steam Rally in Victoria on 15 June 1975. *Photo: John Browning*

Mill in 1932, and following its withdrawal, was placed in a kindergarten playground at Childers in 1964. Purchased from there by a NSW collector in 1975, it was at an outer Sydney suburban address by 1983, apparently stored in the open in poor condition. It was advertised for sale in a vintage machinery magazine in 2004 and an export permit was applied for.

The Departmental annual report for 2005-6 summarises the reasons for refusing an export permit as follows:

The Fowler tank steam locomotive is the oldest known 0-6-0T locomotive still surviving with historical links to the Queensland sugar industry and one of Australia's major corporations, the Colonial Sugar Refining Company. The object's link to the sugar industry is significant because that industry played a key role in Australia's economic, social and cultural development. It has contributed to export earnings, facilitated the spread of settlement, employed many migrant workers and been a part of major industrial actions. The industry was featured in Australian literature, including Ray Lawler's Summer of the Seventeenth Doll (1957) and Jean Devanny's novel Sugar Doll (1936). The provenance of the locomotive is well documented. The locomotive was imported by the Colonial Sugar Refining Company for use in the Childers sugar mill to haul sugar cane. In 1932 the Childers mill closed down and the locomotive was purchased by the Isis Central Mill Company. There are seven John Fowler narrow gauge 0-6-0T locomotives remaining in Australia, none of which are in public collections.[5]

It need hardly be commented that the prospects of public collections seeing any need to acquire an example of every possible wheel arrangement of the products of every maker of cane locomotives still represented in Australia is somewhat laughable. While the other statements given about the locomotive are true, the debate is whether its loss to Australia *would significantly diminish the cultural heritage of Australia.*

The National Cultural Heritage Account

An Australian cultural organisation may apply for a grant from the National Cultural Heritage Account to assist in purchasing an Australian Protected Object that has been denied an export permit, or that has been granted an export permit on condition that it be available at fair market value for purchase by an eligible cultural organisation. Such organisations would generally have permanent and appropriately maintained/conserved collections which are accessible to the public and would have the intention and capacity to care for and provide public access to an Australian Protected Object in perpetuity. Assistance may also be given to someone who intends to gift the object to an eligible cultural organisation with a permanent public collection. The assistance will normally be a proportion of the "air market value" of the object.

In February 2003, the minister approved a grant of $32,000 to the Queensland Sugar Industry Museum at Mourilyan to acquire a 1911 Marshall 'Colonial' twin cylinder oil tractor.[6]

Concerns and dilemmas

A major consideration is that given current circumstances there is far more heritage railway equipment in Australia than can reasonably be cared for. Some of this material is of international importance as far as overseas enthusiasts are concerned but a quick survey reveals that the best thing we can say about much of it is it that it has survived – barely! This is certainly the case for many industrial and narrow gauge objects. If only a few of our most significant objects are well cared for, what does that say for the future in Australia of the majority of other items? This is a hard question for cultural nationalists to answer, but the Act is only designed to ensure that items of the highest cultural significance are retained.

If a narrow gauge steam locomotive is put up for sale, particularly one that is in poor condition, the price likely to be available from an overseas buyer is significantly higher than that on offer locally, if indeed any local buyer can be found. There can be no guarantee that an object such as this will not continue to deteriorate if an export permit is denied, or even be scrapped as unwanted when the site on which it rests is cleared as a result of its sale or impending development.

If the Act is seen as unreasonably restrictive, then attempts will most likely be made to circumvent it. The number of containers shipped from Australian ports every day suggests that it is difficult for the authorities to monitor all exports. It can be argued that a net that is spread too widely and thinly actually makes it harder to control the movement of really significant objects. If an item is illegally exported, its whereabouts are likely to be kept a secret for fear of legal sanctions, and it is more likely that it will be lost at some time in the future through ignorance of its significance.

The threshold for refusing an export permit, that the object's *loss to Australia would significantly diminish the cultural heritage of Australia*, needs further reflection. How can such a thing be measured? Who is to decide? Would the loss of a railway locomotive significantly diminish the cultural heritage of Australia if only readers of *Light Railways* cared? These are difficult questions but they need answering.

Little or no government assistance is available for the upkeep of movable heritage items. The National Heritage Account is only likely to be of use to a public organisation wishing to purchase an item that has been refused an export permit. How likely is it that such an organisation will be interested in such an acquisition? An alternative approach is used in France, where owners may apply to have a movable heritage item registered as a 'monument historique'. If successfully registered, a subsidy is available for restoration and upkeep on certain conditions of government supervision and availability of the object to the public.

Conclusion

It is important for people to be aware of the Act and to understand that it is not used to block the export of most historical equipment. Its purpose is to ensure that items of the highest cultural significance are retained in Australia, and this is an object that most people would be happy to support.

Currently a review is underway of the Act, its Regulations and its administration. Particular attention is being given to the possibility of a simplification of the controlled categories and better defining the 'threshold criteria' for Australian Protected Objects. Such a review is welcome, but the government needs to consider whether a serious commitment to Australia's Movable Cultural Heritage would include promoting partnerships to provide resources for the maintenance, conservation and preservation of significant objects so that what is retained here will survive and be cared for to benefit generations to come.

Sources

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On 22 December 1927, construction of the railway line beneath the Lake Road Bridge was completed, the bridge having been opened for road traffic on 12 November. *Photo: AW Shoebridge*

My Dad's Bridge

by John W Shoebridge

'From time to time our industrial past is revisited in the form of long-buried railway relics unearthed by present-day excavations.' So commences the opening paragraph of my short article in a recent issue of *Light Railways*.

At other times we ourselves are witness to the burial of history. Hopefully we realise the significance of the event – and no doubt we ponder on who will re-discover it and what they will make of what they find. If one knows where to pause, whilst approaching Cessnock from Sydney on the 'Wine Trail' one can find a small piece of industrial history which was not so long ago interred. Here is its story.

Background

In 1924 my late father, Alan W Shoebridge commenced work at Hebburn Colliery at Weston, NSW. He was employed as design draughtsman, under the supervision of the Superintendent of Collieries Mr SB McKensey His engagement resulted from the agreement between BHP Collieries Limited and Hebburn Limited for the latter Company to supervise the sinking, fitting out and eventual operation of a new colliery on land owned by BHP, near Kearsley in New South Wales.

As the sole draughtsman and designer, my father was to prepare drawings for all surface structures for the new mine, the additions to Hebburn No 2 power station and boiler-house, and a five kilometre railway extension from Hebburn No 2 Colliery. He set to work, well qualified for the tasks, his last employer having been Dr JJC Bradfield in the design office of the Sydney Metropolitan Railway Construction Branch. His last job whilst there was the design of the concrete pedestrian tunnels at St James and Museum railway stations.

Frustrated with the heading 'Proposed New Colliery' on each drawing title sheet, on his own volition, he commenced to letter his plans 'Elrington Estate Colliery', after CE Elrington, the original owner of the property. No one objected, the word 'Estate' was soon discarded, and the new mine thus became Elrington Colliery.

As a relief from indoor work, one of his first tasks was to assist the Hebburn surveyor, Mr Herbert Winchester, to peg out the route for an electric power transmission line and then a railway. Having previously spent two years surveying hydro-electric projects in the Dorrigo wilderness, this came as no hardship.

The Railway Extension

The Elrington Railway left the line from Weston to Hebburn No 2 just before the colliery yard and headed due south. The country was lightly wooded and the ground slightly undulating, presenting no special problems. As the line was all to be located on mining property, no enabling legislation was required and permission to cross the one public road was negotiated with Kearsley Shire Council.

In the cramped office at Hebburn, shared with the surveyors, my father plotted the grades and curves, calculated the dimensions of the embankments and cuttings and drew up plans for the single culvert and overbridge, both to be built in reinforced concrete. At the same time, work was under way to augment the power station capacity at Hebburn No 2, whilst at the new mine site, the first machinery had been delivered by bullock teams and shaft sinking was well under way.

In 1925, under the direct supervision of Mr Ted Seward, the Company's Railway Foreman, and Ganger J Gleeson, work on the line commenced. At first the work was all done by hand. In the cuttings, holes were jumped for explosives and the rock blasted with gelignite. Before long a portable air compressor and jackhammer made the job a little easier. Light rails were laid into the cutting faces and spoil was manually loaded into side-tipping skips and hand-wheeled onto the embankments.

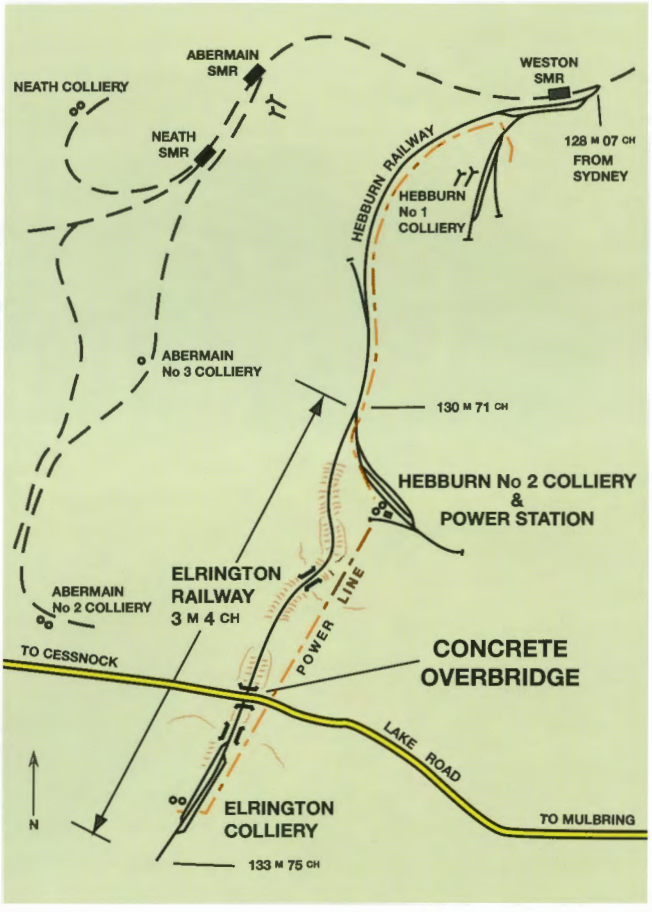
Where the excavated material was insufficient to form the banks, mine refuse or 'chitter' was used. Being prone to spontaneous combustion this was deliberately set alight and allowed to burn to a consolidated clinker before being topped to the required level with steelworks slag.

At the colliery site, spoil from the shafts was spread to form a base for the railway yard. Photos show that standard gauge rail tip-trucks were used, being hauled by horses.

The Bridge

Approaching the new mine site, the proposed route of the railway crossed the Lake Road between Kearsley and Mulbring. After many years of community agitation by the mining unions, this road had recently been upgraded (though not sealed) allowing more convenient access from Cessnock to the amenities of Lake Macquarie. In view of the increased use of motor vehicles, Kearsley Council had suggested that a level crossing should be avoided if possible. Thus the survey line was arranged so the track would run in a cutting, allowing for a bridge with level approaches

Work on this cutting commenced from both ends and was



Building the second railway bank using side-tipping skips, May 1927. *Photo: AW Shoebridge*

In May 1927, chitter (coal waste) is being burnt on-site to form a consolidated clinker, which will then be used to augment the earth filling of the embankment. *Photo: AW Shoebridge*

On 8 December 1927, the forming of the Lake Road Bridge is seen in position. *Photo: AW Shoebridge*

halted on reaching the road. The overbridge, south of the roadway was formed and poured then, early one quiet morning, without ceremony, Ted Seward's gang diverted the public road onto the new structure and removed all traces of its original course. The cutting was completed, the track laid and the first train of coal left Elrington Colliery on 13 June 1928.

Although he was soon supervising much larger projects, my father was always very proud of his little bridge, never failing to point it out to the family whenever we passed that way: "The first concrete arch bridge outside the metropolitan area..." he would say.

Closure and Burial

Elrington Colliery closed in December 1962 and although the railway was lifted the following year, for some time the bridge remained undisturbed.

Dad moved on, always in the coal industry. When he retired, in 1965, it was as chief engineer for Coal and Allied Industries Ltd, responsible for three power stations, four railways and twelve large collieries. All this time, the concrete bridge continued to carry the now very busy Lake Road over the abandoned railway cutting.

Eventually, around 1999, the year that my father died, increasing weekend tourist traffic demanded that the road be reconstructed. As part of this work, the cutting was backfilled and Lake Road restored to its original alignment. With the bridge now beside the road, a bulldozer was put to work. The railings were smashed level and the arch, still intact, was buried.

At the time that this took place I was understandably upset. On reflection, I am now reconciled that the little bridge will remain under the fill, preserved for all time in memory of its designer, AW Shoebridge BE (Hons); FIE Aust; FAust IMM.

Postscript

Since the article was prepared, Ross Mainwaring has kindly provided the following information from a diary kept by Mr Ross F Doyle, Colliery Engineer at Elrington.

Tuesday May 17th 1927: Mr McK in company with the Main Roads representative inspected the site of the proposed road bridge across the Elrington Railway Line.

Wednesday May 18th 1927: The Engineer, Kearsley Shire visited the proposed site of concrete overbridge and expressed himself satisfied with the proposal.

Tuesday June 28th 1927: Mr Mc K visited Elrington today and gave instructions for the concrete traffic bridge, where Lake Road crosses railway, to be proceeded with.

Saturday July 30th 1927: Two of the men filling ashes on contract at 10/- per waggon for the railway demanded 18/9 per wagon and were told the Ashes were to be filled at 10/- per wagon and if they were not prepared to fill at that price there would be nothing doing.

Tuesday October 11th 1927: Concrete poured on the Lake Road Railway Bridge.

Thursday October 27th 1927: Concreting of Lake Road Railway Bridge commenced at 7am and finished at 9.30pm today. 240 bags of Cement were used for a total of 40 yards of fill.

Saturday November 12th 1927: The Lake Road Bridge was opened for traffic today.

Cost per yard Including 25% of the value of timber used in forming and Supervision: £60 depreciation: £6.0.0..60 yds at £6 =£360.

Today, barely recognisable, the visible portion of the buried bridge. *Photo: John Shoebridge*

The You Yangs viewed from the approximate location where Snell drew the temporary line he proposed to access timber for line construction. The left hand peak is the tallest - Station Peak. The temporary line would have headed across the flat open ground towards the low tree covered slopes to the right of the scene. *Photo: Michael Menzies*

Rails to the You Yangs

by Michael Menzies

June 2007 was the 150th anniversary of the official opening of the broad gauge (1600mm) Geelong and Melbourne Railway Company line between Geelong and Greenwich (Newport). An interesting aspect of planning for construction was a proposal by Company engineer, Edward Snell, to lay a temporary line from near Little River to the You Yangs. It was to be used to enable sleepers and construction timbers to be railed to the main line.

The You Yangs

The You Yangs are a major geographical feature visible when traveling between Melbourne and Geelong. The name comes from the Aboriginal word 'Wurdi Youang' or 'Ude Youang' meaning big mountain in the middle of the plain.[1] That is an apt description, as the countryside between Melbourne and Geelong, to the west of Port Phillip Bay, is a low plain. The You Yangs rise above the plain to a height of 340m at Flinders Peak.

On 26 April 1802, Lieutenant Mathew Flinders entered Port Phillip in the *Investigator*. In a ship's boat, Flinders explored part of the bay to the North-West. On 1 May 1802, he set off at daybreak with three of the boat's crew for the highest part of the back hills, which he had named Station Peak. Their way was over a low plain, and after climbing the peak and leaving a paper under a small pile of stones, they returned to camp, having walked 20 miles without finding a drop of water.[2] Station Peak was later renamed Flinders Peak, in his honor.

After European settlement the You Yangs were seen as a source of gravel and timber. Low growing Eucalypts such as Manna Gum, Yellow Gum and River Red Gum give way to sparse undergrowth of native shrubs and groundcovers. Patches of Wattle and Drooping She-oaks also occur.[3]

The Geelong and Melbourne Railway Company

Early plans for railways from Geelong included an 1846 proposal for a 320km wooden railed horse worked railway to the western district. In September 1850, a company was formed to construct a steam railway between Geelong and Melbourne. The company collapsed within two months due to a lack of financial support.[4]

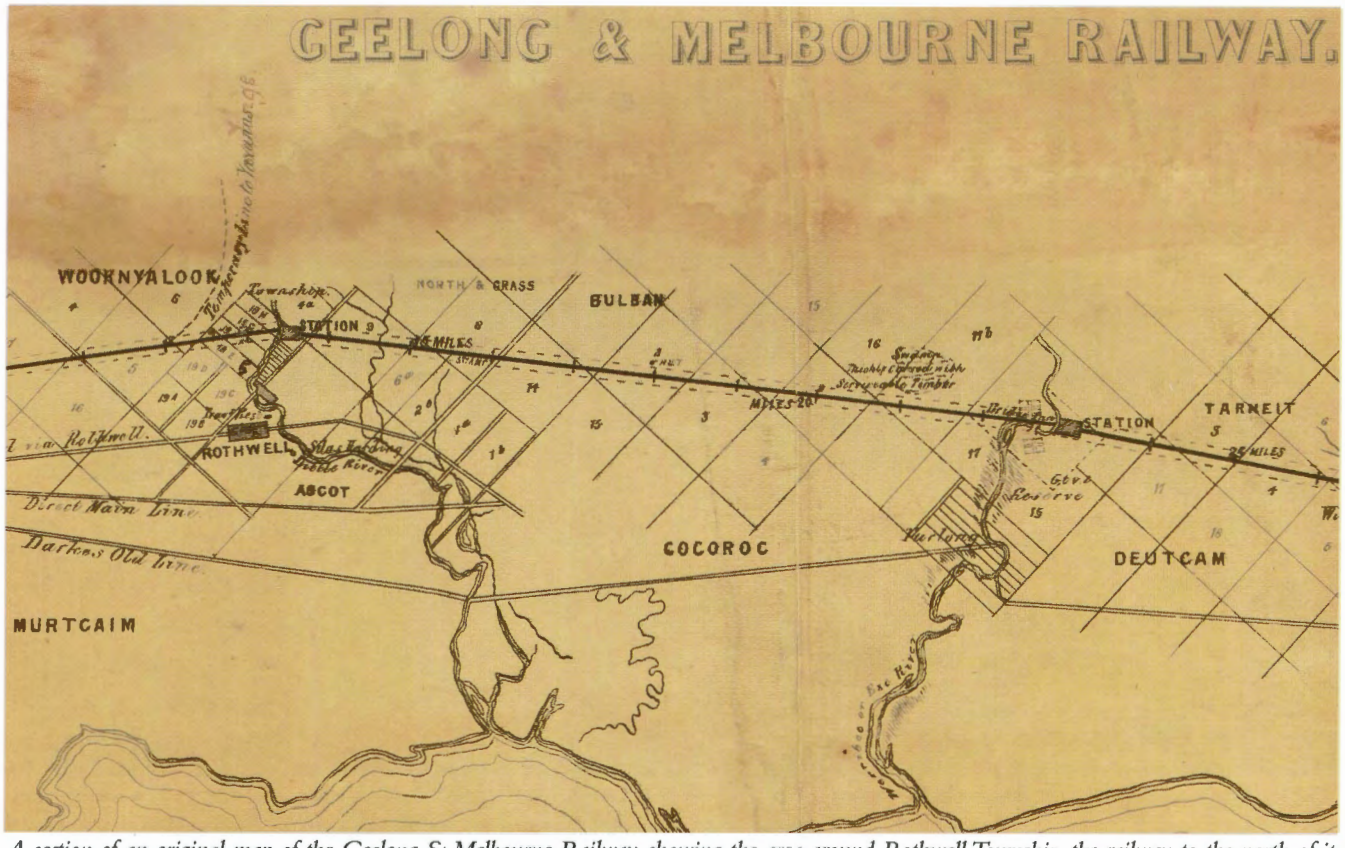
On 21 September 1852, the prospectus of the Geelong and Melbourne Railway Company was issued. Its capital was to be £350,000 in 17,500 shares of £20 each. The provisional committee included local members of parliament, business and community leaders.

The purpose of forming the Company was to construct a railway from Geelong to a junction near Williamstown with the proposed Melbourne and Williamstown line, a distance of approximately 64 km.[5]

Edward Snell

Edward Snell was born on 27 November 1820, at Barnstable, Devon. His mother was related to the Stotherts of Bath, an important family of ironmongers and foundry engineers. From the age of fourteen, Edward was apprenticed for seven years to Henry Stothert at the Newark Foundry in Bath. Upon completing that apprenticeship in 1842, he spent a restless time in a succession of jobs. He finally began to make real progress at the Swindon works of the Great Western Railway Company. By August 1845, Snell had been appointed head draughtsman. A year later, he had been appointed superintendent of new extensions to the factory and shortly afterwards was made assistant works manager. The general financial crisis of 1848 and 1849 resulted in a wage cut for Snell. He gave notice to his employer and embarked for Adelaide.[6]

Snell arrived in Adelaide on 30 November 1849, at a time of growing unemployment. He spent the next years at a variety of work to earn a living. He set off for the Victorian gold diggings in 1852, arriving at Mt Alexander and then moving on to Bendigo.



A section of an original map of the Geelong & Melbourne Railway, showing the area around Rothwell Township, the railway to the north of it and the dotted line branching off at about the 12 Mile post to head towards the You Yangs (incorrectly spelt as Youanns).
Plan 12A, Roadknight Collection, Geelong Historical Society. Held at Geelong Heritage Centre

Six months later, he gave up gold digging and moved to Melbourne. In mid August 1852, he sailed down to Geelong to retrieve some boxes that he had left in the care of one of his shipmates. He met up with some other fellow travelers from the voyage out and stayed in Geelong for a week before returning to Melbourne.

On 6 September 1852, he caught the steamer *Victoria* to Geelong. Two days later, he caught up with a friend and was introduced to a Mr. Welsh, who invited him to dinner that evening. Mr. Welsh was a member of the provisional Committee of the Geelong and Melbourne Railway Company. During the evening, Welsh invited Snell to see the provisional Committee the next day. As Snell records in his diary for 9 September 1852, "Called on the provisional Committee who met *pro tem* at Mr Gregory's offices. After a long conversation and an overhaul of my credentials was appointed Engineer *pro tem* to the Railway Company." [7]

Plans for construction of the Railway

Snell was to walk the country between Geelong and Melbourne, report on it then prepare plans and sections of the line. That was promptly carried out and on 29 September he delivered his report and sketch to the Railway solicitor with a bill for £50 and tendered for the Survey of the Line for £730. On 6 November 1852, his tender was accepted.

Snell commenced the survey from Melbourne on Monday 15 November and worked his way to Geelong by the 30th. He spent most of December in Geelong, mainly drawing the railway map and plans. He was then required to spend a fortnight in Melbourne, about a week of which was spent giving evidence on the railway before a select committee of the Legislative Council. The Select Committee was considering the terms of the Geelong and Melbourne Railway Company's Bill, then before the Legislative Council. [8]

On 6 January 1853, he was asked if he anticipated deriving any advantage from the proximity of the line to Station Peak. He replied,

Yes; there is abundance of timber there, whence we can be supplied with all the timber that will be required on the line. I have examined it, and have found it most suitable for the purposes of forming sleepers for the rails or for building bridges.

When asked how he proposed to bring the timber down to the Line of rails, he responded,

I propose to erect a saw mill two or three miles from the Line on the Little River, and to convey the timber thence, ready cut to the proper sizes, on a temporary line of rails, down to the main Line, and thus save a vast deal of carriage and expense. Another advantage would be that there would be no waste of any of the timber from any trees cut down; because the large pieces would do for the erection of bridges and for sleepers for the rails; the smaller pieces for braces and fencing, and the chips would serve for fuel. [9]

The Geelong and Melbourne Railway Company Act was passed on 8 February 1853. [10]

Sleeper supply

In April 1853, Snell recorded in his diary that he was advertising for contracts for timber for sleepers and railway bridges. He also recorded that he was tendering to do all the engineering and superintendence for 5 per cent on the cost.

On 15 August 1853, he recorded that his tender to do the engineering of the line for 5 per cent had been accepted to the extent of £350,000. He also noted "Contracts for Sleepers and Bridge timber let to Nickless". Snell was a detailed diarist, but during much of the Geelong & Melbourne Railway construction, he was unfortunately so busy that his habit of making almost daily entries often lapsed. Sometimes an entry under a specific date actually recorded what had happened over preceding weeks, rather than on that date. It seems as though

in this case, the sleeper contract had been let quite some time earlier, as evidenced by the following record.

At a meeting of directors of the Geelong & Melbourne Railway Company held on Saturday 3 September 1853, "a letter from Mr. Henry Nickless the contractor was read giving notice of 24,000 sleepers being ready for delivery and requesting same may be passed and paid for". The engineer was instructed to examine and report on the sleepers, which he did to a subsequent directors meeting held on 9 September. The minute book records "A report of the engineer was read concerning the sleepers ready for delivery by Mr. Nickless accompanied by the carriage of the whole of the sleepers to the railway at two shillings and sixpence each sleeper. It was resolved that Mr. Nickless's Tender be accepted, the sleepers to be stacked in such place on the line and in such quantities as may be directed by the Engineer".

At the Directors Meeting held on 15 September, the engineer presented a Draft of the Agreement with Mr Nickless for delivery of the sleepers in accordance with his accepted tender and reported that upwards of 16,000 sleepers were already on the ground. [Whether that meant in the forest or on the railway reserve is not clear].[11]

The first sod of the railway was turned with much celebration on 20 September 1853.

On 3 January 1854, the first half yearly general meeting of shareholders was held and was advised that portion of the sleepers had been delivered. Snell reported: "the whole of the sleepers have been contracted for to be delivered on the line. I regret to state that the contractor has suffered a severe loss from the late bushfires in the neighborhood of Station Peak where a large portion of the sleepers were lying for delivery".[12]

So sleepers for the railway were cut at the You Yangs, but it seems that the temporary line planned by Snell went no further than being a broken line on a map. There was however, another connection between sleeper supplies for the railway and light railways or timber tramways.

Labour shortages due to the gold rush slowed progress with construction of the railway and some legal disputes did not assist. Boom times following the discovery of gold were followed by an economic slump in the colony during 1854 and 1855. By June 1855, Snell was recording that work on the railway was almost at a standstill with no money to pay the contractors. By mid 1856, the economy had recovered and Snell recorded on 26 August: "Since I last wrote up this log, we have been progressing famously with the Railway".[13]

Orders were placed for supply of sleepers from Apollo Bay, presumably in part to replace those destroyed at Station Peak. Possibly that heavy loss had also put Mr Nickless out of business. The half-yearly general meeting held on 1 July 1856 was advised that contract No. 48 had been entered into for the supply of 40,000 sleepers for double headed rails.[14] That action did not however end the problem of sleeper supply for the line.

Shareholders were advised at the half-yearly meeting held on 6 January 1857, that progress with laying the permanent way had been disappointing: "owing to the extreme wetness of the winter, which has prevented the Contractor from moving the sleepers in the forest to the coast for shipment. In overcoming this vexatious delay, the Contractors have laid down tramways to facilitate the delivery of the sleepers and your Directors have entered into two other contracts, for an additional supply from other points." Engineer Snell, in his report for that meeting, dated 23 December 1856, recorded that contract No.57 had been entered into for G. Thomas to supply 10,000 sleepers and that they were currently being supplied from Corner Inlet. Contract No. 58, to cart 6000 sleepers from stacks on the line of permanent way had been entered into with LG Dalziel and had been completed.[15]

The Apollo Bay Company established a sawmill on the Barham River in 1853. A couple of years later they laid a horse–hauled wooden railed tramline from a new jetty to the mill and inland to the junction of the east and west branches of the Barham.[16] Based on the comment to the shareholders meeting at Geelong in January 1857 as reported above, it would seem that the tramline was laid in mid to late 1856 and primarily in order to meet the supply contract for sleepers with the railway.

In his diary, Snell recorded that the Apollo Bay Company had contracted to supply sleepers but had recently delivered very bad ones. He resolved to ride down and see what the men were doing. On Tuesday 23 December 1856, he departed from Geelong in a gig with a representative of the Apollo Bay Co. and slept the night at his farm near Mt Moriac. The following two days were spent on horseback traversing the increasingly difficult track through hilly and thickly timbered country. They arrived at the beach at about sunset on Christmas Day and celebrated the day: "by singing and drinking until 12 o'clock when we turned in thoroughly tired". On Boxing Day, they walked: "up the tramway to the Saw Mill which is a regular mull thought erected on a fine stream of water capable of driving 100HP. The tramway was very poorly laid down and there were about 90 men employed who all seemed to do pretty much as they thought proper – in fact the company were regularly going to the Devil for want of proper management. I then walked down to the jetty on the beach which was much of a piece with the tramway". The following day, Snell observed the men loading sleepers on board the *Christian*. He stayed a few more days then returned overland to Geelong.[17]

It was perhaps harsh of Snell to judge the performance of the Apollo Bay workforce by their appearance on Boxing Day, but it seems as though the operation there was lacking. Despite various tribulations, sleeper supply for the railway continued and some were conveyed from the forest by rail as part of their supply route, so Snell was not totally off the mark in showing the temporary line for sleeper supply on his plans for the railway. It was officially opened with great celebration on 25 June 1857. That is however another story and not one relevant to the theme of *Light Railways.*

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A *wretched wooden rail-road* - Australia's first light railway?

by Jim Longworth

Introduction

While the Australian Agricultural Company's incline railway at Newcastle which opened on 10 December 1831 is now recognised as Australia's first industrial railway, there is evidence that more primitive forms of tramway were in use before this date. This article reviews the early history of coal exploitation in the Hunter River area, including proposals for carts to be wheeled on timber planks or 'rail roads', and presents evidence that tramways operated underground prior to May 1830, albeit described as '*wretched wooden rail-roads*'.

The discovery of coal and early exploitation

According to popular account, Lieutenant John Shortland discovered coal in the Hunter River area in 1797. On returning from Port Stephens to Sydney, Shortland reported that he had *discovered a very fine coal river, which I named after Governor Hunter.*[1] However, a group of escaped convicts from Sydney, when recaptured in 1791, had reported they had after *two days sail reach[ed] a little creek about 2 degrees to the northward of Port Jackson there [they] found a quantity of fine burning coal.*[2] Again during June 1796, fishermen claimed to have collected several large pieces of coal seemingly from the area.[3] Thus escaping convicts and fishermen were the first Europeans to discover coal in the Hunter region, rather than the more distinguished Lieutenant Shortland.

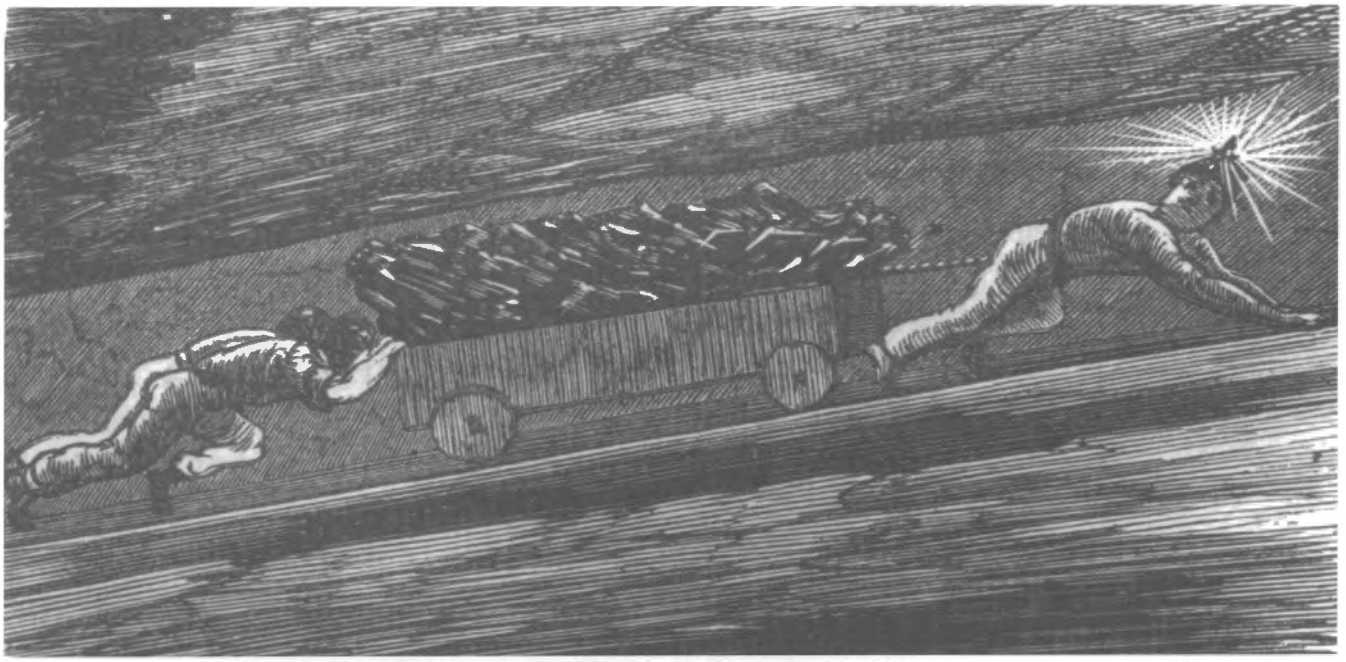
Interest was generated within government. In June 1801, Governor King sent a party to the Hunter led by Lieutenant Grant and Lieutenant-Colonel Paterson to survey the river and gather knowledge of its natural resources. Initial interest was directed towards three seams of coal outcropping around the island then named 'Collier's Point'. However with the intent of establishing permanent mining, exploration quickly shifted onto the mainland. At first mining concentrated on seams of coal exposed in the sea cliffs. The seam was 3ft 6in thick and reputedly of good quality. A hut was built, coal seams exposed and coal mined. On 26 June 1801, forty tons of coal were dispatched by schooner to Sydney. Thereafter coal was carried from the mines down to the shore in baskets, which were loaded into a small boat, which in turn ferried the coal out to be loaded into a schooner lying offshore in the river. This activity ceased with the withdrawal of the initial convict settlement in February 1802.

Some miners remained to prospect and *The New Discovery* mine was opened on the harbour side early in 1803, after the discovery of a promising area by a Lancashire convict miner, John Platt.[4] By issue of a General Order on 25 March 1804, all coal was taken to be the exclusive property of the Crown. Under Lieutenant Menzies another new mine was opened, again on the harbour side. Further new mines were opened around late 1812 to early 1813. Fearing that a sudden dip in the strata would lead to a need to open another new mine, the Commandant sought advice from Sydney on whether the new mine should be in the middle of the settlement or not. Locating the new mine outside of town would require more bullocks to haul the carts than were then available. He was advised to open the new mine near the wharf. On average one bullock cart was employed daily throughout the year, carting coal from the mine down to the wharf.

Busby's proposed rail roads

By 1824 the Newcastle coal mines were producing small sized coal, mixed with a lot of clay and charged with water. In that year, John Busby, trained as a surveyor and colliery viewer, and a self-taught civil engineer, arrived in the colony to take up a position "in the management of the Coal Mines"; he proceeded to Newcastle and inspected the mines.[5]

Busby found the situation in the coal mine less than satisfactory. Operations were very inefficient: the coal was degraded, wet and contaminated with clay. Men pushed wheelbarrows loaded with coal from the face through poorly drained drives to the bottom of the shaft.



This illustration, titled 'The Putters at work', appeared in The Playbook of Metals, including personal narratives of visits to coal, lead, copper and tin mines *by John Henry Pepper, published in 1860. It provides some indication of the hard manual labour that was part and parcel of the British coal mining industry of the time.* *John Shoebridge collection*

On the surface, bullock-hauled carts carried the coal along a rough sandy track down to the pier. At the pier the coal was transferred to lighters, ferried out to larger ships, and rehandled again onto these.

To improve underground transport Busby suggested that *the use of wheelbarrows in moving the coal from the face of the workings should be discontinued, boys with light trucks being more competent for that purpose.*

From the context it is apparent that the 'light trucks' would run on some form of railed way.

He further recommended that *the wooden pier should be extended twenty yards further out, and secured in such a way that the carts may be safely wheeled back on rail roads, and discharged at once into the vessel which will then be enabled to lay close to the end of the pier and receive them.*[6]

In this instance it would appear that the 'rail roads' were to be wooden planks laid to form a sort of plateway to guide the un-flanged wheels of the bullock carts as they were backed out along the wooden pier for unloading.

Two years later, Busby again recommended that a new mine on a site not requiring shafts or expensive pit-head winding gear, worked by convicts and linked by a tramway to the wharf, could be worked cheaply.[7]

From the context of this later recommendation, it seems that Busby had in mind a simple 'wagonway' similar to the ones he would have encountered during his mining and mineral survey career in Scotland. These wagonways used wooden rails, a few inches wide and fastened down end-to-end on logs of wood or sleepers that were placed crosswise at intervals of two or three feet. In the early eighteenth century both the wagon wheels and rails were timber, but iron wheels were introduced from the 1730s, with iron rails gradually being introduced from the 1780s. Surface wagonways were usually graded to enable a single horse to deliver one or more fully-loaded wagons downhill to a discharge dock and then return the empty wagons back to the mine.[8]

Did the rail roads eventuate?

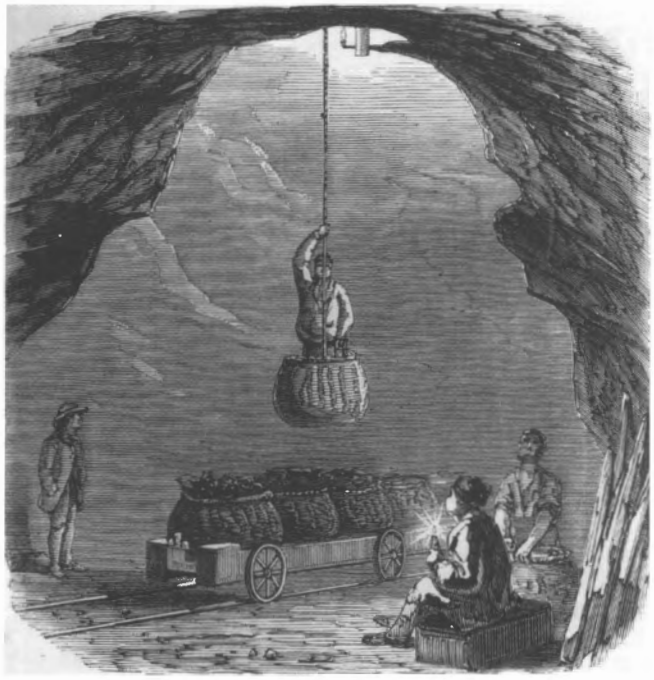
While there is no evidence that the surface tramways recommended by Busby to link the mines with the wharf were constructed, an entry in Sir Edward Parry's diary appears to confirm that primitive timber 'rail-roads' were used underground in the mines prior to May 1830. After joining John Henderson, the Company's 'Superintendent of Coal Mines' to inspect the government's mine worked by convict labour, Parry wrote in his diary for 19 and 20 May 1830:

'The present mode of working ... is as primitive as can well be imagined. Two buckets are drawn up and down alternatively by a rope wound around a large drum wheel, the other being turned by one horse at the end of a long bar.

At daylight on the 20th we went down the shaft ... and went through one "room" to the rise of the coal, where at a distance of about 100 yards, they have come to a "dyke", which suspends all further operations for the present, Mr Busby having directed them to stop there. ... The coal is drawn along wretched wooden rail-roads to the bottom of the shaft. ... The water is pumped up from two water pits near the beach, four pumps, worked by a wheel and one horse.[9]

Parry also notes that 31 men were employed at the mine, together with a single bullock cart to haul coal to the wharf throughout the year, while eight men were stationed at the wharf to load vessels when required. Convict colliers worked underground by task work, set at 2½ tons per man per day, which they accomplished easily.

Parry offers no further details of this convict worked rail-road, although his description suggest it would have been 100 yards in length at the most. Arguably it was the first recorded 'light railway' to have been operated in Australia.



This illustration, titled 'Descent into a Coal Mine', also from The Playbook of Metals, *may depict something akin to the scene that greeted Sir Edward Parry and his party on 20 May 1830.*
John Shoebridge collection

Conclusion

The convict mines at Newcastle were primitive by English standards. Military officers with no mining experience or access to technical advice were in charge, tasked with filling an ever-increasing demand for coal using forced convict labour. Such a workforce was neither enthusiastic nor productive. Nor perhaps in the eyes of their gaolers were they required to be - after all the prime purpose of the settlement was punishment rather than production.

The Australian Agricultural Company under their new Commissioner Sir Edward Parry RN thought differently, pressing on to construct a truly well equipped and commercially viable colliery. This initiative is covered in the article in LR 194, which sets out details of the more substantial 'iron railway' laid down on the surface in connection with the first private mine and which has now officially been recognised as Australia's first railway

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One of the G-class 0-4-2T locomotives (Sharp Stewart 4432 of 1898 or 4619 of 1900) about to leave Williamsford with a mixed train consisting of two loaded A-class ore trucks, an AB composite carriage and 1st/brake composite car AD1. Photo: National Archives, Hobart Office

Notes on North East Dundas Tramway composite cars AB1 and AB2

by Jim Stokes

For most of its existence the North East Dundas Tramway had only four passenger cars. AB1 and 2 were built in 1899 as composite cars and in external appearance they were almost identical to first class car A1, which had been built in 1898. The only obvious difference was that the three oil lamp shafts on the roof of A1 were spaced at equal distances, whereas on the AB cars there was a longer gap between the middle shaft and that at the second class end. The fourth car was a first class brake composite with cupola roof for the guard, which was built as AD1 in 1900. There were also two brake vans (DB2 and 3) with open-sided cross bench seats (later enclosed). An early second class car (B1) and brake van (DB1) were sold to the Zeehan Tramway Coy in 1903. All vehicles were built at the TGR's Launceston workshops. The passenger cars originally had oval wooden number plates, but at least some of these were later removed.

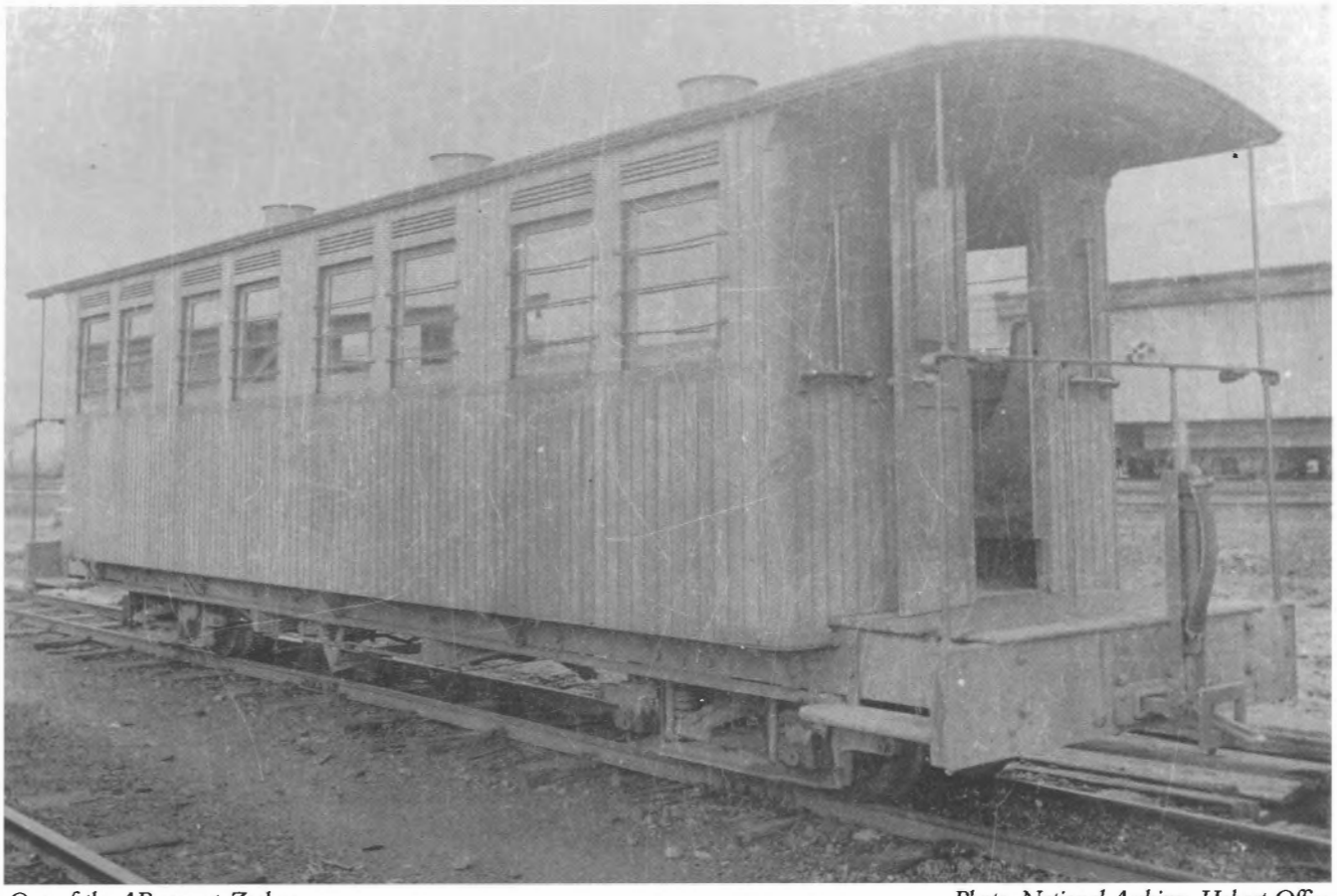
The passenger cars had a surprisingly high proportion of first class seating for a local line carrying mainly miners and timber-cutters, but the class allocations were probably modified as required. In the early years the most common passenger consist appears to have been one of the AB cars and AD1.

The passenger service consisted of a daily (Sunday excepted) Mixed from Zeehan to Williamsford and return, with enough time at Williamsford for the engine to take the first half of the return load up to the summit at Confidence Saddle and then return for the rest of the train. Services were curtailed if the Hercules mine was not operating. Passenger traffic was not very heavy even in the earlier years. Williamsford recorded a few thousand passengers each year, but most of the intermediate stopping places averaged only one or two passengers each day.

In August 1910 the TGR completed a 1 mile 30 chain spur from Nickel Jct (near North Dundas Road) to new galena, copper and nickel workings at a locality called Griffith. Most of the miners lived at Zeehan and they campaigned for a passenger service to Griffith. This was provided by the Williamsford train running a side trip to Griffith in each direction, although a separate train was provided if the Williamsford train was not running. In the mornings the train was divided at Nickel Jct and the locomotive propelled the passenger cars up to Griffith, presumably leaving some of them there for the day. This mode of operation had its dangers: on 19 January 1914 the train collided with a wagon of firewood that had been left on the running line, causing some damage to both the wagon and the leading carriage. One of the miners later sued the TGR for injuries received [*Hobart Mercury* 1 July 1914, p7].

Passenger traffic to Griffith soon far outstripped traffic to Williamsford and this must have been the only period, apart from excursions and Zeehan race days, in which most or all of the North East Dundas passenger stock was required regularly. In 1912-13 Griffith recorded 33,028 inward passengers, with a further 2,778 at Nickel Jct.

However the good times did not last very long. The Tasmanian Smelters at Silver Bell (near Zeehan) closed in October 1913 because of financial problems and a shortage of ore. High grade ore could still be exported to Europe, but this outlet was stopped by the outbreak of the First World War in August 1914. There was a partial revival in 1915 when the Sulphide Corporation began buying ore for processing at Cockle Creek, NSW, but loads on the North East Dundas were far below earlier levels. By the end of 1914 the Williamsford train was running on Saturdays only, with additional trips to Griffith on Monday and Friday mornings. By the end of 1915 the only service was the Saturday Williamsford trip, which ran via Griffith in each direction. In 1918 the Williamsford service was increased to



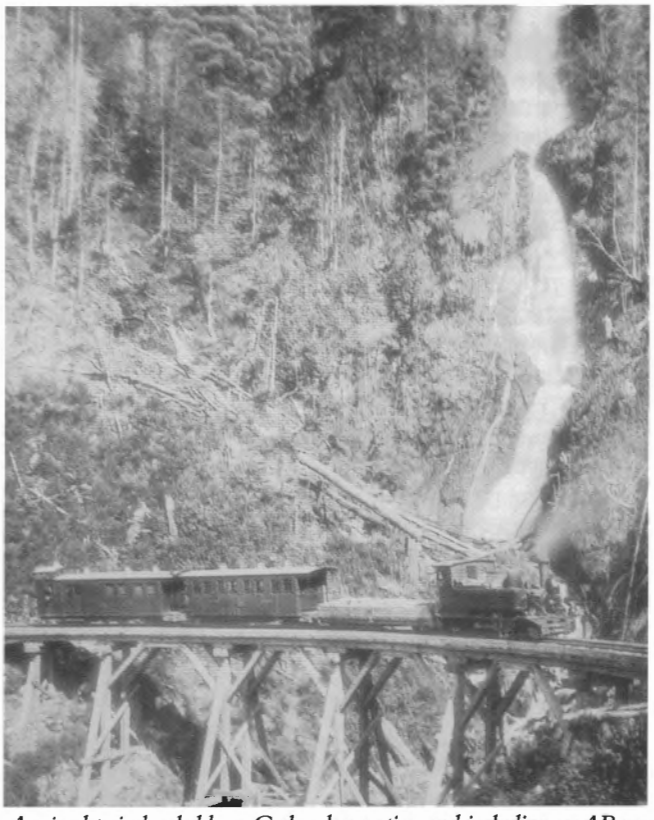
One of the AB cars at Zeehan. *Photo: National Archives, Hobart Office*

run on Monday and Saturday, but Griffith no longer appeared in the passenger timetable.

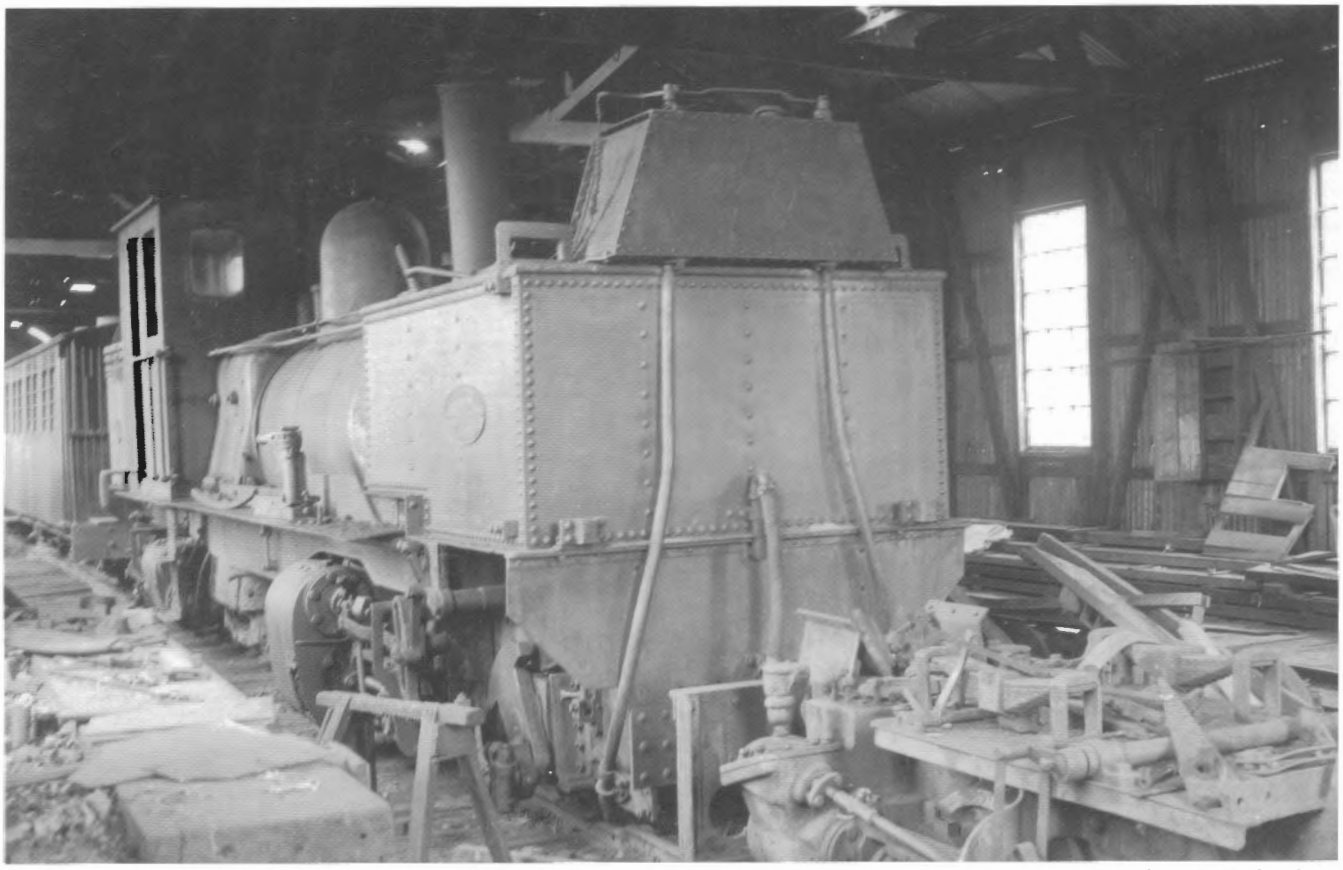
In 1923 Electrolytic Zinc established a converting and roasting plant for lead and zinc ore at the Silver Bell smelters, resulting in a substantial increase in ore traffic from Williamsford. The service was increased to thrice weekly, with a side trip to Griffith as required. However passenger traffic remained low and from 1925 the public timetable merely gave a departure time from Zeehan, noting that the train would run as ore traffic required. In mid 1929 the Hercules ore traffic was diverted to Rosebery via an aerial ropeway from Williamsford and rail traffic beyond North Dundas Road ceased. Intermittent TGR freight operation continued to North Dundas Road, Griffith and Comstock until 1932 and contractors worked over the lines until the late 1930s.

The TGR appears to have had the 610 mm gauge rolling stock on the market from the early 1930s (see letters by Ralph Proctor and myself in LR148 and LR150). However apart from the two G class locomotives, a DB van and some of the wagons they did not have much success, probably because other operators were only prepared to offer very low prices. Fortunately the passenger cars seem to have been kept mainly under cover in the various sheds at Zeehan and remained in fairly good condition. Jack Southern (February 1937) and John Buckland (February 1945) both photographed an A or AB car in the carriage workshop at Zeehan immediately behind Garratt K1. John noted that the other cars were in what he called Howard's shed, which was probably the more northerly of the two TGR 610 mm gauge sheds on the west side of the yard.

In March 1947 the Acting General Manager of the TGR (Mr DJ Howse) completed a comprehensive report on the West Coast lines. He noted A1, AB 1 and 2 and AD1 as having been converted to camps, which suggests that they were being used as works vehicles in Zeehan yard. The TGR rolling stock register notes that these four cars were transferred to Launceston for conversion to camps, although the bogies may have been left behind at Zeehan. Camp vehicles were used as temporary accommodation for works and traffic staff and also as stores



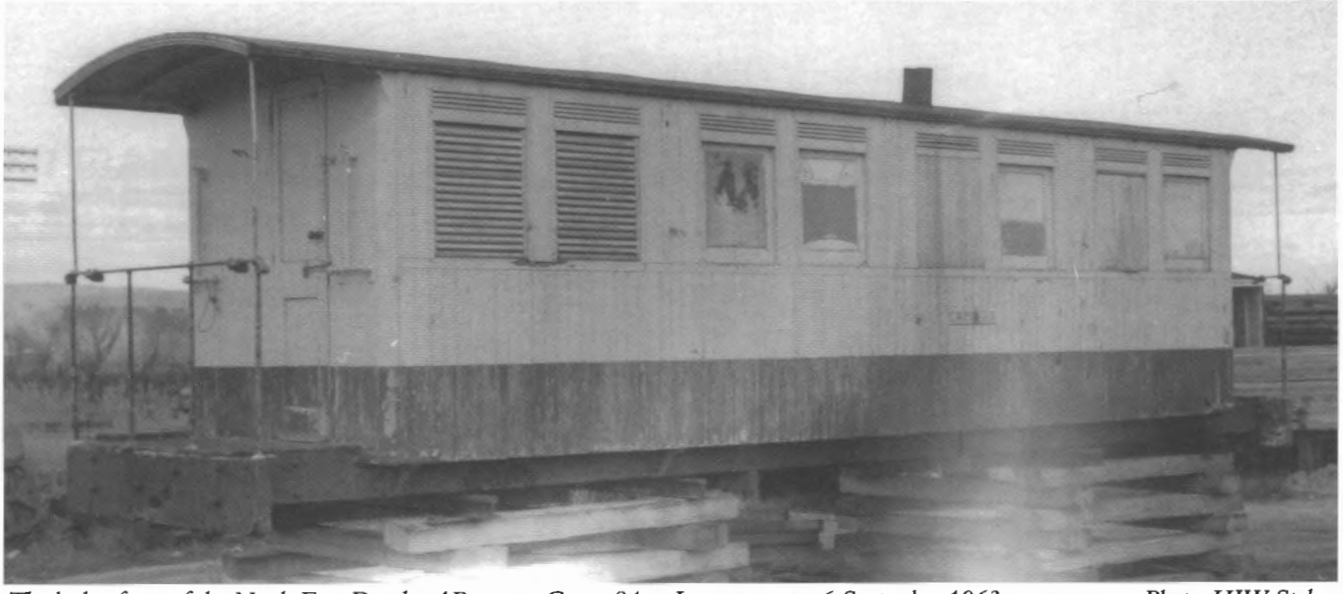
A mixed train hauled by a G-class locomotive, and including an AB car in its consist, crosses Montezuma bridge. Photo: Ralph Proctor collection



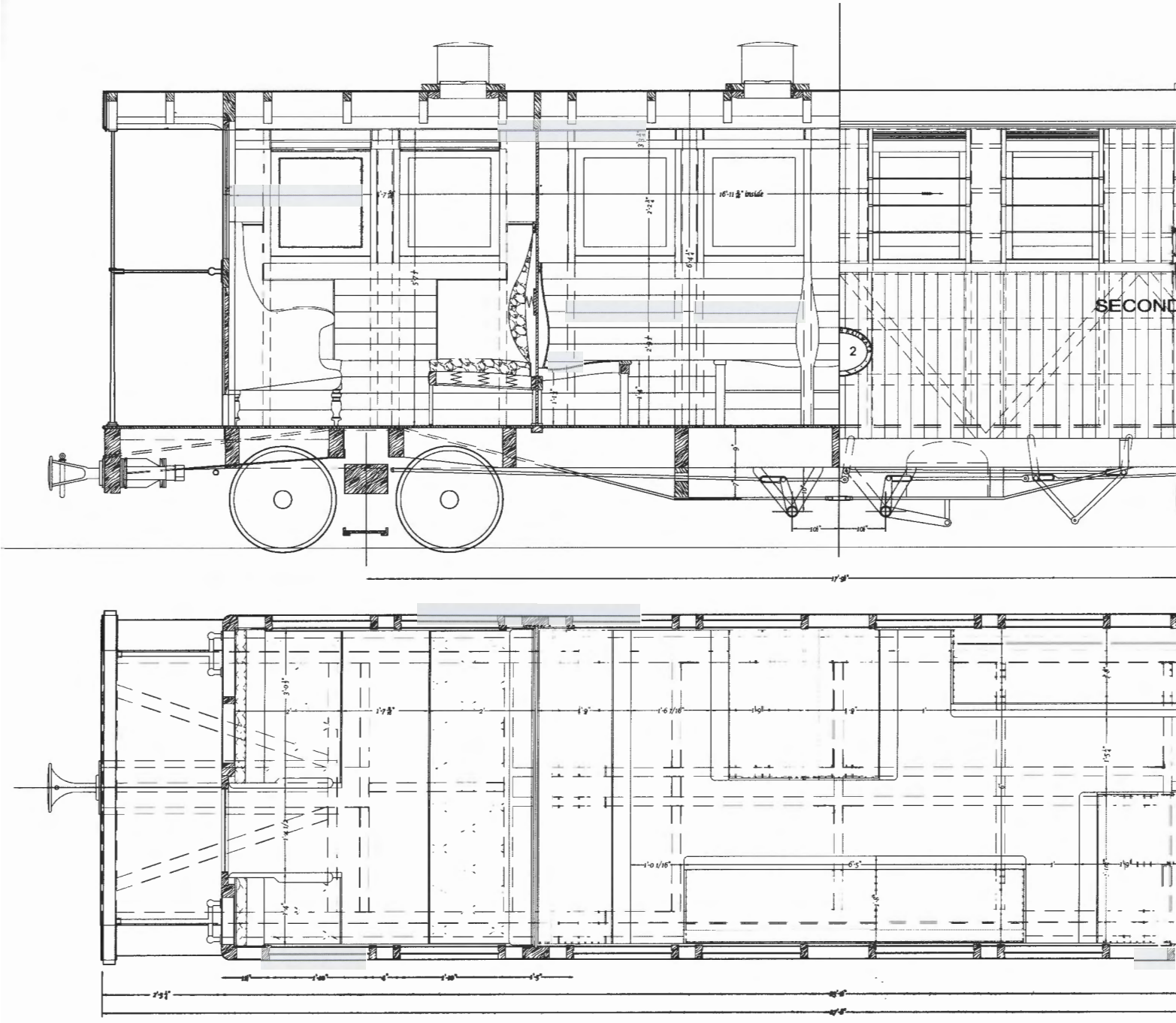
Frame of Krauss H1, Beyer Garratt K1, and AB car in shed at Zeehan, 3 February 1937. *Photo: JLN Southern*

and workshops. In the later 1940s the main group of camps (known as mobile camps) consisted of former passenger cars and goods vans, but there was also a smaller group of portable camps consisting of the bodies of former goods vans and some other van-like structures. The portable camps were originally numbered WW I to WW29, but they were later renumbered Camp 71 to Camp 99 in the mobile camp series. Some of the portable camps were later mobilised by being permanently mounted on old wagon frames, while others spent long periods mounted on goods wagons still in revenue service.

Unfortunately the TGR does not seem to have kept a record of the origins of portable camps numbered in the WW series. In September 1963 I saw the body of one of the AB cars on trestles outside Launceston roundhouse. It was numbered Camp 84, having previously been WW14. It was written off on 11 November 1963 and offered for sale, but I do not know what became of it. We know that the body of A1 had been sold out of TGR service by the early 1960s and it is of course now running again, beautifully restored, on the Redwater Creek Railway (see LR 144, p.24 and LR 195, p.30). There seems to be no record of what happened to the other AB and to AD1. They all seem to have had a fairly short life as camps, perhaps because of their small size. During the 1960s I recorded most of the Camp 71 to 99 series, but Camp 84 was the only 610mm gauge car body I came across. I never saw Camps 81-83 or 85, so the other North East Dundas cars may have been numbered in this group. There is a possibility that one or two of the bodies went to the Great Lake area.



The body of one of the North East Dundas AB cars as Camp 84 at Launceston on 6 September 1963. *Photo: HJW Stokes*



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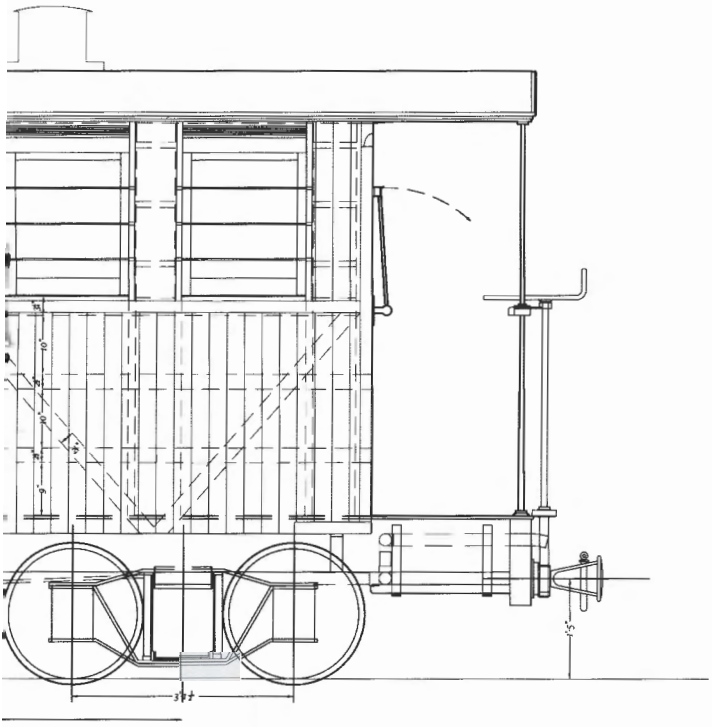
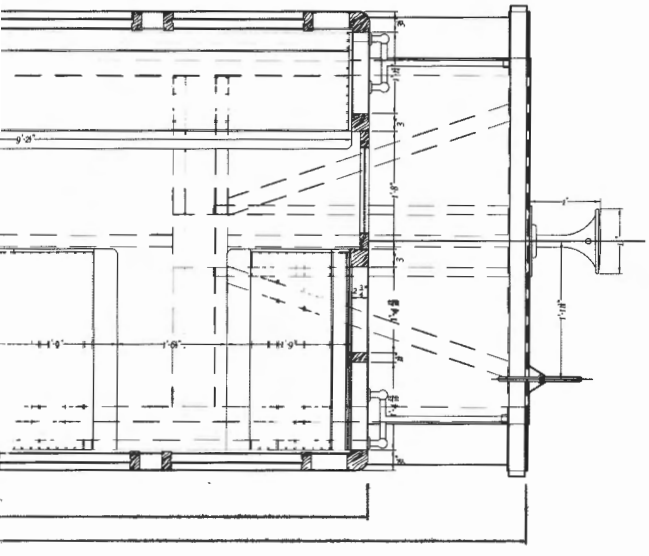
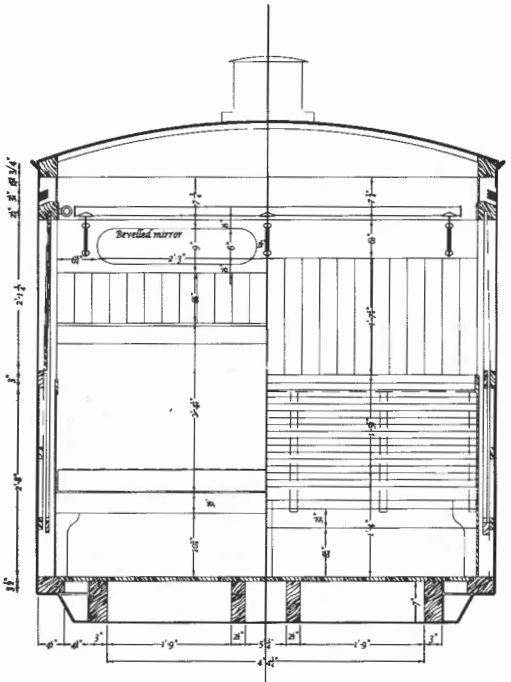
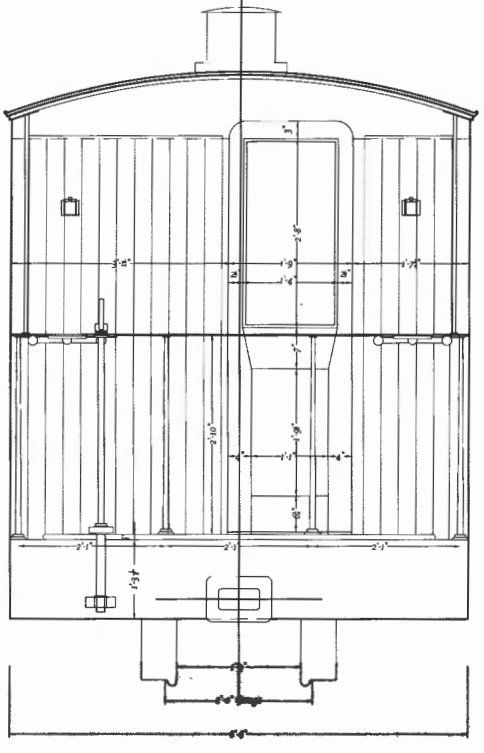








NMENT RAILWAYS
NDAS TRAMWAY
TRAMCAR
1 foot (305mm)

rawn 25/10/2006 by Hugh Prattis

Although utmost care has been taken to redraw this sheet as close to the original as possible, due to the poor quality of the base document, there are likely to be some errors.

An empty explosives train of SAR-designed flat cars departing the Unloading Sheds, August 1972. Driver Bert Halfpenny is at the controls of the Wingrove & Rogers BEV locomotive type W.217 minus its coupling rods. *Photo: F Brian Andrews*

The Smithfield Magazine Tramway Revisited

by F Brian Andrews

Arnold Locker's 1999 *Light Railways* article on the 2ft gauge tramway serving the explosives magazine at Smithfield, north of Adelaide,[1] part of a larger World War II munitions enterprise that included the No. 2 Explosives and Filling Factory, Salisbury,[2] dealt in detail with the tramway's construction and its operational history. This article complements his text with additional information on the tramway's layout, operation and rolling stock.

Magazine Construction and Tramway Layout

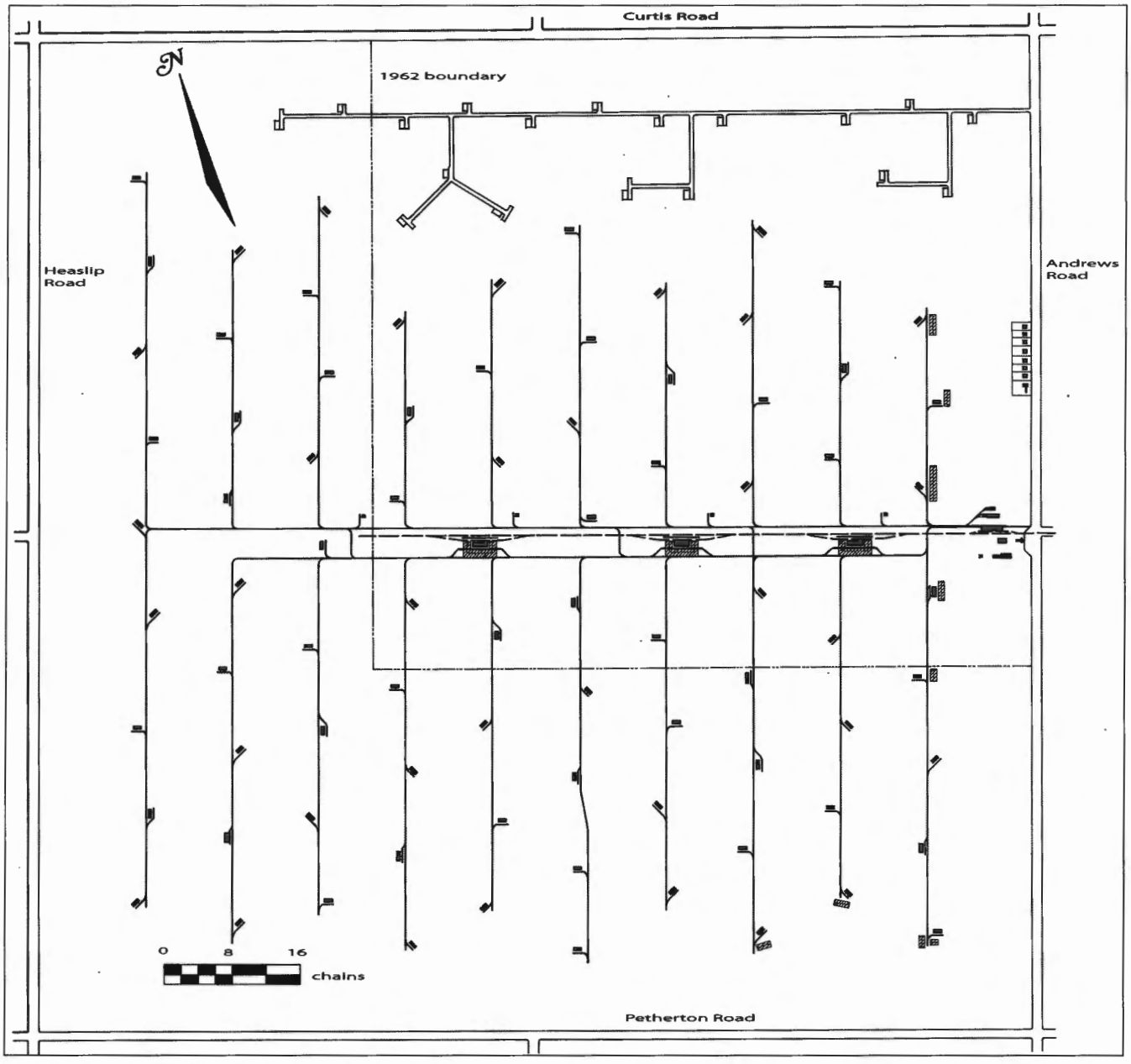
At the same time as plans were being prepared for the Salisbury factory, a two square mile site four miles north of Penfield in the Hundred of Munno Para was selected for the construction of a large explosives magazine to serve the storage needs of the factory. This establishment was officially designated as the 'No. 2 Munitions Explosives Depot, Smithfield'. Based on an existing British design, Smithfield Magazine was destined to become the largest all-brick magazine in the Southern hemisphere.[3] Integral to the design was a 2ft gauge tramway system.

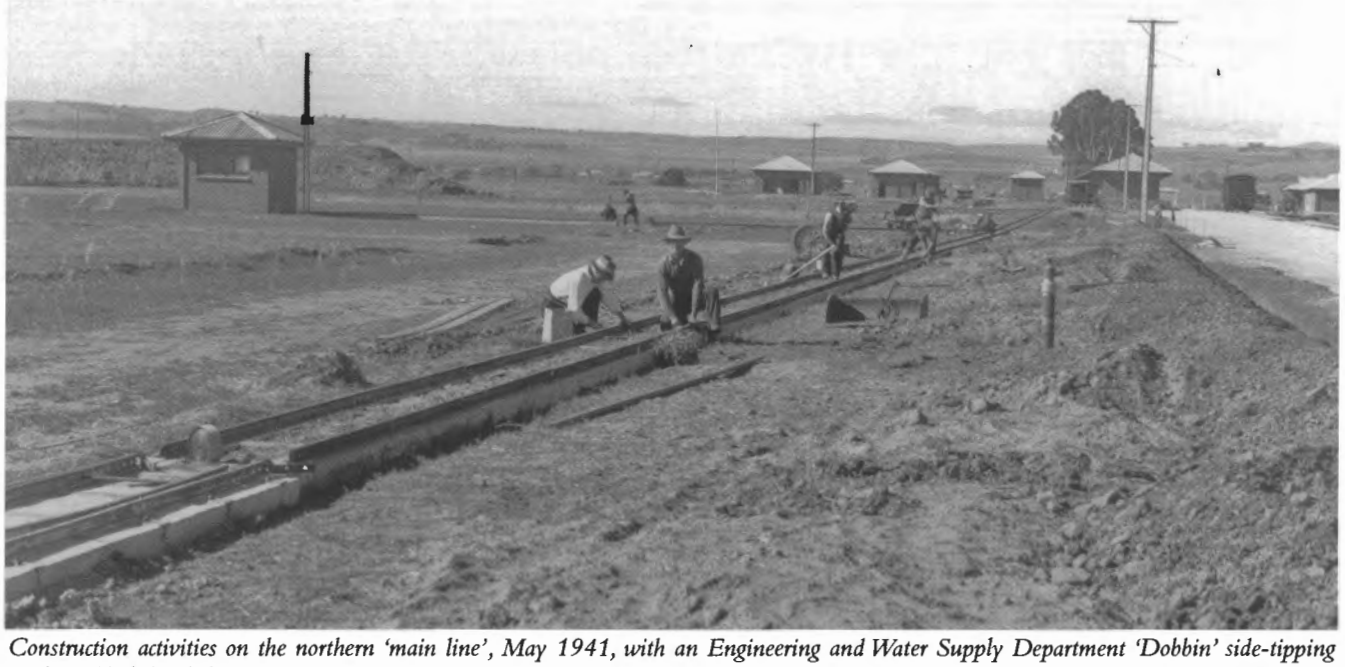
The principal function of the magazine was the storage of bulk explosives such as cordite, TNT and nitrocellulose, mainly from the Salisbury Factory. In addition, limited storage capacity was available to take the finished munitions product overflow from the holding magazines at the factory as well as munitions components from the factories at St Marys, NSW, and Maribynong, Vic. These latter components were shipped by rail to Smithfield Station on the South Australian Railways (SAR) Main North line, and then moved to the magazine over a 1½ mile branch line. The branch was an extension of the shunting spur at the south end of the Smithfield goods sidings, thus necessitating a direction reversal for magazine-bound trains. For safety reasons steam locomotives were not permitted to pass the gate at the entrance to the magazine.[4] Hence the normal method of working the branch was for the steam locomotive to propel its train to the magazine gate where the wagons would be left. A Fordson road tractor would then move them one by one to the appropriate magazine.

Construction of the magazine got under way in about August 1940 with an initial target of three 100-ton magazines, fifty-four 50-ton magazines, four inspection rooms, an unloading facility and a tramway marshalling yard. This first batch of buildings was built by Adelaide builders Wilckens and Burnside.[5]

The magazine site had originally been divided into four equal sections by a road grid. In the envisaged layout—which may have been a direct copy of the British prototype—the north-westerly road was retained as the spine of the complex (map p.23). The broad gauge spur ran alongside this road, with four loop sidings, one beside the unloading sheds and three serving the 124ft by 23ft 100-ton magazines for finished munitions product storage.

Because of a safety requirement for the magazines to be spaced at a minimum distance of 600ft between brick walls, the 63ft by 23ft 50-ton magazines were strung out with various orientations





Construction activities on the northern 'main line', May 1941, with an Engineering and Water Supply Department 'Dobbin' side-tipping truck visible behind the workers. *Photo: SA Water*

along lines 10 chains apart and at right angles to the broad gauge spur.[6] The four inspection rooms were located off the northern side of the central roadway and used for the periodical sampling and inspection of stored explosives by Army personnel.

The tramway, which was designed to be the sole means of transportation serving the magazines, was laid out in a dendritic, or tree-like, fashion. Forming the trunk of the network were two parallel lines that originated at the unloading sheds and then diverged just past the throat of the marshalling area to again run parallel up the centre-line of the magazine, one track to the north of the central roadway, the other to the south of the 100-ton magazines. The northern track had ten branches at 10 chain intervals giving access to the northern 50-ton magazines as well as the westernmost four of the southern 50-ton magazines via short spurs. In addition it had spurs to the four inspection rooms. Similarly, the southern track had branches serving the balance of the southern 50-ton magazines as well as three loop sidings that gave access to the 100-ton magazines via tunnels under the mounds surrounding them. At two locations along the magazine centre line long crossovers connected the two main lines.

The Smithfield Magazine was opened on 12 June 1941. At that stage the tramway was still under construction, so the initial capacity was a mere twelve 50-ton magazines.[7] It was twice augmented to reach an ultimate size of eighty 50-ton magazines, the latter buildings being constructed by the Adelaide building firm of F. Fricker Pty Ltd. Extensions to the tramway network to serve the additional buildings brought the total track length to 13.9 miles. An additional eighteen magazine buildings of wood and asbestos with concrete floors were erected during the final extension phase for the storage of ammonium nitrate as well as the overflow from the 100-ton magazines. These buildings were served by road only and were located along the north-eastern boundary of the magazine.

Tramway Operation

From the opening of the magazine until well into 1942 bulk explosives in wooden cases were transported from the Salisbury Factory to the Smithfield Magazine by a fleet of forty to eighty horse-drawn vehicles, then later by motor trucks and trailers. At the unloading sheds, just inside the main gates, the cases were transferred to flat cars on the narrow gauge and hauled to the 50-ton magazines. The tramway also served the 100-ton magazines at times when small deliveries of components were to be made to the Salisbury Factory. For example, if 1,000 fuzes were to be dispatched it was not worth moving a broad-gauge wagon to the appropriate 100-ton magazine so a narrow-gauge train would shift the components from the magazine to the unloading sheds for transshipment to the Factory.

After World War II the Smithfield Magazine continued as an explosives storage area under Munitions Supply, Stores and Transport, the body that in 1942 had superseded the old Factories Board in controlling Smithfield. By 1962 it had outlived its original purpose and steps were taken to close it. Most of the stocks of bulk explosives such as cordite were destroyed by burning and the magazine was closed for Stores and Transport usage on 30 June 1962. Although the majority of the land was sold, an area of 551 acres was retained as a magazine - along with its tramway infrastructure - and transferred to the control of Weapons Research Establishment, the organisation that as Long Range Weapons Establishment had taken over most of the Salisbury Factory site in April 1947.[8]

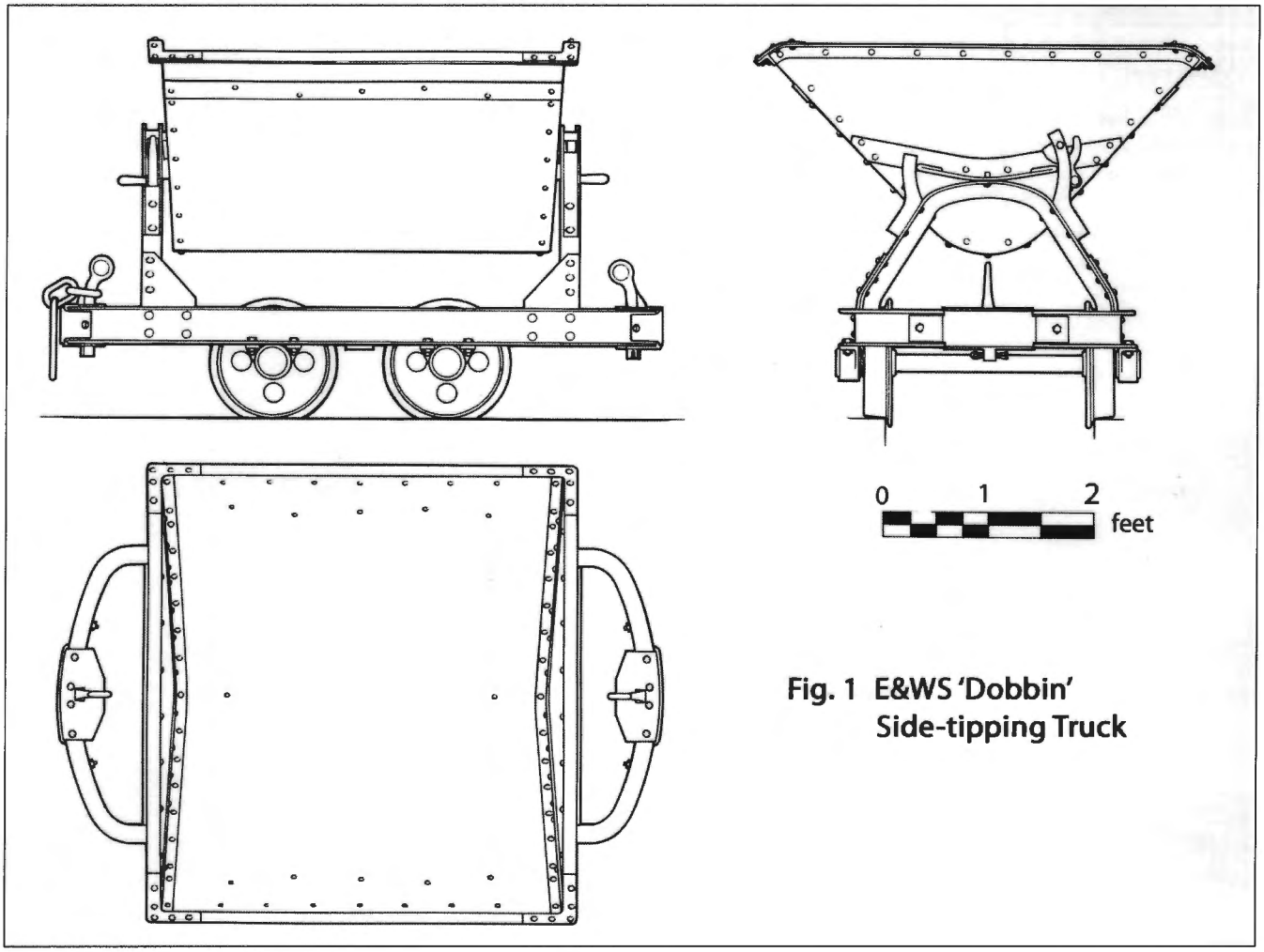


Fig. 1 E&WS 'Dobbin' Side-tipping Truck

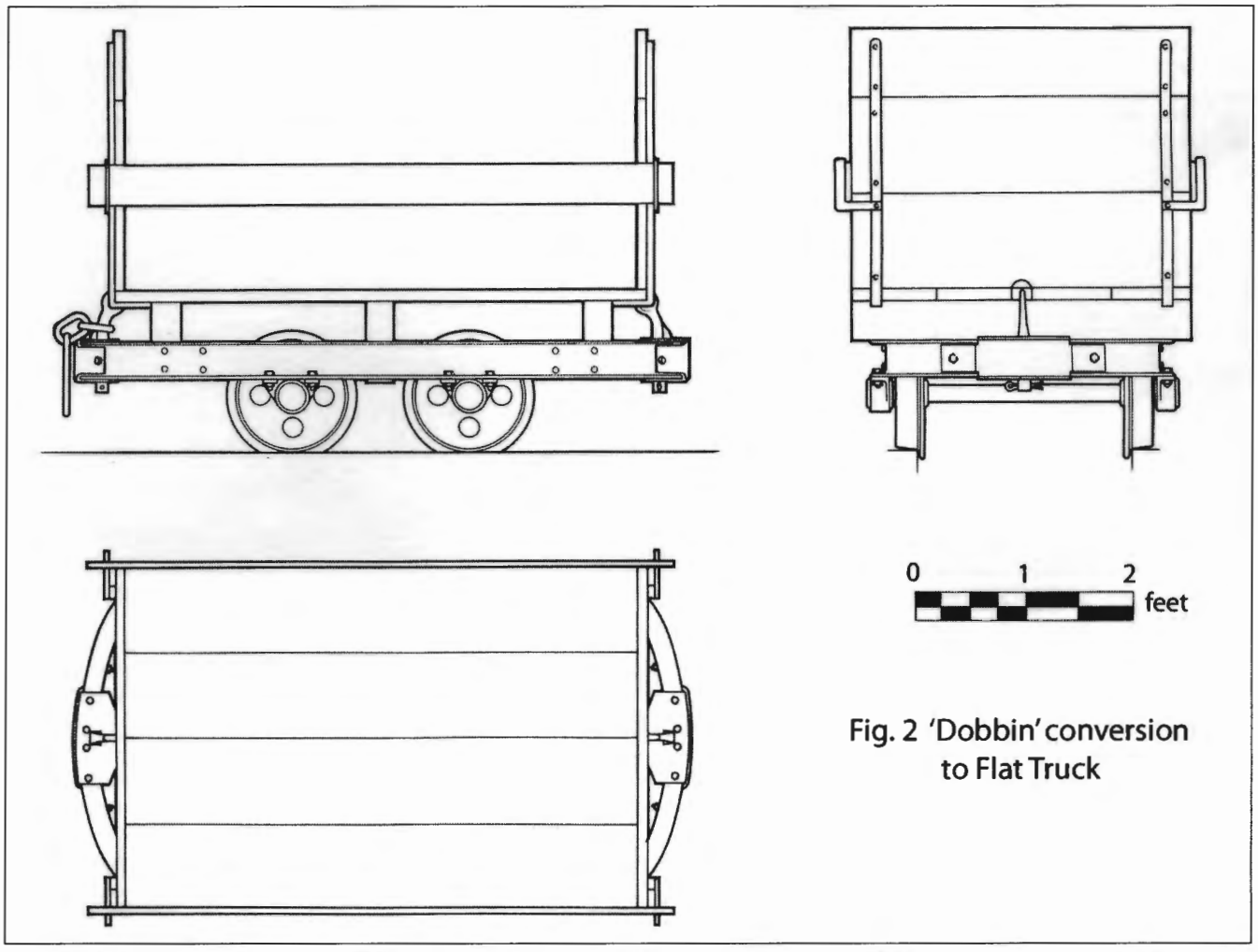


Fig. 2 'Dobbin' conversion to Flat Truck

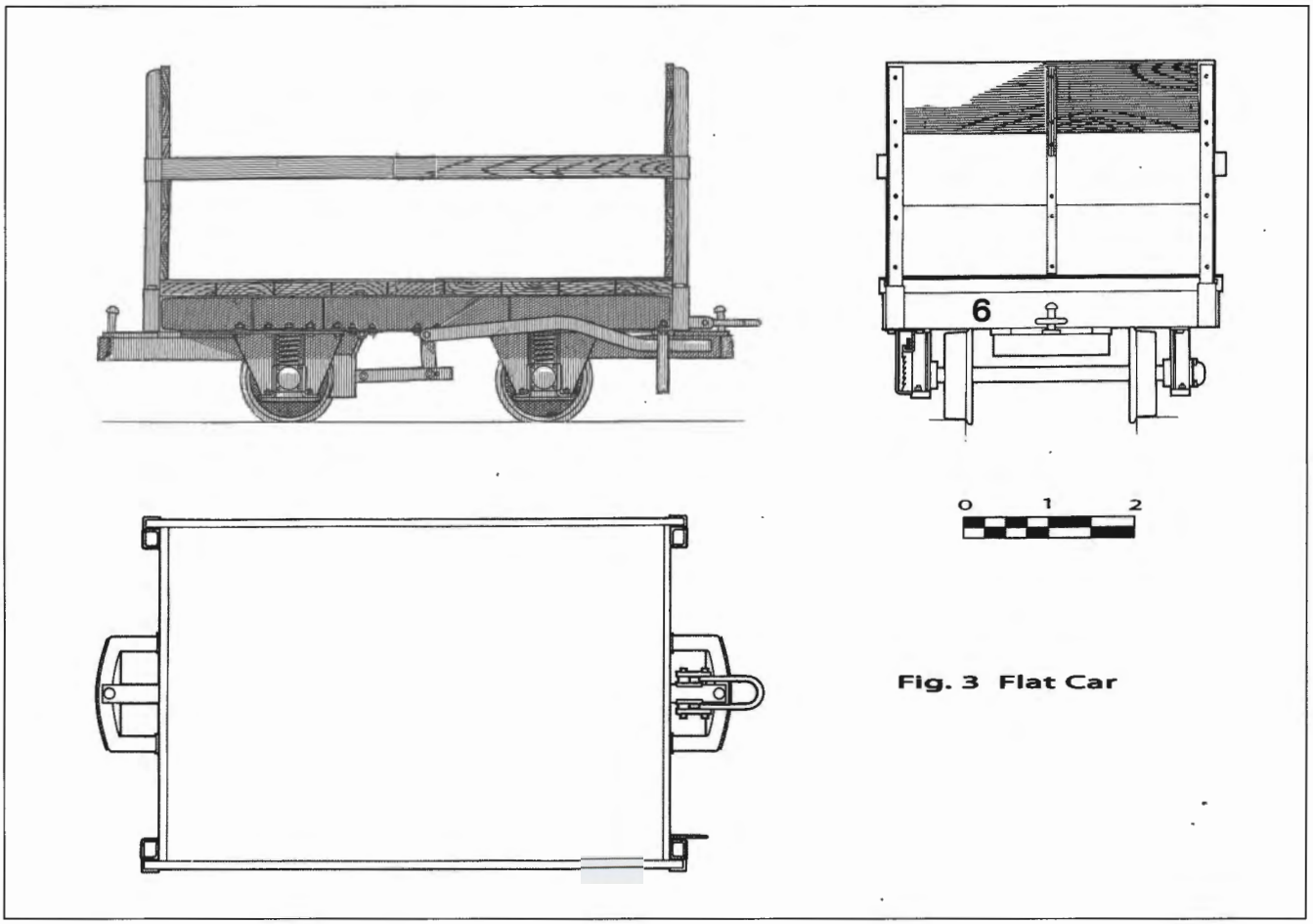
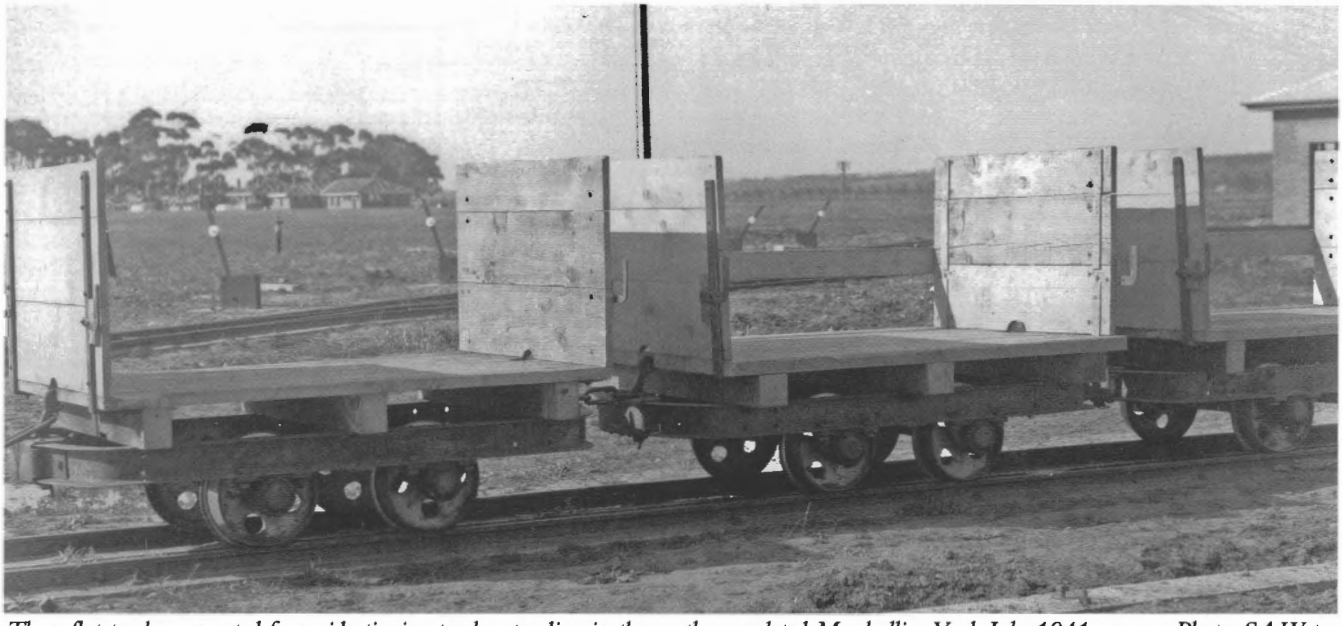


Fig. 3 Flat Car



Three flat trucks, converted from side-tipping trucks, standing in the partly completed Marshalling Yard, July 1941. *Photo: SA Water*

Rolling Stock

The magazine tramway was constructed between April and June 1941 by the South Australian Engineering and Water Supply (E&WS) Department. One of its Malcolm Moore Fordson rail tractors was transported to Smithfield and set to work hauling rakes of standard E&WS side-tipping trucks, or 'Dobbins' (Fig. 1), carting selected soil for back-filling. The E&WS Irrigation Branch had acquired a sizeable number of these trucks for its River Murray works through contracts placed in 1932 and 1935.

When the magazine was opened on 12 June 1941 no flat trucks had as yet been delivered for the tramway by the SAR, the organisation responsible for their design and manufacture. The E&WS Resident Engineer, Gilbert Poole, immediately set a carpenter to work to convert six of the 'Dobbins' on site into temporary flat trucks (Fig. 2).

The entire superstructure of the tipping trucks was removed, leaving a roughly oval channel iron underframe bearing the existing drawgear and riding on 11in diameter wheels with a wheelbase of 19½in. The wheels were located inside the underframe and their axles were rigidly supported by ball-bearing plummer blocks. Three transverse timbers were attached to the underframe with their long sides vertical. To these bearers was bolted a planked deck 50in long by 40in wide. The three-plank truck ends were bolted to the deck by pairs of L-shaped metal stanchions to which were fastened angle arms for supporting the detachable wooden side rails.

In due course these ad hoc trucks were augmented by six SAR-designed four-wheel flat trucks,[9] but the new vehicles quickly became involved in a spate of derailments. Ray Alley, the Magazine Holder, analysed this worrying problem and concluded that it was due to their relatively long un-sprung wheelbase. He recommended a fresh design with fully sprung axle boxes.

A revised design (Fig. 3) was approved by SAR Chief Engineer RH Chapman on 29 October 1942. Of welded steel construction, the truck was 4ft wide and 7ft 5in long over the buffers, the faces of which were protected by strips of leather. It had an unloaded height of 4ft 1½in, a 3ft wheelbase and a capacity of 60 cubic feet. Its 12in diameter cast steel wheels were press fitted to cold rolled steel axles that rotated in Timken tapered roller bearing axle boxes sliding in welded steel horns with double helical springs. A lever-actuated jarrah brake block could be applied to one wheel for holding purposes. The truck's deck consisted of 4ft Blue Gum planks bolted to the underframe and covered with a single 6ft by 4ft sheet of Masonite, screwed in place. Pockets welded to the headstocks held the two pairs of stanchions to which were bolted the three-plank celery-top pine ends. These stanchions in turn had welded pockets into which could be dropped the side rails. The drawgear was of the link and shackle type and the truck was finished in battle-ship grey with its number prominently displayed on the left-hand half of each headstock. All in all a most attractive design.

A total of thirty trucks were constructed to this design and delivered from the end of 1942 through early 1943. They proved to be ideal for the magazine and accordingly five of the six modified E&WS side-tipping wagons were returned to their owners. Likewise, the earlier SAR rigid axle trucks were now surplus to requirements and five were transferred to Acid Section in the Salisbury Factory for hand-pushed operation in the Ammonium Nitrate Plant.[10]

Acknowledgements

The research for this article was undertaken in the 1970s. From that time I am grateful to the Chief Administrative Officer of the then Defence Research Centre Salisbury (DRCS) - which occupied much of the former Salisbury Factory site and controlled the remnant of the Smithfield Magazine - for permission to research and publish this material. I also acknowledge the assistance of the then DRCS Historical Collections Committee which made facilities available for the production of the map, line illustrations and photographic plates.

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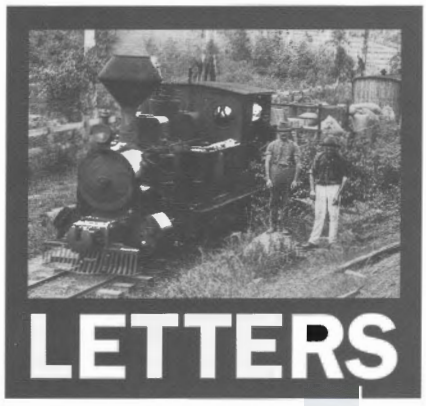
1. Arnold Lockyer, 'Railways of the Smithfield Explosives Compound, South Australia', *Light Railways*, No. 148, August 1999, pp. 10–15.
2. F Brian Andrews, 'The Salisbury Munitions Tramways', *Light Railways*, No. 187, February 2006, pp. 3–12.
3. Information from Ray Alley, former Magazine Holder, Smithfield.
4. South Australian Railways Circular Notice 7411/42.
5. Information from Ray Alley, former Magazine Holder, Smithfield.
6. Engineering and Water Supply (E&WS) Department Plan 28A/58, 'Hundred of Munno Para – Plan Showing Layout of Proposed Munitions Area', 14 August 1940.
7. In fact, the Magazine had seen limited use prior to its official opening, as the Army had used two magazines for the storage of small arms ammunition.
8. For an account of the tramway's subsequent use see Lockyer, op. cit.
9. For a description of these trucks and an illustration see Andrews, op. cit.
10. For details of their use in Acid Section see Andrews, op. cit.



LETTERS

Dear Sir,

The biggest light railway

In his August 2004 editorial, our editor mused on the problem of What, exactly, is a light railway? The Society's web page currently has some answers to that question.

Without being able to provide a definitive answer, I observe that the government system with the greatest route mileage in Australia, that of Queensland, was, before the modern mineral railways were built since the late 1960s, probably by most definitions, in its entirety, a light railway, and could be regarded as the biggest single light railway system anywhere.

I say that because it was built to light engineering standards, in terms of rail weight, bridges, track fixings and ballast. It had (often numerous) examples of most of the other characteristics of light railways, introduced to save construction costs, such as absence of fences, roadside locations, low level bridges, open level crossings, low level platforms or none at all, and, except where there were a lot of trains and layouts complicated, not much signalling.

In steam days, the 3 ft 6 in gauge lines of the QR had a maximum axle load of 12 tons for six-coupled engines and ten for eight-coupled, with lighter standards down to eight tons. In 1952, just before the first main line diesel-electrics arrived, 32% of its route mileage was of the 12/10 tons standard, 47% of 9-tons eight-coupled standard (ie C17), 17% of 8-tons six-coupled (B15) standard, and 3% of five-tons (rail motor and light diesel-mechanical locomotive). In that year, 48% of the route mileage was laid with 42lb rails and 52% with 60lb or heavier (up to 94lb). Of its locomotive stock, 23% was of the 12/10 tons axle load main line standard, 8% also 12-tons other (suburban and rack tanks), 42% of the C17 standard, and 28% of the B15 standard. The highest of these standards was lower than a railway that has featured in these pages, the 3 ft 6 in gauge BHP line from Whyalla to Iron Knob, and the lowest lower than the 9 ton axle loads of the VR 2ft 6 in gauge lines, which also feature in LR.

Almost all 3 ft 6 in gauge local authority and company lines in Queensland were built to QR standards (many were built to an earlier QR 7-tons axle load standard, used on many QR branch lines but later upgraded). All of these would be regarded as light railways (the LRRSA has published books on the Beaudesert and Aramac Shire lines).

The average density of freight traffic on the QR in that year was only 201,000 net tons per mile of route per annum, the highest about 1.2 million, the lowest below 500.

Other State government systems had light lines, including 5 ft 3 in gauge lines in South Australia laid with 40lb rails. But the lightest lines of the NSW government system could carry 12-tons axle load, equal to the heaviest on the QR. All the standard gauge light railways in Great Britain could carry higher axle loads than did the QR (but they were hardly light railways by most definitions, despite the name).

These light QR standards lived on well after 1952. The outer end of one line out of the capital (to Beenleigh) was restricted to the 8-ton axle load steam standard until the end of steam on it (1968). Diesels were allowed higher axle loads than steam on the same tracks and bridges, but the lines concerned are still light. Several sections of the QR still in operation have 42lb rails (Charleville to Cunnamulla and Quilpie, Almaden to Forsayth, and Normanton to Croydon, the third and fourth admittedly carrying tourist rail motors only). Jericho to Yaraka, and Hughenden to Winton, both with 42lb rails, have closed only in the last couple of years. A few other lines are confined to the lightest (60-tons) diesel electric locomotives.

The Indian metre gauge had roughly the same highest standards as the QR in 1952, but not so much of the lower. It was much greater in extent (15,320 route miles in 1956) than the QR, but it was part of a system with much higher standards on the broad gauge. No single system of over 6000 miles of the one gauge had lighter engineering standards - the QR could be regarded as the biggest single light railway anywhere. It nevertheless performed much the same task as the other State government systems. It had much less suburban traffic than NSW or Victoria, but considerably more than SA or WA, and much less grain than the other mainland systems. It nevertheless carried more freight than did Victoria. It also had passenger stock of considerable dimensions.

This is not to suggest that LR become a journal of record for the QR, or the light lines in SA, simply to say that the problem of definition is perhaps bigger than it seems! And authors trying to make comparisons also have a problem.

John Knowles
New Malden, UK

Dear Sir,

Sagano Scenic Railway (LR 194 & 195)

In my 'Addendum' letter on the Sagano Scenic Railway, published in LR 195, a minor typo has occurred. The outer terminus of this line was shown as 'Mameoke' - it should be 'Kameoke'.

Also, on a matter that is not really that of light railways, but was mentioned in Mr Hanks' excellent review of *Roaring through the 20s*. In this, he says that the VR 'Spirit of Progress' train was the first all-steel air-conditioned train in the world. This is not so.

In 1934, the South Manchurian Railway put into service the 'Asia Express', running between Dairen (now Dalian) and Shinkyo (now Changchun) in what was then called Manchukuo. For this service there were four six-car train sets, each being made up of all-steel cars running on six-wheeled bogies and all, except for the luggage-mail car, being fully air-conditioned. The usual make up of this train was luggage-mail, two open third-class cars, dining car, open second-class car and first-class observation car, this car having a rounded end very similar to that on the SOP observation car. The motive power for these trains was twelve large Pacific locos, eleven of which were streamlined in 'up-turned bath tub' style, while the last one built had a more angular pattern of streamlining. The distance covered by the 'Asia' was 702 km, run in a time of 8 hrs 20 min, giving an overall average speed of 84.2 kph.

The introduction of these trains must have been one in the eye for the contemporary US railways, several of which did have streamlined steam locos in service, but none had a fully streamlined train to go with their loco.

Bill Pearce
Kensington, Vic

Dear Sir,

Electric Storage Battery locomotives (LR 192 & 195)

I found the comments on battery locomotives used in the WA gold mining industry prior to 1939 or thereabouts very interesting. While not wishing to muddy the waters too much, I have some further information regarding track gauges (always a historian's bugbear).

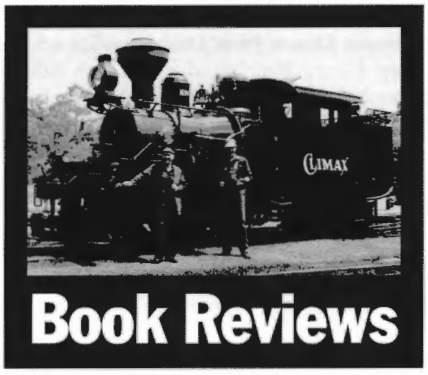
I have perused the Mancha order book, shelved in the Chicago office of the Goodman Co, and a few track gauges are recorded differently here to those in a Mancha builders list which has been in local circulation for a while. These are:-

- B/n 1801 & 1802 of 1937: 18 inch gauge. Note that the later Wellman, Smith, Owen Engineering Corporation locomotives conform to this gauge.
- B/n 2179 of 1941: 18 inch gauge.
- B/n 1858 of 1937: The official Mancha book poses a lot of question marks to do with this order. The Mancha order number was C30167 which was a Type A Trammer. Gauge and customer were not quoted, so it may have been built for stock.
- B/n 1988 of 1939: 18 inch gauge.

Jumping some years into the future, of Mancha B/n 2626 & 2627 of 1946 for Lake View & Star, one locomotive was 18in gauge and the other was 20in gauge. This gauge mixture was the same again for B/n 2778 & 2779 of 1947.

One should not be too hasty in correcting McRae's track gauge for Great Boulder Proprietary Gold Mines Ltd, quoted by him at 18in instead of supposedly 17½in. Mancha B/n 3213 to 3215 of 1950 for this customer were built to 18in gauge while B/n 3054 & 3055 of 1949 were built to 24in gauge.

Ross Mainwaring
St Ives, NSW



Book Reviews

PUFFING BILLY: Spirit of the Dandenongs

by Nick Anchen

173mm x 245mm, 64 pages on art paper. Published 2007 by Sierra Publishing. Available from LRRSA Sales at $17.95 plus postage.

As a small boy I was fascinated by scenes of Puffing Billy on the ABC's *Weekend Magazine*. This was a railway that I had to visit one day. I finally made it about twelve years ago. One of the things that disappointed me was that I was not able to buy a reasonably priced book about the line.

This has been rectified with the publishing of *PUFFING BILLY: Spirit of the Dandenongs*. The author Nick Anchen has been an active volunteer for two decades in various roles including track worker, fireman and organiser of heritage train tours. There are over 200 photographs in colour and black white of the line. These photos cover the VR period and the period of preservation. My first impression when I had a quick look through was of the amount of information that was contained within.

The book starts with a brief history of the line in VR days, from construction to closure. It then moves onto the period of preservation and the obstacles that had to be overcome in getting the line back into service all the way from Belgrave to Gembrook.

A journey along the route of the line is then described. A map and gradient diagram are included, for those such as me who are not familiar with the line. For anyone who has never travelled this line this is a real bonus, as all of the important landmarks are described. In this section there is also information on safe working, signalling and line side signs. A brief overview of Gembrook is given. Even flora and fauna of the area are mentioned. This section concludes with a description of a typical day on the line.

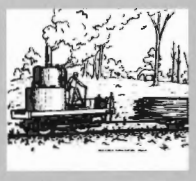
The next section covers the locomotives that are available for use as well as the rolling stock. Each locomotive is given a brief history. Not all of the locomotives were originally 2ft 6ins gauge. The diesels have come from three different states and have all been regauged. Three steam locomotives originally came from the West Melbourne Gasworks. There is also an 2ft gauge NGG16 Garratt from South Africa. This locomotive is presently in storage awaiting restoration and re-gauging. I was amazed at the number of locomotives that the railway has at its disposal. Each type of rolling stock is given the same treatment.

Brief descriptions of the other VR narrow gauge railways are given; Wangaratta – Whitfield, Colac – Beech Forest/Crowes and Moe – Walhalla. The book concludes with a description of the special trains that are run. These include the luncheon specials, dinner specials, wedding specials, The Great Train Race, *Friends of Thomas the Tank Engine* days,, footplate experience Trains and Santa Specials. Also mentioned are the heritage specials and workshop operations.

For anyone who would like to know more about Puffing Billy this book is for you. It has whet my appetite for a return visit, as well as a visit to Walhalla.

Alf Atkin

Fiji Sugar Corporation, Penang Mill. Baguley-Drewry 0-6-0DH 9 (3772 of 1983) pushes empty cane trucks over the diamond crossing and towards the empty yard as Baguley-Drewry 0-6-0DH 18 (3770 of 1983) looks on from the weighbridge line, 4 October 2006. Photo: John Browning



LRRSA NEWS

MEETINGS

ADELAIDE: "A visit to Ralph Holden."
We will be visiting the home of Ralph Holden, Editor of the Eyre Peninsula Railway Magazine.
Location: 53 Stroud St North, Cheltenham.
Date: Thursday 2nd August at 7.30pm
Contact Arnold Lockyer (08) 8296 9488

BRISBANE: "Fijian cane railways"
Light Railways' Industrial Railway News Editor, John Browning, will give a talk on the cane railways of Fiji.
Location: BCC Library, Garden City Shopping Centre, Mount Gravatt. After hours entrance (rear of library) opposite Mega Theatre complex, next to Toys'R'Us.
Date: Friday 10 August at 7.30 pm. Entry from 7pm.

MELBOURNE: "West Virginia Narrow Gauge - The Mann's Creek Railway 'an historical gem and a modeller's delight.'"
Built in 1886 to haul coal for the iron industry, it expanded eight-fold to harvest the virgin forest that surrounded it and then again hauled coal to the end in 1956. Bill Hanks will present a history of its twisting narrow gauge track, rod locos, Shays, Climaxes, trestle bridges and 'buck-jimmies', all combining to make a fascinating history and a modeller's delight.
Location: Ashburton Uniting Church Hall, Ashburn Grove, Ashburton.
Date: Thursday, 9 August 2007 at 8.00 pm

SYDNEY: "Light Railway Archeology"
Dr Iain Stuart, a pertner in the firm JCIS Archeological Consultants, will give a presentation on the fascinating subject of light railway archeology.
Location: Woodstock Community Centre, Church Street, Burwood, (five minutes walk from Burwood railway station).
Date: Wednesday 22 August at 7.30pm.

Industrial Railway NEWS

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Special thanks to contributors to the Cane Trains, Locoshed & LRRSA e-groups
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NEW SOUTH WALES

BLUESCOPE STEEL LTD, Port Kembla

(see LR 195 p.18)
1435mm gauge
English Electric Australia Bo-Bo DE locomotives D17 (A.031 of 1960) and D33 (A.089 of 1964) were noted in the workshop at Port Kembla on 14 June. D33 is being overhauled and reportedly will get the bogies from D17 which will now be cannibalised.
Preserved Clyde 0-6-0T *BRONZEWING* (457 of 1937) was due to depart the Port Kembla works for the Rail Transport Museum, Thirlmere, on 27 June. It was to be transported by road by Australian Train Movers.
Don Allitt 6/07; Chris Stratton 6/07

LOCOMOTIVE, ROLLING STOCK & EQUIPMENT MANUFACTURERS

GTSA ENGINEERING, Maddington, WA

(see LR 195 p.21)
A visit on 2 June 2007, revealed work progressing on the rebuilding of two further standard gauge Co-Co DE locomotives for use in the construction of the Fortescue Iron Ore Railway. DR8403 (Alco 3499-02 of 1968 rebuilt Com-Eng 1986) is named *Rachel* and DR 8404 (AE Goodwin G-6040-01 of 1970 rebuilt Com-Eng) is named *Vera*.
An interesting arrival is an industrial locomotive from overseas. This is a 1067mm gauge Co-Co DE built in 1998 by short lived manufacturer PT GE-Lokindo of Madiun, Indonesia, and previously used by International Container Terminal Services Inc, at North Port in the Philippines. It has been acquired by South Spur Rail Services (like GTSA Engineering, part of the Coote Industrial group) and was observed stored on site in late May.
Jim Bisdee (http://westaustrailroads-2.fotopic.net) 5/07; Richard Montgomery 6/07; *Railway Digest* 7/07

JOHN HOLLAND CONSTRUCTION, Kooragang Island

(see LR 188 p.18)
762mm & 610mm gauge
A quantity of tunnelling equipment was auctioned by Pickles Auctions at the former Transfield storage site at 176 Cormorant Road on 15 May. Ten 762mm gauge 4wDH locomotives were disposed of. Five of these were built by PTA Engineering of Launceston in Tasmania (builder's numbers 1 to 5 of 1987), and five by EM Baldwin, Model DH4T, built from 1974 to 1976. A 610mm gauge Baldwin 4wDH was also sold along with some 762mm concrete agitator cars. Not offered for auction were two other 762mm gauge EM Baldwin 4wDH locomotives and a number of Gemco 15-tonne 762mm gauge 4wDH locomotives built in 1990 to 1991.
Ray Graf 6/07

JUNEE RAILWAY WORKSHOPS

(see LR 178 p.18)
1067mm gauge
Ex-Newcastle Steelworks Goninan Bo-Bo DE BHP57 (057 of 1982) has been prepared for repainting for use as a second workshops shunter.
Brad Peadon 5/07

South Johnstone Mill's ex-Innisfail Tramway Baguley 0-6-0DM 10 (3390 of 1954) sits in the yard at the Mourilyan Mill site on 12 May 2007. *Photo: John Browning*

YANCOAL AUSTRALIA, Austar Colliery

1067mm gauge
The Austar Colliery, formerly known as Southland, is an amalgamation of several older mines and is owned by the Chinese government's Yanzhou Coal Mining Company. It is the first mine in Australia to use the Chinese developed Longwall Top Coal Caving method of mining. Access to the seam for men and equipment is via rail on the 1.2km inclined drift of the former Ellalong Colliery.
Australian Longwall Magazine 3/07 via Ray Graf; Ross Mainwaring 7/07

QUEENSLAND

BUNDABERG SUGAR LTD, Innisfail

(see LR 195 p.18)
610mm gauge
On 12 May, construction work was well advanced on the connection in the Liverpool Creek area between the **South Johnstone** Mill and the former Mourilyan Mill networks. Track was laid on concrete sleepers supplied by Milltrack NQ of Proserpine with temporary fishplate fastenings. Prefabricated steel points have been used. Joint welding had commenced and final ballasting was yet to be done. Rolling stock in attendance included Gemco track jack R916-93 of 1993 ex Moreton Mill, and the navvy car once used for a tourist service at South Johnstone Mill. The new line is approximately 2 kilometres long and runs through flat country with two major box culverts over drainage channels. One end of the line is at a triangular junction with South Johnstone's Kurrimine Beach line about 2 kilometres east of the Bruce Highway, and the other forms an end-on connection with Mourilyan's Spanos Line. There are two long loops, one a storage loop near the south end of the line, labelled "Croc Loop", and the other a cane loading loop to the north. This line will enable cane from the Kurrimine Beach and Silkwood areas to be hauled to the mill without having to cross the Japoon range, and enhances flexibility in providing alternative routes in case of derailments or track damage.
The cyclone-damaged depot at Silkwood has been repaired on the same layout as previously, with a loco shed incorporating a pit, and with refuelling facilities behind.
In mid May, the Bruce Highway was noted half

closed at Moresby as a result of the relaying of the rail crossing of the No.2 (Ramlegh) branch. The method of construction is to lay in welded track on concrete sleepers using anti-corrosion treated rails, jacked to the correct height above a geo textile base and steel mesh reinforcing. Concrete is then poured, incorporating a flange groove, to create a very durable minimum-maintenance crossing surface for both road and rail.
South Johnstone's two Tamper ballast tamping machines were on hand, 94962 of 1995, Model STM-XLC, and 4375739 of 1979, Model SVT-JWL.
On the same date, there was no sign of work on a proposed new link in the Currajah area. However, it is reported that the proposed new South Johnstone River bridge will be built east of the mill, at or close to the site of the old bridge on the former QR branch from Boogan. This will replace both the ex-Innisfail Tramway Queensland Bridge and the 'Silver Bridge' on the Japoon line.
Evidence that the old Innisfail Tramway line to Nerada is still used right to its terminus was the fact that the last timber bridge on the line was being replaced in mid-May.
On 12 May, the shed/workshop at South Johnstone mill was noted isolated because of site works, and most locomotives had been moved out. The separate loco and brake wagon storage shed at South Johnstone had also been cleared, with the result that a number of items were standing in the open at the Mourilyan mill site, including four brake wagons - bogie number 6 (South Johnstone 1990), RS0014 (South Johnstone 1986, ex Baguley 2396), 2 (EM Baldwin 6575.1 5.76 of 1976) and 1 (Clyde 1972) - with Baguley 0-6-0DM 10 (3390 of 1954), looking somewhat the worse for wear. By contrast, two South Johnstone Mill Com-Eng locomotives have been repainted. 0-6-0DM 27 (AI57111 of 1975) has also been renumbered, and was noted on a weed control train at Japoon, while 0-6-0DH 22 (AK3675 of 1964) was noted on a ballast train at Cucania, on the **Babinda** Mill system.
The cyclone-damaged loco shed at the Goondi mill site has been completely demolished, with only the small brick amenities building remaining.
Maintenance work on locomotives still appears to be carried out at South Johnstone, Mourilyan, and Babinda.
Editor 5/07; Shane Yore 7/07

CSR PLANE CREEK PTY LTD
(see LR 195 p.19)
610mm gauge
The only bins at Plane Creek Mill that have not had capacity increased by pushing out the ends have a tubular frame similar to those used by CSR in the Herbert district. A collection of these was accumulated at Shannon's Flat in Sarina during the slack season.
In mid-May, the mill's Plasser KMX-08 tamping machine was noted at Dawlish 3/4 siding sitting up on its jacks with the leading axle missing. The jacks make it easy for the axle to be taken out for attention.
On 14 June, Walkers B-B DH 4 *CARMILA* (676 of 1971 rebuilt Bundaberg Foundry 1996) was noted hauling Clyde 0-6-0DH D1 (56-101 of 1956) from Shannon's Flat, where the navvy depot is located, to the loco shed at the mill. Shortly after this, D1 was consigned back to Victoria Mill for use on navvy duties, as was the case last season.
On 19 June it was noted that Com-Eng 0-6-0DH 4 (FA1037 of 1960) has had a complete repaint, including the sliding doors that previously were only painted in grey undercoat.
On 29 June, EM Baldwin B-B DH D12 (6890.1 10.76 of 1976) and 4 were noted at various times conveying empty bins to and from Shannon's Flat as part of weighbridge testing and weighbridge operator training.
Carl Millington 6/07

CSR SUGAR (HERBERT) PTY LTD, Herbert River Mills
(see LR 195 p.20
610mm gauge
Macknade Mill will be working **Victoria** Mill's Hamleigh line during the 2007 crushing, with Macknade locos hauling cane directly to the mill via the Victoria Mill yard. The season looked set to start in early July with the following ex-Victoria Mill locos at Macknade: Clyde 0-6-0DH *LUCINDA* (65-436 of 1965), EM Baldwin 0-6-0DH *HOBART* (4413.1 7.72 of 1972) and EM Baldwin B-B DH *BRISBANE* (5423.1 9.74 of 1974). *LUCINDA* had been sent to Macknade for repairs at the start of July so it may be intended as the 'spare' locomotive at Victoria Mill.
Renumbering/naming of brake wagons at Victoria Mill has continued to reflect the new allocations, with BV 10 now 2 *TOWNSVILLE*, BV11 now 8 *MAITLAND*, BV12 now 9 *GOWRIE* and BV 13 now 3 *ADELAIDE*. The two new brake wagons under construction by Corradini Engineering will be numbered 14 and 15.
In early May, a quantity of 4-tonne bins were taken from Victoria Mill to Anderssen's line at Halifax for combining into 8-tonners by E&I Firmi Engineering Works. An existing 8-tonner was included as a prototype.
In early May, two Brisbane-based enthusiasts acquired three Hansen 4wPMR line cars from Victoria Mill for preservation, 34, 56, and 78, built in 1972 of 1973. They are numbered L CAR 5, L CAR 2 and L CAR 4 respectively. The latter two had spent some time stored out of use on the creek bank at the mill.
The Italian Festival on 19 May featured Clyde 0-6-0DH *PERTH* (69-682 of 1969) as the passenger locomotive on the Nyanza line, rather than *LUCINDA* (65-436 of 1965) as previously planned.
Plane Creek Mill's Clyde 0-6-0DH D1 (56-101 of 1956) returned to the Herbert River district during June for navvy duties there, as it had done during the 2006 season, and received a fresh coat of paint shortly after arrival.
C Hart 5/07; Editor 5/07; Scott Jesser 5/07; Steven Allan 6/07

GCD ALLIANCE, Gold Coast Desalination Project, Tugun
narrow gauge
(see LR 193 p.21)
By June 17 a quantity of new or reconditioned narrow gauge rolling stock had arrived on the construction site which is at the north end of the Gold Coast airport. Eight mancars, seven substantial bogie flats, and at least four segment cars, all painted white and fitted with Willison couplers, were noted in a storage area behind the Tugun Rugby League Club's grounds. There is also rail on site. The gauge may be 900mm, commonly used on recent tunnelling projects.
Editor 6/07

PIONEER SUGAR MILLS PTY LTD, Inkerman Mill
(see LR 188 p.21)
610mm gauge
New Mercedes-Benz diesel engines were reportedly being fitted to two Inkerman Mill locomotives this slack season, one them EM Baldwin 0-6-0DH *CARSTAIRS* (6/2715.1 9.68 of 1968).
Chris Hart 5/07

MACKAY SUGAR CO-OPERATIVE ASSOCIATION LTD
(see LR 195 p.21)
610mm gauge
Walkers B-B DH *BALBERRA* (657 of 1970 rebuilt Tulk Goninan 1994) was noted at the end of May at Allandale 3 siding being painted in the new Mackay Sugar yellow livery with red underframes and bogies, white steps, black bonnet top and red and white dazzle stripe headstocks. The Mackay Sugar loco painting contractors use this siding for loco repainting as it is near their engineering works. It is believed that EM Baldwin B-B DH *NORTH ETON* (6780.1 8.76 of 1976) will also be appearing in these colours for the 2007 season.
The Mount Pelion line has been resleeperd during the slack season with Mt Pelion 3 siding having been fully relaid. On 26 June, EM Baldwin 4wDH 5/774.1 2.64 of 1964 was noted hauling a load of sleepers to Mount Pelion from Calen depot.
A new TSR-TRS sleeper renewer/scarifier is on order from Harsco Track Technologies.
'Warwick' 5/07; Brett Geraghty 6/07; *Railway Digest* 6/07 via Carl Millington; Carl Millington 6/07

THE MULGRAVE CENTRAL MILL CO LTD, Gordonvale
(see LR 191 p.20)
610mm gauge
In early May, inquiries were initiated by the ACCC regarding any possible issues under the Trade Practices Act arising from the Bundaberg-Mulgrave merger proposal. In mid May, the Mulgrave Mill Board recommended to shareholders that the offer from Maryborough Sugar Factory be rejected, and that talks continue with Bundaberg Sugar. Some growers expressed opposition to this stand. On 8 June, the ACCC announced it would not oppose the Bundaberg-Mulgrave proposal and in mid June a revised offer was received from Maryborough. The major

Above: *A spotless* PERTH *(Clyde 0-6-0DH 69-682 of 1969) hauls the original and replica Decauville carriages for Ingham's Italian Festival on Victoria Mill's Nyanza line on 19 May 2007. Photo: Scott Jesser*
Right: *The value of Portalift hoists is seen in the Victoria Mill loco shed. EM Baldwin B-B DH* TOWNSVILLE II *(6400.2 4.76 of 1976) is lifted to allow attention to its bogies on 20 May 2007. Photo: Clayton Giles*
Below: *Plane Creek Mill's Clyde 0-6-0DH D1 (56-101 of 1956) on track relaying work at Dawlish 2/3 on 29 March 2007. The QR ancestry of the bogie wagon, loaded with a generous load of concrete sleepers, is plain to see. Photo: Carl Millington*

Industrial Railway NEWS

shareholder in Maryborough Sugar Factory is Sir Ron Brierley's Guinness Peat. A sign of continuing co-operation between Mulgrave Mill and Bundaberg Sugar was the testing in late June of the rail loop last used by the QR Arriga juice train about eight years ago, indicating that juice from the Tableland Mill will probably once again be processed at Mulgrave.

Some alterations have been done to the full and empty yards this slack season, with new colour light signals installed.

Work on the 2007 stage of the Mulgrave River bridge reconstruction using steel beams on concrete piers had been completed by May. In 2006, six short spans had been constructed on the southern side and these were added to in 2007 by two further short spans and three long spans using deeper girders, completing the bridging of the main river channels. There still remain five short timber spans on the south bank and four on the north bank to be replaced.

A new loco shed has been built in the navvy yard for preserved Fowler 0-4-2 *NELSON* (20273 of 1934) following the construction of new buildings in 'Siberia', the location of the former shed.

ABC News Online 15/5/07, 21/6/07; ACCC 7/5/07; Editor 5/07; Chris Stephens 6/07; http://www.accc.gov.au/content/index.phtml/itemId/789541

SUGAR TERMINALS LTD, Lucinda

(see LR 192 p.19)

610mm gauge

Maryborough Sugar Factory has launched a bid to acquire shares in Sugar Terminals Ltd, a canegrower-owned organisation which operates Queensland's seven port bulk sugar facilities. Queensland Sugar Ltd, a grower and miller owned organisation which leases and operates the terminals, made a counter offer in mid-June while growers organisations counselled farmers about the possible implications of selling their shares.

Townsville Bulletin 8/6/07; *Courier-Mail* 21/6/2007;

TULLY SUGAR LTD

(see LR 191 p.20)

610mm gauge

A new extension, Jackson's Branch, has been completed for approximately 4 kilometres in the Murray Upper Road area and includes a new road crossing with flashing lights. There has also been work underway to further extend the end of the Murray Branch.

Track alterations can be expected in the Silky Oak and Euramo areas over the next few years, with the planned building of a new high-level section of the Bruce Highway.

The rebuild of Com-Eng 0-6-0DH *TULLY No.18* (AO60113 of 1977) is not expected to be completed in the near future, due to a shortage of available electricians.

Roy Pease 5/07, 6/07

SOUTH AUSTRALIA

?, MacDonald Park

narrow gauge

A prospective purchaser at MacDonald Park (phone 08-8284 7448) advertised for an Eimco Model 12B bogger on 1 May.

http://www.tradingpost.com.au via Phil Rickard 5/06

VICTORIA

unknown location

427mm gauge?

Advertised for sale through Underground Hire Services, and apparently pictured at a rural Victorian location, were two Eimco 12B boggers, two rail skips, and one 'trammer' 4wBE locomotive. The asking price of $35,000 had been reduced to $31,000 by the end of June.

http://www.undergroundhire.com/showproduct.php?id=62 via Phil Rickard

WESTERN AUSTRALIA

BHP BILLITON IRON ORE PTY LTD

(see LR 195 p.22)

1435mm gauge

The WA State Government is continuing discussions with BHP Billiton about requiring the miner to transport the ore from other mines over its rail network. However progress is slow, with an outcome predicted to be as late as 2010, and the government has admitted not having studied the economic impact of third party access to iron ore railways.

Meanwhile, Fortescue Minerals Group has brought an appeal to the Australian Competition Tribunal regarding the failure of the Federal Treasurer to declare the BHP Billiton Mt Newman railway open to third party access, to enable the FMG Mindy Mindy ore resource to be developed. Rio Tinto is seeking to give evidence supporting BHP Billiton's case. The

Top: *One of the last of its breed. Motor Rail 'Simplex' 4wDM 10450 of 1954 at the navvy depot at Mulgrave Mill on 11 May 2007. Photo: John Browning* ***Above:*** *Showing the value of the built-in jacks, Plane Creek Mill's Plasser Model KMX-08 tamping machine (415 of 1995) at 'Roma Street' (Dawlish 3/4) on 15 May 2007. The front axle has been taken out for attention. Photo: Carl Millington*

proceedings are likely to go on for years to come.
The Age 28/6/07; *The West Australian* 8/6/07; *Herald Sun* 11/6/07

GERALDTON IRON ORE ALLIANCE
(see LR 187 p.21)
YILGARN INFRASTRUCTURE
Two rival groups appear to be in competition to establish a port at Oakajee, near Geraldton, and associated railway infrastructure to serve proposed iron ore developments in the mid-west of Western Australia.
The initial group interested in such a development was the Geraldton Iron Ore Alliance which included Midwest Corporation, Gindalbie Metals, Mt Gibson Iron, Murchison Metals and Golden West Resources. An industrial company, Yilgarn Infrastructure, put forward a rival proposal in September 2006 and recently appears to have won the defection of Midwest Corporation to its scheme while also being in consultations with Gindalbie Metals. The State government has urged the rivals to work together.
The West Australian 29/5/06, 9/6/07; ABC Online 5/9/06

THE PILBARA INFRASTRUCTURE PTY LTD
(see LR 195 p.22)
1435mm gauge
Following the disruptions caused by cyclones in March, Fortescue has renegotiated an agreement with BGC Contracting to allow it to appoint additional contractors for the construction of the iron ore railway for its Chichester Ranges project. The amended agreement should provide more flexibility to allow the speeding up of railway construction to meet a target date of May 2008 for the first of its ore shipments.
A Memorandum of Understanding has been signed that could see ore from independent producer Atlas Iron being carried over the FMG railway from its Pardo haematite project 75km east of Port Hedland as early as March 2008.
The Age 2/6/07, 13/6/07

PILBARA RAIL
(see LR 195 p.23)
1435mm gauge
Two of the General Electric Co-Co DE units damaged in the Maitland Siding collision in January have been repaired and returned north by road transport following attention at the United Group workshops at Bassendean. 9041 (53455 of 2002) left Perth on 12 May and 7079 (47758 of 1995) departed on 23 June.
Four Co-Co DE locomotives offered for sale in 2004 have been disposed of to GTSA Engineering. Three are AE Goodwin units rebuilt by Com-Eng, G-6060-03 & G-6060-04 of 1971 and G-6046-16 of 1973, while the fourth is Com-Eng G6060-06 of 1973. They are numbered 9412, 9413, 9416 & 9415 respectively. 9416 was observed at GTSA's Maddington yard in Perth on 2 June.
Jim Bisdee 5/07; Phil Melling 6/07; Richard Montgomery 6/07

Top: *Plane Creek Mill's Walkers B-B DH 4* CARMILA *(676 of 1971 rebuilt Bundaberg Foundry 1996) hastens Clyde 0-6-0DH D1 (56-101 of 1956) through the mill yard towards the loco shed on 14 June 2007. The Clyde was shortly to be sent north for crushing season duties at Victoria Mill. Photo: Carl Millington*
Above: *Two Eimco Type 12B boggers, skips, and a 'trammer' locomotive at an undisclosed Victorian location. Is the locomotive a Mancha, and can anyone add any further information? Photo: courtesy Underground Hire Services*

Industrial Railway NEWS

REED RESOURCES LTD,
Sand Queen Gold Mine, Comet Vale
610mm gauge?
This underground mine operates with two 2.5 tonne battery electric locomotives, three Eimco Model 12B boggers and five 1.6 tonne side tipping trucks. The mine's life is calculated to extend to 2010.
Australia's Mining Monthly 2/07 via Ray Graf

OVERSEAS

FIJI SUGAR CORPORATION
(see LR 193 p.22)
610mm gauge
Fiji Sugar Corporation Chief Executive, Abdul Shamsheer, has indicated that the Corporation is planning for an efficient and cost effective rail transportation system in the very near future, with recent conversions from rail to lorry transport to be reversed. This will be a key priority after mill upgrades are completed in 2008.
Complaints from growers concerning Lautoka Mill's first week of crushing, commencing on 7 June, stated that only 13,000 tons of cane had been crushed, with 6,000 tons waiting on rail trucks in the mill yard.
Meanwhile on 2 July, Rarawai Mill was forced to stop for 5½ hours because traffic management shortcomings had left thousands on tons of cane loaded on rail trucks out on the mill's lines with no locomotives sent to collect them.
The Sugar Minister, Mahendra Chaudry, announced in late June that consideration would be given to transferring those growers in the Drasa sector north of the damaged Matawalu rail bridge from Lautoka Mill to Rarawai Mill. The timing of this announcement is interesting when considering the fact that the bridge has been out of use for several years, since a pier was swept away.
Fiji Times 15/5/07, 14/6/07, 22/6/07, 3/7/07 via Brad Peadon; Editor 6/07

CORRECTION
The photograph at Drayton Junction on p.18 of LR 195 was taken by Tony Meredith, not Ray Cross.
We apologise to both Tony and Ray for this error, and for any embarrassment caused.

RESEARCH

Potential research projects, Vic

Driving back from Geelong following the *GeelongRail 150* programme in June, Phil Rickard pondered the many fascinating industrial railways and tramways of the Geelong area. One subject that he would like to read an article on is jetty tramways of the Bellarine Peninsula – not only were there fascinating ones constructed but some interesting proposals as well.

Seen on at *GeelongRail 150* was a 1915 proposal by the Fyansford cement works to transfer their cement products to a wharf on the Barwon River via a ropeway, ferry the bags down river by barge to a second wharf and transship to rail via a lengthy siding branching from the VR's Queenscliff line . . and then bring coal back upstream to the works on the return 'voyage'. It never happened – in 1918 the VR built the 3-mile long North Geelong-Fyansford line directly to the hill above the works – but it is a fascinating scheme (and would look good on a model railway!).

You can obtain more details from the Geelong Cement Retirees Museum at Herne Hill, which is open on Sundays and Mondays. The museum also has a large collection of documents and items relating to the Fyansford limestone railway. Contact: phone Dale on (03) 5278 3097; e-mail: trish@ncable.net.au or postal: 270 Roslyn Road, Highton Vic 3216.

Free tours of the Victorian Archives Centre

For individuals or groups wanting to book a free, volunteer guided tour of the Public Record Office Victoria's VAC at North Melbourne, please phone (03) 9348 5600 to book or visit http://www.prov.vic.gov.au/events/vactours.asp for the schedule of upcoming tours.

Don't forget that the tour is the only way to see the repository displays which feature a wonderful array of records and objects from the PROV collection. These tours are a good way to get an introduction to the main government archives in Victoria. *Phil Rickard*

Upcoming Public Record Office Tours, Vic

The Public Record Office Victoria (PROV) conducts seminars on various topics every month at various locations. Upcoming are seminars at Geelong, Ballarat and Victorian Archives Centre (North Melbourne) to which readers' attention is drawn particularly if you are interested in starting research on railway or tramways. Whilst the largest collection is accessed via the North Melbourne office, the other centres also have much material on their areas.

The Geelong Heritage Centre has been much in demand of late in relation to the 150th anniversary of the official opening of the Geelong and Melbourne Railway, Australia's first country railway. Many documents and maps on display during the *GeelongRail 150* exhibitions in June and July were credited to the GHC and indicate a wealth of material. As new material is always being added to these archives some subjects previously covered may well be worth a second look by someone with a different perspective or point of view. Although the G&MR is not a 'light railways' subject, some of the associated activities may well be. Possibilities include jetty and wharf tramways of the contractors at Greenwich Bay and Cowies Creek, the proposed branch line to the You Yangs for timber and wood and also the subsequent use of G&MR locos on private railways and re-use of old G&MR Barlow rails at places such as Cape Paterson.

Please check for seminar details at http://www.prov.vic.gov.au/events/seminars.asp *Phil Rickard*

Contractor's railway Bulimba Wharf, Qld

The Queensland Railway Weekly Notice 109/1910 of 14 July 1910 offers some insight into a 2ft gauge contractor's railway in Brisbane that has received little attention from researchers to date. The Notice, titled 'Crossing for Mr Parry – Bulimba Branch' reads:

Mr Parry, contractor for the new wharf at Bulimba, has been granted permission to cross the Bulimba Branch with a 2 foot gauge tramline, at about 1 mile 17 chains, for the purpose of conveying material from the Brunswick Street end of the hill to the new wharf he is erecting. The crossing must be signalled on both sides; and the trams and trains must come to a stand, and drivers see that the road is clear before crossing. The guard or signalman must go in front, and must not signal the train across before the tram traffic has stopped.

The 3.5km Bulimba branch line was constructed in 1897 from the Sandgate line at Newstead to serve sawmills, wool stores, wharves and the CSR refinery at New Farm. It was located on the north side of the Brisbane River and was not associated with the modern suburb of Bulimba on the south side. *David Mewes*

Happenings at the LRRSA Yahoo Group

By the time you read this it will be twelve months since the LRRSA Council accepted the kind offer of member Brad Peadon to establish and moderate an email discussion group on light railways topics. And whilst the 140 plus members of the discussion group know what's been discussed we realise that many other readers will not.

In its first year the group has covered a wide range of topics, including Bluescope Steel, Walhalla Goldfields Railway, Lake Margaret tramways, Stannary Hills 'Falcon' locos, cane bin modelling, non-air hoppers at Richmond Vale, the Baldwin Loco Works Australian agent, *JOHN BENN's* 120th birthday on PBR, Fijian cane trains, Tasman Peninsula jetties and tramways, problems with digital photography, Pacific island tramways, Samoa 1914 and a Kiwi Oberursel locomotive, Torres Strait island tramways, agricultural and winery tramways, Otford mushroom tramways, locomotives constructed on skip frames, Schöma locomotives in Perth and the Cairns Municipal Council tramway – to name a small selection. Also included (but never resolved!) was the narrow gauge question (Best gauge? Ideal gauge? etc.)

Truly something for everyone! If you are not a group member and have no access to the internet at home, the local library is an excellent place to get "online" – and it's also a great place if you need assistance or something becomes a bit daunting. There's always some clever teenager around who will be only too glad to help! Whether you are happy to just read and absorb subjects discussed or wish to add to a posting, or start your own subject, you will be most welcome.

Details at http://www.lrrsa.org.au/ and select 'Email Discussion Group'. *Phil Rickard*

One of many subjects discussed at the LRRSA Yahoo Group was John Benn's *120th birthday celebrations on the PBR. Here on the day, 2-4-2ST* 861 *(formerly* John Benn*) leads 0-4-0T* Carbon *over the big Wright Bridge. Photo: Frank Stamford*

Heritage &Tourist

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

The restored Vernier man car No. 111 awaiting trials at the Atherton Tableland Railway Platypus Station site in North Queensland on 13 May 2007. *Photo: John Browning*

A reconstructed Irvinebank Tramway ore hopper at Freethinker Cottage near the entry to Irvinebank in North Queensland, 13 May 2007. *Photo: John Browning*

NEWS

Queensland

ATHERTON TABLELAND RAILWAY, Atherton
1067mm gauge
This group was formed in 2003 as the Cairns Hinterland Railway Interest Society (CHRIS) to maintain a railway interest in the Atherton area, after the abandonment of services on the Atherton to Herberton line by the former heritage/tourist railway operator. Due to the poor condition of the track and of ex-QR 4-8-0 C17 No.812 (Armstrong Whitworth 860 of 1927), the group plans to restrict initial operations to rides from Platypus station at Atherton using man cars from underground coal mines. The man cars formerly operated at Illawarra underground collieries in New South Wales and are reported to be 111 (Vernier 1977), AIS119 (Vernier 1977) and AIS46 (Fox 302 of 1971). ATR volunteers have focused their attention on restoring number 111 and it was reported to be almost ready for trials in May 2007. The other two units are described at derelict at Atherton and Herberton respectively.
John Browning 05/07

AMBO CRAFT CENTRE, Ravenshoe
On the verandah of this former ambulance station is what appears to be a timber-framed sawmill trolley of around 3ft 6ins gauge fitted with wheels featuring curved spokes.
John Browning 05/07

BALLYHOOLEY STEAM RAILWAY, Port Douglas
610mm gauge
Updating the report in LR 193 (p. 26), 0-6-2T *BUNDY* (Bundaberg Foundry 2 of 1952) was noted on trestles still at the Kuranda Steam Railway depot in Aeroglen, Cairns, on 12 May 2007. Its move here from Port Douglas for maintenance had been expected to be short.
John Browning 05/07

DREAMWORLD, Coomera
610mm gauge
On 12 April 2007, the Baldwin 4-6-0 4 *REG.COLTER* (45212 of 1917) was working the passenger train. The Perry 0-6-2T, (5643.51.1 of 1951), was noted dismantled in the workshop. John Browning 04/07

HERBERTON
An entry statement to the town on the Ravenshoe road consists of a four-wheel flat top wagon of around 1ft 6ins gauge on which is mounted a modified oil drum that is supposed to represent a winze bucket.
John Browning 05/07

LOCOS FUNCTION CENTRE, Mourilyan 610mm gauge
The static preservation of ex-South Johnstone Mill Drewry 0-6-0DM 15 (Baguley 2520 of 1954) was reported in LR 177 (p.25). All signage on the exterior of what was the mill Social Club at Mourilyan has been removed, but the locomotive remains outside, in good condition. It is unclear what this indicates about its ownership.
John Browning 05/07

LOUDON HOUSE MUSEUM, Irvinebank
A variety of narrow gauge railway relics are on display outside this historic building, once home to John Moffat, including mine rolling stock and wheelsets, one from a locomotive. Inside the museum is a fascinating collection of photographs of the Irvinebank and Stannary Hills Tramway, while close by, on State Government land, is the Irvinebank Station building.
At Freethinker Cottage, located near the entry to Irvinebank on the Herberton Road, a variety of 2ft gauge rolling stock is on display including a reconstructed Irvinebank Tramway ore hopper.
John Browning 05/07

Heritage &Tourist

New South Wales

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

Volunteers were active on restoration tasks and per way works at the museum through April, May and June. On the rolling stock side, work has continued on the ex-Condong sugar mill 40DL Ruston (R&H 371959 of 1953) with repainting under way at the time of reporting (LR 195, p.26). This loco should be placed in to service shortly. The ex-Tully Mill 0-6-0DM *SHELLHARBOUR* (John Fowler 21912 of 1937), which has been stored for some time, is been fitted with a new torque converter and readied for mainline duties.

Building restoration work has seen the completion of the Otford signal box, while the adjacent fettlers' shed is taking shape and being set out set out for a historic display. The restoration of Yallah station is well advanced, with timber replaced where necessary and external painting completed. Repainting of the waiting room has commenced. It is planned to present the station as it was in its heyday on the NSWGR with Illawarra memorabilia placed inside. Work on restoring the platform carriage kiosk has commenced and the canteen there has been temporarily closed to facilitate this work.

The 0-4-0ST *BURRA* (Hawthorn Leslie 3574 of 1923) was the operating locomotive for the mainline train during the April and May open days. On Mothers' Day (13 May) the Vernier man car No. 112 was used on the bay road services. Torrential rain on 10 June forced cancellation of the scheduled open day operations.

Brad Johns, 06/07

MENANGLE NARROW GAUGE RAILWAY 610mm gauge
Campbelltown Steam & Machinery Museum

The Oil Steam & Kerosene Field Days on 19-20 2007 May saw a crowded Menangle site with good crowds observing steam and vintage IC engines of all shapes and sizes. The smell of coal smoke filled the air,

The former G&C Hoskins Lithgow and AIS Port Kembla steelworks standard gauge 0-4-0ST WALLABY *(Hawthorn Leslie 2988/1913) has received a new livery to enhance its role as an entry feature at the Illawarra Light Railway Museum Society's Albion Park site.* *Photo: Brad Johns*

The Neil Moxon 2-4-2DM steam outline locomotive (built 1993), formerly used on the El Caballo Blanco railway, outside the Mango One Produce Market at Marsden Park on 13 March 2007.. *Photo: Colin Rough*

Centre-cab Bo-Bo DE BHP 53 prepares to depart from Richmond Main on the last passenger train on 10 June during the RVR 'Coalfields Steam Weekend'. *Photo: Graham Black*

with much hissing, puffing, whistling, tooting, chuffing, clanking, snorting, popping and the roar of big diesel engines. In addition to the displays of stationary engines, tractors and vintage cars, there were increased numbers of military vehicles this year, including a Centurion tank.

The big change was a track extension to the Menangle Narrow Gauge Railway of some 200 metres or more, although not yet ready for operation. This extends to the 'coal bins' on the opposite side of the field where a second station and possibly a balloon loop will be installed. On the Sunday, the ex-Plane Creek Mill 0-4-0DM (Fowler 18801/1927) operated passenger trains for the first two hours, then gave way to ex-Corrimal Colliery Robert Hudson 0-4-0WT (Hudswell Clarke 1423/1923). The ex-Condong Mill 0-6-0DM (JF 16830) was parked outside the workshop, with the two ex-Hillgrove Gemco 4wBE locos 62 and 60 on an adjacent road with the poison tanker. The two 4wDM Simplex locos – ex-MSB No.2 (Motor Rail 20560) and ex-Condong Mill 6-tonne units (11023) – were displayed on the road off the turntable beyond the station.

Editor, 05/06

MANGO ONE PRODUCE MARKET, Marsden Park 1067mm gauge

The Neil Moxon 2-4-2DM steam outline locomotive (built 1993) formerly used on the El Caballo Blanco railway at Catherine Field (LRN 96, p.9) was noted at this location on Richmond Road in April 2007. It is reported to look 'bedraggled' and lacks the 'ECB' plate on the right-hand side, but still carries a Moxon builder's plate. It was standing in a yard with two portable steam engines and evidently had been there for some time.

Ray Graf 04/07; Colin Rough 05/07

LAKE MACQUARIE LIGHT RAILWAY, Toronto
610mm gauge
Grahame Swanson

The disastrous storm that caused widespread damage and flooding in the Hunter and Central Coast Regions on 8-10 June, impacted on the LMLR. A small group of volunteers spent 10 June assessing the damage and cleaning up. The sheer volume of water coming down the hill caused an overflow on the road below the site on the Friday evening. The situation was compounded by a motorist ignoring the danger, driving around another car then getting into trouble in the rapidly rising water. The vehicle soon blocked one of the stormwater drains, with the driver escaping through a window before the car became totally immersed. Within a few minutes, the flow across the road was around 2 metres deep and the middle of the LMLR property had become a lake. At its peak, the water level got up to the bottom of the smokeboxes on the two Perry locomotives and half-way up the smokebox on the ex-Fairymead Baldwin 0-4-2T.

When the rain finally eased, the car had been moved and the water subsided, there was remarkably little serious damage, but a lot of mess. The back-hoe, the three locos, the cane wagons and the end-platform carriage all survived their ordeal without any evident lasting ill-effects. A significant amount of ballast was washed away from the long straight track near Nomad station. Given the work required to bring the railway back to pristine condition, the running days scheduled for 16 and 24 June were cancelled. It was anticipated that the track would be restored in time for a planned event on July 22.

The LMLR has an excellent website at: www.lmlr.org.au.

Bruce Belbin, 06/06, LRRSA Yahoo Group 06/06

Coming Events

AUGUST 2007

4-5 Redwater Creek Steam & Heritage Society, TAS. Operating weekend with narrow-gauge steam railway rides 1100-1600. Information Chris Martin, phone (03) 6334 8398 or 0429 418 739.

5 Durundur Railway, Woodford, QLD. Narrow gauge steam train rides 1000-1600. Trains run on 1st and 3rd Sunday of each month. P{hone (07) 3278 9110 (7-9pm daily) for information/

5 Australian Sugar Cane Railway, QLD. Steam-hauled narrow gauge steam trains in Bundaberg Botanic Gardens (1000-1600) every Sunday, public holiday and Wednesdays during Queensland school holidays. Phone 07) 4152 6609.

12 Alexandra Timber Tramway & Museum, VIC. Steam-hauled narrow gauge steam trains (1000-1545) and museum displays. Diesel-hauled trains operate on 26 August. Information: Bryan 0407 509 380 or Peter 0425 821 234.

12 Illawarra Light Railway Museum Society, Albion Park, NSW. Operating day with two narrow-gauge trains on mainline, plus the trolley-wire miners' tram and miniature railway 1030-1630. Phone: (02) 4256 4627 or www.ilrms.com.au

26 Puffing Billy Railway, VIC. Gasworks Trifecta Part 3 featuring ex-West Melbourne Gasworks No. 861 *J C REES*, formerly 0-4-0T *JOHN BENN*. Bookings: Gasworks Trifecta, PO Box 451, Belgrave VIC 3160; Phone: Frank Stamford: (03) 5968 2484.

SEPTEMBER 2007

14 Alexandra Timber Tramway & Museum, VIC. Steam-hauled narrow gauge steam trains (1000-1545) and museum displays. Rail tractor-hauled trains operate on 21 September (Market Day) and diesel-hauled trains on 29 October. Information: Bryan 0407 509 380 or Peter 0425 821 234.

23 Bennett Brook Railway, Whiteman Park, WA. *Friends of Thomas the Tank Engine* Day with unlimited rides on narrow-gauge steam and diesel-hauled trains, plus vintage bus rides and 'Incredible Creatures at Mussel Pool. Inquiries and bookings, phone Jill (08) 9381 9648

25-27 Puffing Billy Railway, VIC. *Wizards & Witches Express* – experience magical madness at Emerald Town Station with trains to either Nobelius or Clematis and return. Bookings: (03) 9754 6800.

OCTOBER 2007

2-4 Puffing Billy Railway, VIC. *Wizards & Witches Express* – experience magical madness at Emerald Town Station with trains to either Nobelius or Clematis and return. Bookings: (03) 9754 6800.

13-14 Alexandra Timber Tramway & Museum, VIC. 'Woodcutters' Gala' weekend with steam-hauled narrow gauge steam trains (1000-1545) and museum displays. Rail tractor-hauled trains operate on 12 October (Market Day) and diesel-hauled trains on 26 October. Information: Bryan 0407 509 380 or Peter 0425 821 234.

13-14 Puffing Billy Railway, VIC. Day Out with Thomas, featuring *THOMAS* in steam and *DOUGAL* the Diesel performing in Emerald yard and *THOMAS* hauling special steam trains to Nobelius or Clematis and return. Also on 20-21 and 27-28 October and 10-11 November. Bookings (03) 9754 6800.

20-21 Campbelltown Steam & Machinery Museum, NSW. Oil, Steam & Kerosene Fields Days with narrow gauge Menangle Light Railway operations, traction engines, steam rollers, stationary and portable engines of all types and farm machinery. Phone: (02) 4626 3500; Email: big-trev@bigpond.com

Note: Please send information on coming events to Bob McKillop – rfmckillop@bigpond.com - or the Editor, Light Railways, PO Box 674, St Ives NSW 2070. The deadline for the October issue is 31 August.

Heritage & Tourist

RICHMOND VALE RAILWAY, Kurri Kurri 1435mm gauge
Richmond Vale Preservation Cooperative Society Ltd

The careful planning for the RVR's 'Coalfield Steam' weekend on 10-11 June was undermined by the storm havoc in the region on 8-9 June. The skies had cleared by Sunday 10th, but floods had cut many of the roads and rail lines in the region, and the grounds were waterlogged, so attendance was low. Former South Maitland Railways 2-8-2T 23 (BP 6056/1920) was advertised to join sister locomotive 30 (BP 6294/1924) for the event, but this did not occur.

Nevertheless, the RVR was the only site in the Hunter Region where trains were actually running over the long weekend. A highlight of the event was the return to service of ex-BHP steelworks Bo-Bo DE BHP 53 (A Goninan 018/1964). The latter loco was to haul the passenger train on the Sunday while number 30 operated the demonstration non-air coal hopper train, but waterlogging of the storage siding on which the hoppers were stored prevented their use. Due to the low attendance, the first and last trains were cancelled on the Sunday. 30 operated most of the passenger trains, with BHP 53 taking over for the last run on the Sunday. It is reported to have performed well. 0-4-0ST *MARJORIE* (Clyde 462 of 1938) operated trains on the Mulbring branch line.

Jeff Mullier, 06/06

THIRLMERE RAIL HERITAGE CENTRE 1435mm gauge
NSW Rail Transport Museum

Former AI&S 0-6-0ST *BRONZEWING* (Clyde 457 of 1937), which had been stored at the Port Kembla steelworks for several years, was transferred to

Heritage & Tourist

Thirlmere on Wednesday 27 June 2007. Australian Train Movers handled the movement by road from Port Kembla to Picton, from where it travelled via Oakdale for unloading at Buxton. The locomotive was featured on the rear cover of LR 167 in October 2002. Chris Stratton, 06/07

Victoria

ALEXANDRA TIMBER TRAMWAY & MUSEUM
610mm gauge
The last Sunday market of the season was held on 20 May with the theme of 'Gala Market'. There was a wide variety of stalls, many of them representing local community groups, including the Murrindindi Historical Society, which had a set of historical photographs and pamphlets. The 3ft gauge track for the Day's-type rail tractor was completed to the stub point in May 2003. Work in this project resumed on 28 April 2007 with the objective of completing the 'main line'. The volunteers had difficulty finding sufficient numbers of suitable sleepers among the stack of old VR broad gauge sleepers that had been stored since 1978, but the main line was completed by 4.30pm. This will allow the Malcolm Moore and the ex-Tasmania 'Lees' tractors to be moved opposite the winch driver's hut, where a roof will be constructed over them. Once under cover, restoration of the Malcolm Moore will commence. A branch line will now be constructed, to run between the single men's hut and the site of the planned sawmill.
Timberline No. 96

PUFFING BILLY RAILWAY
762 mm gauge
Emerald Tourist Railway Board
The introduction of a Gembrook-based diesel-hauled train reported in LR 195 (p. 28) to commence in April 2007 was a short-lived innovation. The PBR website advised that the Saturday, Sunday and Wednesday service was to be withdrawn from 27 May. PBR website, 05/07

South Australia

COBDOGLA IRRIGATION MUSEUM 610mm gauge
Cobdogla Steam Friends Society Inc.
The Cobdogla Steam Friends are currently installing a passing loop near the half way mark on the track extension to Loveday, using two of the turnouts they obtained from the Loxton Station yard (LR 191, p.30). The new sleeper production line is working well enabling the team to cut, drill and stack sleepers at a much more rapid rate than when using the former methods.
The Easter and June long weekend operating days were well attended. Two trains (steam and diesel) were operated during the Easter event, which worked well but emphasised the need for at least two more carriages to be built for busy days such as this event. The Society has organised a special operating day on 15 July to celebrate the 100th birthday of its 0-4-0ST steam locomotive (Bagnall 1801 of 1907). It will also feature the National Museum's travelling exhibition '105 Years of Railways in Australia'. A steam locomotive training day will be held on 8 July for members who are gaining experience for their boiler and engine driver certificates. After steam up, the Bagnall loco will be used to transfer rail from the stacks to the head of rail ready for the next section of track construction.
Denis Wasley, 06/07

Western Australia

BENNETT BROOK RAILWAY, Whiteman Park 610mm gauge
WA Light Railway Preservation Assoc. Inc.
Further to LR 195 (p.29), 2-8-2 NG 123 (Anglo Franco Belge 2670 of 1950) undertook light engine trials between Mussel Pool and Village Junction on Saturday 12 May, followed by a run with a three coach train at the end of the day. The locomotive operated satisfactorily and it entered service next morning hauling a four coach train on the Mussel Pool branch for Mothers' Day visitors to Whiteman Park. It had been in storage for 12 years awaiting a major cylinder overhaul and other general maintenance.
Eight locomotives were in service for the *Friends of Thomas the Tank Engine* Day on 20 May, including NG123. Ex-Isis Mill 0-6-0DM 2, now *ROSALIE* (John Fowler 41100019 of 1950), hauled a 6-carriage train on the loop line with Kless Engineering 4wDH *ASHLEY* following with the 'toast rack' set on a 'spilt loop section' operation. On the Mussel Pool branch NG 123, 0-4-2T *BETTY THOMPSON* (Perry 8967.39.1 of 1939) and the ex-Lake View & Star 4wDM Planet 1 (FC Hibberd 2150 of 1938) took turn about hauling the big passenger train, with a resting locomotive taking over from an arriving one at each station. The diminutive 4wPM locomotives ex-Whiteman brickworks *YELLOW ROSE* (Hibberd 2055 of 1937) and ex-Metropolitan Brickworks *MAYLANDS* worked the small train 'top and tail' in between the big train services. The event brought bumper crowds, who kept ticket sellers and souvenir sales volunteers busy throughout the day.
Following the event, the BBR track master restricted the use of NG steam locomotives to the Mussel Pool branch due to track conditions on the loop line. It was therefore decided that it was not currently practical to use NG 123 in service, so in late May the chassis of its tender was removed to enable remedial work to be carried out on the front section. This area has been corroded by moisture that has run onto the frame over time from the footplate section above.
BBR website news report; Neil Blinco, 06/07

Overseas

KING SOLOMON HOTEL, Solomon Islands 700mm gauge
The funicular railway at this Honiara hotel was last reported in LR 152

Beaconsfield Mine Museum

Parts of the 915mm gauge 0-4-0T Kerr Stuart locomotive (B/N 685 of 1900) that worked on Wyett's Beaconsfield Tramway until the line was closed in 1915 have been recovered from Camden in North Eastern Tasmania and taken to the Beaconsfield Mine Museum. This locomotive was purchased by George Peddle to work at his sawmill at Camden in about 1930 It seems that the boiler may have been removed from the engine for use as a source of steam to power the mill or to operate a hauler as only the frame, wheels, cab and water tanks were located at Camden.
The parts now at Beaconsfield are to be incorporated into a static exhibit at the museum. Any restoration work will be a major challenge given the condition of the parts, but fortunately some money from the grant made to Beaconsfield following last year's disaster and subsequent rescue of two trapped miners is available to assist with the project.
Although much is known concerning the Beaconsfield Tramway, earlier researchers have created confusion as to how many and which locomotives operated on the line. It is now clear that only two Kerr Stuart engines provided the haulage power from 1898. As engine 643/1898 was sold to a Victorian owner and worked at Powelltown from 1916 until 1944, it follows that the parts now at Beaconsfield come from the larger 685/1900.
Ken Milbourne 06/07

The frame of the former Beaconsfield Tramway 0-4-0T (Kerr Stuart 685/1900) in the yard of a local sand and gravel merchant at Beaconsfield, where it is intended to restore the remains to display condition. Photo: Ken Milbourne

The Cobdogla Steam Friends track crew installing a passing loop near the half way mark on the track extension to Loveday using turnouts obtained from the Loxton Station yard. Robbie Osborne is turning on the air at the compressor and Gary Wright is about to drill some holes, while 'Cody', the works supervisor, looks on in the foreground. Photo: Denis Wasley

A scene during the Bennett Brook Railway FOOTE Day on 20 May 2007, with 0-4-2T BT1 (Perry 8967.39.1 of 1939) climbing away from the Bennett Brook Bridge en route to Whiteman Village Junction. Photo: Neil Blinco

The cable car at the King Solomon Hotel in Honiara leaving Hill Station 4 at the top of the hill. Photo: Bob McKillop

(April 2000, p.31). It transports guests and staff from the main reception area at street level up the side of a steep hill to four stations that service various accommodation wings. Your editor stayed at the hotel in March 2007 and as his room was off the second last station, he made regular use of the funicular - at least going up the hill!

The funicular was rebuilt in early 2005 following a spectacular accident in August 2004. Evidently the cable snapped and/or the brakes failed and the car descended at high speed, careering off the end of the track and straight through the hotel lounge, foyer and main entrance to come to rest in a ditch on the opposite side of the street. Miraculously, the car was empty and no one on the ground was injured. The system now has a more robust safety system and a new car, which can carry 7 people to a maximum of 650kg. Operation is automatic by buttons in the cabin for each of the five stations and call buttons at each station.

Editor, 05/07

PERRYGROVE RAILWAY, England 457mm gauge

Further to our report in LR 184 the ex-Bush Mill scale replica of the TGR 0-4-0+0-4-0 Garratt K1 was advertised for sale on the PR website in May 2007. The locomotive arrived at Perrygrove in April 2005 and has been fully overhauled. Its current owners are listed at GLI Limited.

www.perrygrove.co.uk via John Browning

SANDSTONE HERITAGE TRUST, South Africa 610mm gauge

This remarkable heritage railway group (see LR 186, pp. 28 and 31) suffered a setback on 23-24 June when its office building in Johannesburg came under armed attack. A substantial quantity of equipment, computers, etc was stolen. The Sandstone Heritage Trust has vacated these offices, necessitating the temporary shutting down of its web site.

As this issue of LR went to press, the web site had just come back on air, operating via a link.

www.sandstone-estates.com, 07/07

An important event on the Bennett Brook Railway as 2-8-2 NG 123 (Anglo-Franco-Belge 2670 of 1950) arrives in 2 Road at Whiteman Village Junction station under its own steam for the first time in 12 years during a test run on 12 May 2007. The locomotive is attached to the tender from NG 118 (Henschel 24476 of 1938) Photo: Neil Blinco ❑ *Newly painted for the start of the season, Plane Creek Mill's Com-Eng 0-6-0DH 4 (FA1037 of 1960) heads north at Koumala on 29 June 2007 with an empty ballast train from Tinerta bound for Shannon's Flat depot. Photo: Carl Millington* ❑ *Following a mishap in 2006, Mackay Sugar's Walkers B-B DH* BALBERRA *(Walkers 657 of 1970 rebuilt Tulk Goninan 1994) has been repaired and repainted in the new yellow livery. It commenced the 2007 season working out of Pleystowe Mill and is seen here on 9 July 2007 crossing Sandy Creek on the old North Eton Main Line 2. Photo Carl Millington*