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Australia's Magazine of Industrial & Narrow Gauge Railways



Light Railway Research Society of Australia Inc.

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Editor: Bruce Belbin,
PO Box 674 St Ives NSW 2075.

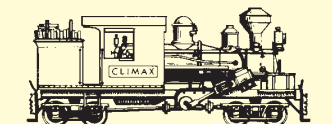
Research, Heritage & Tourist Editor:
Bob McKillop,
c/o PO Box 674 St Ives NSW 2075.

Industrial Railway News Editor:
John Browning, PO Box 5646
Rockhampton Mail Centre QLD 4702.

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**Light Railway Research Society
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PO Box 21 Surrey Hills Vic 3127

COUNCIL

President: Bill Hanks (03) 5944 3839

Secretary: Phil Rickard (03) 9870 2285

New South Wales Division

18 Rodney Avenue, Beecroft, NSW 2119

President: Jeff Moonie (02) 4753 6302

Secretary: Craig Wilson (02) 9484 7984

South Australian Group

6 Dunedin St, Dover Gardens, SA 5048

Secretary: Arnold Lockyer (08) 8296 9488

Tasmanian Representative

11 Ruthwell St, Montrose, Tasmania 7010

Ken Milbourne (03) 6272 2823

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Conversions:

1 inch (in)	25.40 millimetres
1 foot (ft)	0.30 metre
1 yard (yd)	0.91 metre
1 chain	20.11 metre
1 mile	1.60 kilometres
1 super foot	0.00236 cubic metre
1 ton	1.01 tonnes
1 pound (£)	\$2.00 (in 1966)
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

Gembrook Gala Day	3
The Portland Tramway	5
Moreton Holiday, 1965	16
Industrial Railway News	18
Heritage & Tourist News	22
Research	26
Book Reviews	27
Letters	28

Comment

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

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

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

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

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

Cover: On 15 September, 1966, Moreton Mill's Krauss 0-6-0T MORETON runs light across a wooden trestle bridge on the mill's Kureelpa line. This since closed branch ran 2.5 km north-west from the mill and was, by then, the last remnant of the 18 km long Mapleton Tramway, purchased from Maroochy Shire Council in 1944. **Back Cover lower:** Moreton's Fowler 0-6-0T COOLUM waits patiently while the track near Bli Bli is repaired, 7 September, 1965. Both photos: Robert Kingsford-Smith. **Back Cover upper:** The long-awaited moment, as the official first train, hauled by loco 14A, bursts through the barrier and into the new Gembrook station, 18 October 1998. See full report on page 3, opposite. Photo: Mal Austin; courtesy Puffing Billy Railway.



Well known rail enthusiast, and Deputy Prime Minister, Tim Fischer waves his Spanish engine driver's cap for the cameras, following the arrival of the official opening train at Gembrook.
Photo: Mal Austin; courtesy Puffing Billy Railway

Gembrook Gala Day

Puffing Billy Railway Gembrook Re-opening, 18 October 1998

as told by Frank Stamford

When the Gembrook railway originally opened on 18 December 1900, there was no official opening ceremony. No doubt the politicians and other dignitaries had other things on their mind - like the celebration of Federation on the following New Year's Day. In any case, at that time there was no town in the immediate vicinity of the railway terminus. The railway prompted the development of the town.

Since there was no opening ceremony in 1900, it was decided to give a 1900 flavour to the 1998 re-opening ceremony, a move which made the day much more memorable, and brilliantly successful as a celebration.

The first train of the day departed Belgrave a few minutes after its scheduled departure time of 9.30 am, with about 12 cars (NBHs and passenger NQRs) hauled by 8A, complete with commemorative headboard. The organisers asked the passengers to dress in period clothing. So many responded that those who dressed normally stood out as looking a little odd! Fortunately the weather was neither wet, nor too cold or too hot, so it was well suited to the peculiar clothing.

Along the journey the Gemco players presented a number of cameo scenes, for example at Menzies Creek a rather plump 1900s policeman was chasing a villain, with the assistance of a fearsome looking police dog - about the size of a rabbit.

From Fielder the train was motorcaded by a number of 1920s era cars, and for the last three-quarters of a mile it was paralleled by a Ransomes steam road wagon.

The Climax had made its slow journey from Belgrave to Gembrook the previous day, and its task was to be the yard shunter, a job which was undertaken with much bell ringing. Because of the large number of train movements, and the peculiar track layout, the Climax was kept busy throughout the day.

After the Climax had shunted the first train into No.2 Road, loco 8A immediately went light-engine back to Cockatoo. Meanwhile the official opening train, which included the four Mount Lyell cars for VIPs, was scheduled to depart Belgrave at 10.30 am. The loco was 14A, complete with headboard, decorative ferns, flags of Great Britain and Victoria, and a picture of Queen Victoria! From Belgrave to Menzies Creek this train was double-headed, with additional NBH cars for the regular coach tour parties which are always booked on this section.

When the VIP train reached Lakeside a ceremony of driving the last spike was held. To enable this to happen, a rail just beyond Lakeside had been removed after the first Gembrook train had departed Lakeside.

At Cockatoo, loco 8A was attached to the rear of the VIP train, to act as a banker on the long stretch of 1 in 30 towards Gembrook. It probably was not necessary, but it made for a faster journey. At Gembrook this train broke through a paper banner which had been stretched across a triumphal arch. The train then drew into the controversial new "Town" station platform at about 1.00 pm.

At this stage a huge crowd had congregated around the new station, in the main street, and in the J.A.C. Russell Park, which adjoins the station. A dais had been erected in J.A.C. Russell Park, complete with a large picture of Queen Victoria, and after the VIPs had made their slow progress



Victorian Transport Minister Robin Cooper interrupts his journey, to drive home the ceremonial "Last Spike" at Lakeside.

Photo: Mal Austin; courtesy Puffing Billy Railway

through the waiting crowd, the speeches were made. Amongst the VIPs was Deputy Prime Minister, Tim Fischer. Robin Cooper, the Victorian Minister of Transport, declared the new section of track open. As to what was said in the speeches, I do not know; the crowd was so big that most people could not hear the details.

It seems fairly safe to say that Gembrook has never seen a crowd of this size before, an unbelievable contrast to its usual peace and quite. To add to the celebrations, the Carlton & United Breweries Clydesdale horses were hauling the C.U.B. horse lorry, and two ornate hearses were amongst the other horse-drawn vehicles. Veteran and vintage cars, steam rollers, and several brass bands added to the sense of occasion.

There were also a number of interesting old buses, including a Victorian Railways' bus outside the Town station. Unfortunately there were so many people it was hard to appreciate all these exhibits.

The third train into Gembrook was hauled by 7A. It had been scheduled to depart Belgrave at 12.00 noon, though most trains were running a little late.

By 2.15 pm Gembrook Town station was looking very busy with 7A at the water tank at the back of station, 14A waiting to depart with the 2.30 pm train to Belgrave, and the Climax simmering nearby on the "water tank" road.

14A departed on the 2.30 pm train approximately fifteen minutes late. At Cockatoo it passed the fourth, and last Gembrook bound train, this one hauled by 12A. So by the end of the day, Gembrook had been visited by 8A, 14A and 8A, 7A, and 12A, in that order, with the Climax in attendance at all times, and the three evil diesels banished to points west where they could be neither seen nor heard. (Interestingly, DH59 was parked at Emerald. I do not know what Emerald had done to deserve this. Presumably it was a strategic move in case of a breakdown beyond Emerald.)

The Gembrook "Town" station is controversial because it does not fit in with the concept of recreating Gembrook as it was in the past. That objective was practically impossible anyway, since the trees have grown much bigger than they were 45 years ago, and changed the appearance of the place (for the better in my opinion). Old photographs show

the east end of Gembrook station as being a rather untidy scene, with rough tumble-down sheds, and piles of timber everywhere.

Controversial or not, the new "Town" station seems to fit in well, apart from some peculiar external light fittings, which presumably are temporary. The station provides excellent protection for the passengers against the rigours of the cold Gembrook winds.

One person commented that the station looked like an extension of the 97 year old Ranges Hotel, just over the road, where good food is to be had. Obviously this provides the opportunity to market a train trip and lunch at The Ranges as a package, though so far this is not being offered.

There is still much to complete. The Gembrook "Heritage" station only consists of a platform, and VR portable building in an incomplete state. Cockatoo consists of a platform recently completed by the Army, and an ugly modern demountable portable office building. Wright station has not yet been rebuilt, but has the potential to be very attractive, since it is located in a delightful section of forest.

On Monday 19 October the first revenue train to Gembrook included two Mount Lyell cars with a pre-booked tour party. On that day the Climax made its way light engine back to Belgrave.

Accident at Emerald

On the day before the Gembrook re-opening, a freak accident occurred when a tree fell on carriage 9 NBH on a Lakeside bound train just past Emerald station. It caused injuries to two children and about six adult passengers, who were taken to hospital in ambulances. State Emergency Services volunteers and police were in attendance at the scene of the accident. All of the injured had been released from hospital after two days.

The day was one of high winds, and the tree - a eucalypt - was rotten at the base. The roof and sides of 9 NBH were badly damaged. The accident was widely reported on radio, television, and in the daily papers, with all the reports mentioning that the railway was having a grand re-opening ceremony to Gembrook on the following day.



The official train winds its way through a stand of tall eucalypts on the way to Gembrook. Photo: Mal Austin; courtesy Puffing Billy Railway



Portland Jetty in 1856.

Geelong Historical Society Records via Norm Haughton

The Portland Tramway

by Colin Harvey

Since the publication of the article on the Portland Tramway by Keith Turton in Light Railways No.22 (Summer 1967), additional official sources have become publicly available. It is now possible to fill in more of the story.

Early Portland

European use of the Portland Bay area dates from the 1820s when it was used as a seasonal base for sealers and whalers. In November 1834, Edward Henty arrived from Van Diemen's Land to found the first permanent, and illegal, settlement in what is now Victoria. Edward was later joined by his brothers Francis, John and Stephen – together they were to dominate the early Portland economy.

The Hentys were well established in agricultural and pastoral activities by 1836 when the settlement was “discovered” by Thomas Mitchell on his overland exploring expedition from Sydney. When Foster Fyans, the Geelong Police Magistrate, visited in June 1839, agricultural produce was being exported to Adelaide and ships were arriving almost weekly, some with immigrants from England and Van Diemen's Land. There was also a sizeable whaling industry, in which the Hentys were also involved, which left the beach “surrounded by whales’ bones, dead whales and blubber”.¹

The Hentys had settled with the expectation of being allowed to purchase the land they had occupied and cultivated, but the colonial government had other ideas and, when the land they occupied at Portland Bay became the township of Portland, they were dispossessed. The brothers had, however, been significant purchasers at the first land sale in 1840. After a further nine years of negotiations, the Hentys received the right to purchase an additional eleven acres at Portland and 145 acres in the Wannon valley.

At the time of the proclamation of the Colony of Victoria

(1851) Portland comprised about 1000 of the 77,000 population of the new colony; although Portland was to be rapidly eclipsed by other Victorian centres during the 1850s due to the great influx of gold miners.

Pastoral Interests

The favourable reports from Mitchell's expedition prompted the expansion of pastoral settlement across the Port Phillip district during the 1830s and 40s. The Hentys were quick to occupy three runs in the Glenelg and Wannon valleys, between present-day Casterton and Coleraine, where the open, grassy, volcanic plains formed some of the best grazing land in the Port Phillip District. By 1845 the area inland from Portland was fully licensed for grazing occupation.²

Transporting the wool from the inland runs required an arduous journey by dray to a suitable port before export, usually to England. Direct export of wool from Portland to England had started by 1840 and in the early 1850s Portland was exporting about half as much wool as the leading Victorian wool port, Geelong.³ Significant quantities from the Grange (Hamilton) area were, however, being exported through Geelong, where better marketing and shipping facilities were available, in preference to Portland, despite the longer overland haul.⁴

The Western Ports

Until the arrival of the railways the poor, or non-existent, roads in south-western Victoria meant that almost all long-distance transport was by sea. The three western ports of Portland, Port Fairy and Warrnambool were, for many years, to vie for trade to and from the interior and for funding for harbour improvements. About the only thing on which residents of all three towns agreed was that the government in Melbourne did not give them their rightful amount of funding. Much of Portland's, and Port Fairy's, early shipping trade was with other Australian colonies or direct with England rather than with Melbourne.



Portland Jetty, viewed from the south, circa 1855. Detail from "The Harbour of Portland, Victoria", by S.T. Gill, now in the collection of the Warrnambool Art Gallery, Victoria.

Each of the three port towns had a different character. Portland, after the decline of whaling, was mainly dependent on the wool trade as there was little good agricultural land in the immediate vicinity. Belfast, the town at Port Fairy, was developed as the commercial centre for the tenant farmers on the Special Surveys of James Atkinson and William Rutledge. Warrnambool developed last, as a regional centre for the settlers on the adjacent rich farm lands. Of the three ports, Portland had the most to lose by a reduced share of the traffic from the interior.

Each town's harbour was also different. Portland had the best natural harbour although a breakwater was seen as necessary for protection from the comparatively infrequent south-easterly swell. Until February 1846, when the first jetty came into use, all cargo and passengers had to endure the, sometimes hazardous, passage through the surf in small boats. Port Fairy developed as a river port on the Moyne, which limited the size of vessels which could reach the wharves. Warrnambool had a shallow exposed bay and would require extensive, and expensive, harbour works before it could be considered safe.

Mercantile Interests

The Henty & Co businesses were run as a partnership until 1842 when the economic depression forced a restructure. After this time Stephen Henty was the principal merchant of Portland and the other brothers were mainly concerned with grazing interests. S G Henty & Co became the main shipping agent in Portland, controlling the Melbourne-Warrnambool-Port Fairy-Portland steamers and owning ships trading directly with England. The other Hentys retained some interest in the town as Edward was the proprietor of the flour mill and Francis was a commission agent and both were active in town affairs.

In Belfast, William Rutledge & Co was in an even more dominant position than the Hentys in Portland. This company was a merchant, shipping agent, importer and exporter but also acted as a banker and issued its own currency. The intensity of the rivalry between Portland and Belfast is illustrated by an early morning "raid" by Rutledge & Co on a ship from Liverpool which had arrived at Portland: the Company signed up a large number of immigrant workers before the Portlanders realised what was going on.⁵ Henty control of coastal shipping was, however, to remain until the late 1860s.

Agitation for a Tramway

A belt of forest on undulating clay soil, followed by swampy heathland around the Surry River, isolated Portland from Heywood, the inland pastoral holdings and the better agricultural area of the Grange. In 1857 James Bonwick, a much-travelled school inspector, rode north from Portland through this "Nine Mile forest of bullock driver's dread" and commented: "The road is frightful".

A committee had been formed in Portland as early as 1852 to promote the formation of a company to construct a railway to Mt Eckersley, about 30km to the north. Dr Palmer, Portland's representative in the Legislative Council in Melbourne, suggested that the government might fund the scheme. This proved not to be the case as, in December 1853, the proposed grant of £20,000 was rejected on the casting vote of the Chairman of the Estimates Committee.⁶ However the Government did agree to carry out a preliminary survey.

As no government funding was forthcoming, the prospect of a private railway scheme was revived. The Geelong, Ballarat and Portland Railway Company, formed in London, issued a prospectus in April 1854.⁷ This company seems to have duplicated the objects of a similar company based in Melbourne. Neither proposal was favourably received in Portland as both were to be constructed from the Geelong end and would remove traffic from Portland instead of increasing it. Portland wanted a railway feeding Portland.

During 1854 the *Portland Guardian* attempted to stir local interest in forming a railway company and expressed the view that such a scheme would be profitable on an estimated 4000 tons of loading per year.⁸ Thomas Richardson, the proprietor of the *Guardian*, was strongly pro-tramway and was always keen to promote its construction. The *Guardian* had frequent editorials arguing the benefits of a tramroad, its importance to the future prosperity of Portland and the necessity of capturing the trade from the interior before a railway could be constructed westward from Geelong.

This proposal received a boost in October when the barque *Nestor* began taking water, in somewhat suspicious circumstances, and was allowed to drift onto the beach. The ship had conveyed immigrants from Plymouth and was to have continued to Madras to off-load a cargo of about 300 tons of iron rails and rail chairs, which had been used as ballast.⁹ A salvage company was formed in Portland and was successful in purchasing the ship and her cargo. The latter was recovered during 1855 and, for a time, it was hoped these rails would be used as a beginning for the Portland Railway. However, with no action from the Government, they were shipped to London in the *Francis Henty*, along with some wool and four tons of gold, the following March. The lack of a use for the rails in the Colony and the goldrush-period trade imbalance, made them more useful as ballast.¹⁰

In February 1856, the *Guardian* featured an article by John Barrow, the former Public Works engineer, comparing the cost of constructing a tramway with that of a metalled road from Portland to the base of Mt Eckersley, from where it could secure the traffic from the Glenelg, Wannon and Grange valleys. Mr Barrow was of the opinion that "the present Road could never be made available for the transport of grain, even if it be metalled as a turnpike Road; on account of distance" and he proposed that the tramway should be constructed using flat bar iron rails "to a gauge which will allow future connection to other lines".¹¹ One argument which had been used against a tramroad was that, if constructed, it would delay the construction of a railway.

The Portland District Road Board was formed in early 1856. This body had the ability to rate properties for local road works but had little control over expenditure on declared main roads, which were funded by the government. (There was at this time no local government outside the township.)

At the meeting to elect the first Road Board, the first question raised, even before its members were selected (according to the *Guardian*), was by Mr Richardson wanting to know whether the Board had the power to construct a tramroad instead of a metalled road. At the same meeting Mr Richardson was elected to the Board.¹²

The first Board appointed the pro-tramway Mr Barrow as its engineer and, on the motion of Mr Richardson, formed a committee, which included Mr Richardson, to examine the practicability of the Road Board constructing a tramway into the interior. This committee promptly sought information concerning the Yan Yean tramroad, which had been constructed near Melbourne the previous year.¹³

In October, the Commissioner of Public Works advised the Road Board that it was intended to provide funds next year for 10 miles of a road between Portland and the Grange and enquired whether the Board would prefer an ordinary road or a tramroad. The Board immediately replied that it wanted a tramroad.¹⁴

Parliamentary Action

In 1853 the main proponent of government funding for a tramroad had been Portland's parliamentary representative, Dr Palmer, while Speaker of the Legislative Council. William Rutledge, representing Belfast and Warrnambool, had, of course, been strongly opposed.

By 1856, responsible government had arrived and the parliamentary situation had changed. Edward Henty had been elected to the new Legislative Assembly and his

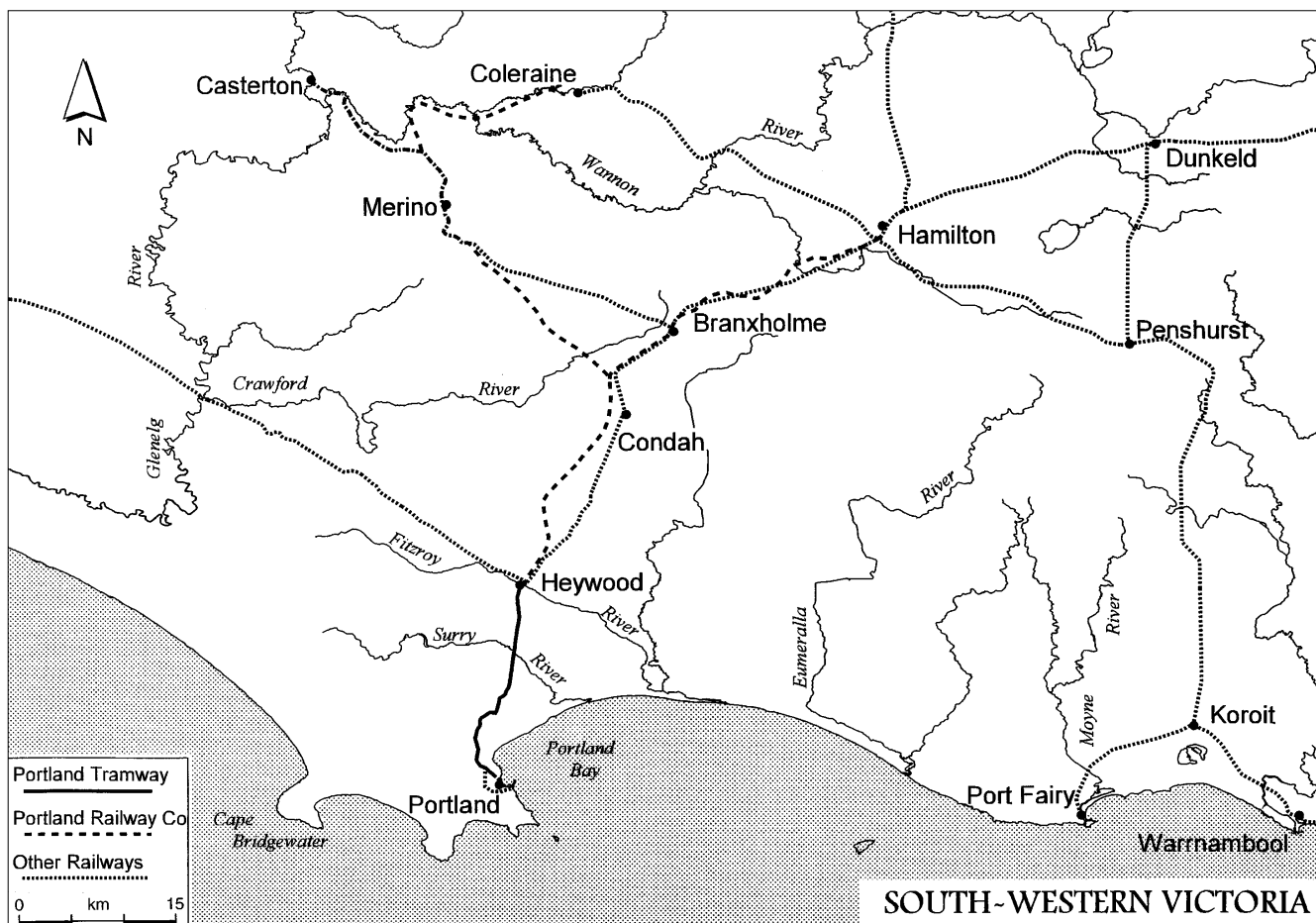
brothers, James and Stephen, were in the upper-house Legislative Council. (James Henty was the principal of the large Melbourne-based shipping and trading firm James Henty & Co. He represented the South West Province in the Legislative Council and might be expected to support Portland - and his brothers' - interests.) For a brief period the squatters held control in the Council and the petitions of the Portland Road Board were sympathetically received.¹⁵

William Rutledge was now in the Assembly representing the Belfast and Warrnambool districts along with Charles Gavan Duffy, and, during debate on road funding, these members attempted to delay consideration of a tramway arguing that there wasn't enough traffic to justify it and anyway, when there was enough traffic, it would be better if it commenced in the vicinity of Belfast and Warrnambool.

In February 1857, despite the continued opposition of Messrs Duffy and Rutledge, the Legislative Assembly voted 32 to 10 for the expenditure of £20,000 on the construction of a tramway through the Nine Mile Forest. Perhaps the perceived threat of South Australia capturing Victorian traffic influenced this surprisingly strong vote for a project apparently of local benefit. Even the Commissioner of Public Works, Captain Pasley, who was openly opposed to tramways, supported this vote. The year's expenditure on roads and bridges in the entire Geelong and Western District was to be £80,500 so Portland was getting a very good deal relative to the other towns.¹⁶

Survey

The detailed survey of the line, which extended to the Heywood town boundary, was undertaken by William Thornhill under the direction of Lindsay Clarke, the district surveyor, during the period April to July 1857. On 9 June the members of the Municipal Council and the district



surveyor decided on an area of five acres (2 ha) between Hurd and Palmer Streets and bisected by Fern Street, as the Portland terminus of the tramway.¹⁷

The length of line surveyed was 16 miles 68 chains (27.1 km) with a maximum grade of about 1 in 50. Curves were generally 20 chains radius or greater: exceptions being a short curve of five chains radius and one of nine chains radius, shortly after leaving Portland, and one of 10 chains radius on the south approach to Seven Mile Creek.¹⁸ A reserve one chain wide (later increased to three chains) was allowed.¹⁹

As the survey proceeded, Thomas Harris, the Clerk of Works formerly based at Warrnambool*, produced the sections for the line and estimated the extent of the works required and their cost. The design was probably based on the tramway, with red gum rails, which was then being constructed at Warrnambool from the jetty to the town. For the rails at Portland however, Mr Harris recommended the use of the stronger, more durable and less prone to warp, ironbark timber. The cost of construction, excluding terminal facilities and rolling stock, was estimated to be £30,128 with the cost per mile of £1250 on the heath rising to £2500 per mile in the Forest. Provision was made for three sidings where wagons could pass: one north of the Seven Mile Creek, one at the edge of the Forest and one at the Surry River.²⁰

At this moment the Commissioner of Public Works suggested that a "plank road", as had been constructed between Gisborne and Woodend, might provide a cheaper alternative to a tramroad. It was thought it might be possible to construct up to twice the distance as plank road for the funds available. Mr Richardson, in a *Guardian* editorial, was in no doubt that a tramroad was superior, arguing that a tramroad would be a step towards obtaining a railroad that could easily be operated with steam traction whereas a plank road could not. The proposal was dropped when further examination by the Melbourne authorities revealed that plank roads actually cost more than tramroads.^{†22}

The First Contract

Construction of the tramroad was under the auspices of the Central Road Board in Melbourne. Tenders for construction closed on 6 November 1857 with tenderers being required to state what length of line they were prepared to construct - including bridges, culverts and fencing - for a fixed price of £19,000. The contract was required to be completed by 31 May of the following year.²⁴ Most of the balance of the £20,000 grant was used for the salaries of the supervising engineer and overseer.

Twenty-two tenders were received ranging upwards from five miles. The longest tender, from the partnership J & N Campbell (which comprised John, Norman and Donald Campbell and Mungo Park Smith) for 8 miles 15 chains (13.1 km), was accepted.²⁵ The contract was signed on 20 November and the contractors departed for Portland without even time to get a copy of the section.²⁶

Once the contract was issued things moved rapidly. Less than two weeks later, on 3 December, the first sod was turned at the intended terminus by Francis Henty, as chairman of the District Road Board, amid much rejoicing by the local inhabitants. The contractor already had 150 men engaged and this was expected to increase to about 400; a significant boost to a locality with a permanent population of about 2700. The contractor then commenced operations from both ends of the contracted length.²⁷

This happy state of affairs was short-lived. Only 11 days after commencing operations, the contractor's engineer, Thomas Oldham**, was explaining to a special meeting of the Portland Road Board the impossibility of constructing the tramway to the sections provided by Central Road Board. The gradients shown on the section were not those found on the ground and significant additional earthwork was found to be necessary. It had also been discovered that the approach embankment to the 32-feet-high bridge over the Seven Mile Creek (the only bridge in the contract) was required to be only 22 feet high!²⁸

The members of Portland Board were at a loss to know how to handle this situation as they did not know whether they had any control over the tramroad (it turned out they had not) or whether the Board's engineer had officially been appointed to supervise the tramroad construction. In fact, at this time, nobody was supervising. Mr Barrow was appointed supervising engineer from mid-December with an overseer, Mr Lane, to assist him.³¹ Work halted for several weeks while Mr Barrow and the contractors attempted to substitute new gradients and run new sections which would result in earthworks of similar quantities to those in the specifications.³²

The District Road Board now questioned the use of expensive, imported, wooden rails, instead of cheap local timber capped with iron, and requested Mr Barrow to investigate the cost difference.

The specifications required the use of rails of New South Wales ironbark, six inches by three inches in section, keyed to sleepers using wooden wedges. The sleepers were to be laid in gravel ballast at the rate of 1500 per mile.³³ Rail lengths used varied from 9 to 21 feet but were generally about 15 feet.³⁴ As no copy of the original specifications has been located, the gauge is not known. Most, or all, culverts had masonry walls and inverts with timber tops.³⁵

In Mr Barrow's opinion the rails would be too weak for the traffic expected, would wear rapidly (especially at curves) and the wedges were not sufficiently deep to hold the rails securely. He believed the line would be out of order after six months of use and would require constant overlooking. He had attempted to get the contractor to curve the rails by the use of steam so that the fibres would be always parallel to the rail, but the specifications required only that the rails be cut to the curvature required.

Having expressed his displeasure with the specifications, Mr Barrow proceeded to describe how he thought the line should be built. He advocated a type of construction

*The Warrnambool municipal councillors had not been impressed with the work of Mr Harris and had managed to gain control over most public works at Warrnambool. The Select Committee on the Western Harbors went so far as to say that he had been "guilty of a gross neglect of duty" in respect of the supervision of works. Mr Harris was given the job at Portland in lieu of the government road engineer, Mr Campbell, who was on record as an opponent of the tramway.²¹ †Planking main roads was also tried near Buninyong but proved unsuccessful. The last section of the Woodend road was converted to a conventional metalled road in 1860. The Portland Road Board called tenders for several sections of planked road in April 1860 but none was accepted as the prices were too high.²³ **Thomas Oldham had experience as a contractor on British railway and water supply works.²⁹ He had presented influential evidence to the Select Committee on Melbourne's Water Supply in 1852 and in 1856, with Mungo Park Smith, had reported on the state of the Melbourne and Geelong Railway under instructions from the Surveyor-General.³⁰ Mungo Park Smith and Co were tenderers for works on the Geelong and Ballarat Railway.

amalgamating the methods of the Great Western Railway (England) and the Harlem Railroad (America). Timber bearers, eight inches wide and six inches deep and of local stringybark, were to be laid on trenches containing 12 inches of gravel, these timbers to be spiked to the ground every three feet using 2½ inch trenails. The bearers were to be held parallel by “ties” every five feet and would form the rails until wear on the inner edges necessitated the addition of iron plate, 2 ½ inches wide by ⅝ inch thick. Mr Barrow believed this type of construction would bear an engine of 15 to 20 horsepower weighing not less than 12 tons and be capable of running 50 tons at 15 miles per hour. The cost of the revised plan, including the iron, was estimated to be an additional £269 per mile.

A copy of Mr Barrow’s costing was sent to the Board of Land and Works prompting the curt response that funds were insufficient to adopt his suggestions.³⁶

In February 1858 the Central Board was of the opinion that the contract should be cancelled and Messrs Campbell paid for the work actually executed.³⁷ This would not have been popular with the contractors as they had incurred considerable expense in just getting their equipment and labour on site. Until a new section could be agreed, their workforce was under employed. Most wages were in the range 8s to 15s per day. Labourers were paid at the lowest rate, except for a party of English navvies who were paid 9s per day.³⁸ Sub-contractors were also used for cartage, cutting sleepers and for fencing.

By the end of March, Mr Barrow had produced a new section and it had been decided that the contract would continue. However, the contractors had now prepared their own section. It seems that at no time was there ever complete agreement on what was required.³⁹

Meanwhile, despite the lack of agreement, work had continued and most of the earthworks were completed. Sometimes the works were carried out with a little too much enthusiasm as the tramroad’s post and rail fence was built out into the middle of Hurd Street “thereby interfering with the thoroughfare”.⁴⁰

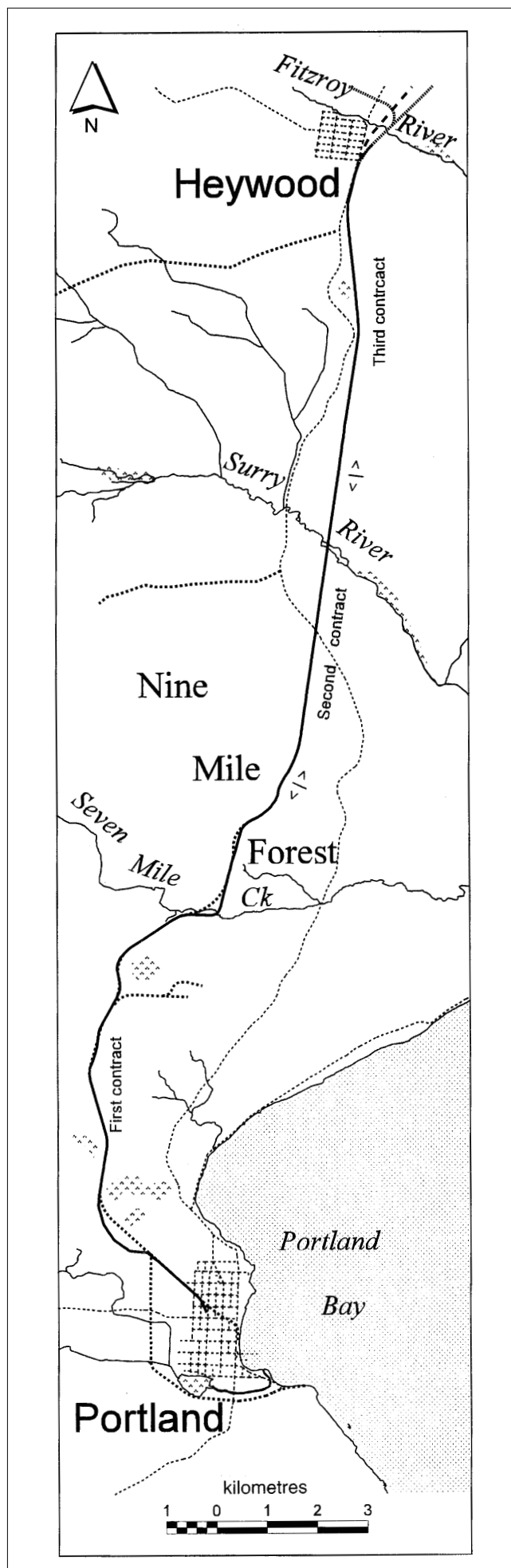
In May shipments of rails began to arrive from Sydney. The last consignment arrived on the schooner *Rebecca* at the end of July and, by the middle of August, the *Guardian* was able to report that most had been laid down.⁴¹ It seems that about six and a half miles of track was actually laid⁴² before all work was suspended due to lack of agreement on the work necessary to complete the contract.

J & N Campbell had been paid £8501 in monthly progress payments for works up until the end of March and had subsequently been allowed a further £3254, but the Government refused to pay any more until the contractor agreed to adopt its substitute specifications. In November the contractor was offered £3715 in settlement of the dispute but refused, preferring to sue for the amount claimed.⁴³

By the time the case came before the Supreme Court, J&N Campbell were insolvent and also in dispute with the Government over a contract for a part of the Melbourne to Williamstown Railway. A judgement against the Government in March 1860 obtained £3126 to pay the contractor’s principal creditor, Henty Learmonth & Co, and 20 months later the estate was awarded a further £867.⁴⁴

Extension

Although, in September 1858, Mr Barrow had been instructed to prepare an estimate of the cost of carrying the tramway “fairly out of the Forest, and on to the sound



heath", the Board of Land and Works decided not to proceed until the dispute with J & N Campbell was settled.⁴⁵

During 1859 chainmen were employed taking levels for a possible resumption of work and in August the Inspector-General of Roads, Thomas Higginbotham*, examined the proposed extension. He was not in favour of the continuation of the tramway but if works were to continue he recommended that they should be of a standard to allow their later use by a conventional railway.⁴⁶ He estimated that an additional £47,000 would be required to complete the line to Heywood or £240,000 to Hamilton.

On 15 November 1859, the Department of Roads and Bridges' road engineer, Edward Turner, arrived at Portland to prepare plans for the tramway to Heywood.⁴⁷ (Presumably, after the trouble with the first contract, the existing plans were considered unreliable.) The following month tenders were called for the earthworks on the section of five miles and five chains from the end of Campbells' contract to about 1.5 km north of the Surry River. This appears to have been as far as the remaining funds would allow.

The second and third contracts

Eighteen tenders were received for the second section. After the two lowest tenders had failed to proceed to contract, the tender of £5863 19s 6d by William Collier, on behalf of the partnership of Collier & Evans, was accepted. Construction commenced in April 1860.⁴⁸

Payment of an additional £1159 to Collier & Evans was later approved to fence the line – and then a further £96 to remove 640 rods (3.2 km) of fencing, which had been placed in the wrong position. The latter was probably in Campbells' section as the error was blamed on Mr Barrow.⁴⁹

The second contract had relatively minor earthworks but did include the bridges over the Surry River (60 ft long) and its anabranch (20 ft long). This contract was completed uneventfully in December, only slightly behind schedule.

Toward the end of April 1860, Parliament had made an additional £13,882 available for the tramway which allowed the letting of the contract for the final three-and-a-half-mile section to Heywood; tenders having closed on 13 April. Ten offers were received and the lowest, £2115 16s, from C S Baillie was accepted.⁵⁰ This section was the easiest, being across the flat heathland between the Surry and Fitzroy Rivers, and it was completed in September after five months work.

Further works

When the earthworks and bridges had been completed to Heywood, £4626 of the funds voted remained unexpended – not enough to complete track laying. The Department of Roads and Bridges recognised that iron rails were desirable but these were estimated to cost £4000 per mile. Mr Turner was instructed to report on the cost of providing termini at Portland and Heywood; a matter apparently not previously considered.⁵¹

In December 1860 tenders were called for "further works" between Portland and Heywood and nine were received though none was accepted. Just what these works were to have been is not known but they must have been substantial, and not well specified, as the prices ranged from £18,481 to £30,480. The only major works remaining would seem to have been track laying and ballasting.⁵²

Abandonment

Even before construction had ceased some of the fencing had been destroyed by fire and, by March 1862, further sections had been burnt and a "great portion" of the tramway near Portland carted away. Road Engineer Turner was also concerned about the section of the line south of Heywood across the heath. Not surprisingly, the road traffic was using the tramway formation in preference to the soggy road and, despite his attempts to fence it off, considerable damage was being done. He suggested that the best solution was to countenance the practice and spend £2500 on ballasting; thus reducing the damage and preparing the way for any future tramway. The Department of Roads and Bridges' solution to the maintenance problem was to inform the Portland District Road Board that control of the tramway had been transferred to them!⁵⁴ The Portland Board promptly declined to accept responsibility.

In 1863, a correspondent to the *Guardian* described the tramroad thus: "It is literally a forest at the moment...the timber for rails and sleepers which lies temptingly and in fact inviting the public to steal it...there are many hundred yards of broken metal laying useless for years beside it". As well as the rails actually laid, about 25,000 super feet of unused rails had been left stacked at the tramway terminus at Portland.⁵⁵

In January 1865, John Hogan, landlord of the Tasmania Inn in Portland, offered £20 to purchase the rails from the Government. It seems that this offer was not accepted, or had not been acted upon, when Hogan removed this timber. When he was unable to satisfy the local police superintendent of the legality of his action, Mr Hogan was arrested and charged with larceny. On being brought to trial in April, the defendant was found not guilty, probably because there was evidence that he had intended to pay for the rails. This result seems to have pleased most people in court but not the police.⁵⁶

The case must have reminded the officials at the Roads and Bridges Office of the valuable assets lying around at Portland as, on the 29th of the same month as the trial, the rails, sleepers and ballast were sold at auction; the Portland Shire Council being the main purchaser. The tramway rails, including those which had been laid, were removed by the Council for use on Shire works such as bridges, the ballast was used for road works and the sleepers were sold off in lots.⁵⁷

Land Selection

Following the establishment of manhood suffrage, pressure for land reform resulted in the passing of the Nicholson Land Act in 1860. This Act provided for selection and sale of Crown land, ostensibly to new settlers; but it was easily manipulated and title to a large proportion of the land made available was obtained by the squatters. Subsequent Acts were also evaded by a variety of means such as "dummying" (which circumvented the restriction on the area which could be selected by one person) and by outright corruption. Under the subsequent Duffy Land Act (1862) ten-million acres were made available for selection and, in September 1862, 366,000 acres were selected in western Victoria in only 10 days.⁵⁸

Western District selection had, by 1866, made Hamilton a sizeable town serving the surrounding agricultural areas: the population having more than quadrupled in 12 years. In common with most other rural areas, impassable roads during the winter were preventing the sale of agricultural produce. The citizens of Hamilton were agitating for railway access to

*Thomas Higginbotham had experience on British railways and became Engineer-in-Chief of the Victorian Railways the following year. He was opposed to cheap construction and narrow gauge for potential main lines.

Ballarat (which had been connected by rail to Geelong since 1862) or directly to Geelong. The threat of such a line to the coastal trade did not go unnoticed in Portland.

The Portland & Northern Tramway Company

In mid-1866, only a few months after the last of the tramway materials had been removed, a group of Portland business identities formed the Portland and Northern Tramway Company with the object of completing and extending the tramway. It was envisaged that the line would be initially constructed to Branhholme and then extended to Coleraine and Hamilton. The promoters estimated that the traffic to and from Branhholme would give an annual operating surplus of £9910. Provisional Directors included Edward and Stephen Henty, Thomas Must, William Learmonth, George Crouch (all of whom also had grazing interests), Charles Croaker, James Trangmar, and Thomas Finn. The Secretary was the Portland Town Clerk, Edwin Atkinson.⁵⁹

The Company succeeded in obtaining a government promise of a grant of one acre of land for every two pounds expended on the project and gained immediate access to the formed part of the tramway. The scheme was modelled on the contemporary Sandhurst and Inglewood Tramway scheme with the Company to be incorporated by an Act of Parliament. The prospectus of the Company was released at the end of 1866 seeking capital of £100,000 in five-pound shares.⁶⁰

During the first half of 1867 the survey of the line from Heywood to Branhholme was completed and a flying survey undertaken from near Greenhills (Condah) to Merino for the Coleraine line. In June the Engineer, Samuel Parker, reported that the line from Portland to Branhholme would cost £46,000, excluding rolling stock, using rails of 30 lb/yd laid to a gauge of 3 ft 10 in. Bridges would be required over the Fitzroy River and the Sunday Creek and also on a deviation of the formed line of tramway at Seven Mile Creek, required to avoid a “very objectionable curve”.⁶¹

After spending more than £400 on plans and survey, the Company decided that there was not enough private finance available to undertake the scheme and an attempt was made to interest the Government in completing it; in particular by using the spectre of South Australian railways capturing the border trade.⁶² The Minister of Railways made encouraging statements and promised to send an engineer to look at the already-surveyed line. In January 1869 Thomas Higginbotham, now Engineer-in-Chief of the Victorian Railways, was instructed to report on the cost of, and conduct a trial survey for, a cheap railway from Portland to Hamilton – but also from Geelong to Hamilton.⁶³

Meanwhile the roads were again impassable and flour was imported into Portland as grain could not be moved from the farms to the coast.⁶⁴

The Railway to the West

By 1870 it was apparent that a railway would, in the next few years, be constructed from Ballarat or Geelong to the Western District, the only questions were which route and when; and so developed the “battle of the coloured lines”. Deputations rained down on the government from all quarters with each district pushing its preferred route.

All the proposed routes were likely to result in a loss of traffic to Portland and this sparked the *Guardian* and the Portland Railway Committee into new life. In all towns likely to benefit, meetings were organised, resolutions passed and deputations despatched to argue the case of cheaper

transport resulting from a line commencing from Portland. This argument held some weight as the freight costs on existing railways were prohibitive over long distances when compared with a combined short railway and sea journey. The arguments may have been good but Portland had insufficient political influence and the Government was unshakable on its decision to extend the existing railways and, by December 1870, the “pink” line from Ballarat to Hamilton via Ararat was the favourite.

Alternative estimates for each of the coloured lines (there were four “finalists” from six colours) were presented to Parliament on 27 April 1871 and included costings for a 3ft 6in gauge option. Mr Higginbotham recommended the pink line, one reason being that there would be less competition for the Railways from the ports than if the black line through Colac, and closest to the coast, was chosen.⁶⁵

Land Reform

The 1865 and 1869 “Grant” Land Acts opened the remainder of the Colony to selection and also introduced significant reforms such as the long-sought free selection (selection before survey, instead of by auction or lottery among all applicants for a particular surveyed block). Blocks now had to be held on lease or licence for at least three years before purchase and have had specified value of improvements made. Selectors residing on the land had uncontested right of purchase on more generous terms than previously.⁶⁶

The squatters now had much more difficulty obtaining land cheaply by selection, but much of the best land had already gone. Potential acquirers of large land holdings had to look for new methods and to the poorer lands in the Wimmera, Mallee and the mountainous regions.⁶⁷

The Portland Railway Company

A deputation from the Portland Railway Committee in September 1871, obtained a promise from the Minister of Lands of a subsidy of one acre of land for every two pounds expended on a privately constructed railway from Portland to Merino with a branch to Hamilton. If the land was of low value the acreage might be increased. This was similar to schemes for railway extension in other parts of the Colony. Initially an area of 175,000 acres, a large proportion of the forest country in the south western corner of Victoria, was reserved for the proposed Company on the basis of a probable expenditure of £5000 per mile. A reserve six chains in width was also allowed along the proposed alignment beyond Heywood. The following February an additional 163,392 acres in the Wimmera were reserved on account of proposed extensions from Merino to Coleraine and Casterton, bringing the total value of the land reserved to about £250,000.⁶⁸

The line was to be of 3 ft 6 in gauge and commence at the intersection of Julia and Bentinck Streets, Portland, with a loop line to the northern jetty.⁶⁹ It would have then used the tramway formation to Heywood before running via Myamyn and Grassdale to Merino and Coleraine; a distance of 70 miles. Casterton would have been on a short branch from near present-day Henty and Hamilton would have been reached by a 20-mile branch from Greenhills.⁷⁰

The Company’s proposed capital was £500,000 in £5 shares with a first issue of 1000 shares payable in instalments. The Government agreed to issue Crown Grants from the reserved “waste lands” as the works were completed: £5000 worth of land would be granted for every £10,000 of works. This would enable much of the construction money to be

raised by progressively issuing debentures, secured against the value of the land obtained and the works completed, instead of by share subscription. The Company had also requested the waiving of the usual requirement to lodge a guarantee of 10 percent of the capital before a private bill could be considered, and had received a non-committal, but encouraging, response. Even the *Guardian* admitted that “the greatest liberality” was being shown by the Government.⁷¹

By January 1872 over 3000 shares had been taken up in Portland. The local newspaper editors (except that of the *Hamilton Spector*), and especially the editor of the *Guardian*, took up shares. The success of the scheme now depended on the preparation and approval of the necessary legislation. The Company had engaged parliamentary agents in Melbourne to draft the Bill and three surveyors to survey the line under the superintendence of its engineer, Mr Griffin.⁷²

In May the draft Bill was scrutinised by a board consisting of Clement Hodgkinson (Secretary of the Board of Land and Survey), Thomas Higginbotham (Engineer-in-Chief of the Victorian Railways) and William Wardell (Inspector-General of Public Works). The board generally approved of the beneficial nature of the scheme and suggested only minor changes, such as requiring certificates for works completed. As well as authorising the construction of the railway, the Act would incorporate the Company and appoint its initial directors (which included some familiar Portland names: T Must, F Henty, C Croaker, C Crouch, W Learmonth and C Trangmar). The Company would have the power to issue debentures and to sell the lands granted to whomever it wished.⁷³

Just when it seemed that everything necessary had been done, a new government was formed which was opposed to subsidising private railway schemes, especially one which would compete with a government line to Hamilton and which was thought to be getting excessively favourable treatment. On 14 August an attempt was made to introduce the Bill in the Legislative Assembly but the Government made it clear that it would not be passed and the motion was withdrawn. The Government did agree to provide £2500 to reimburse the Company's expenses.⁷⁴

Two years later, when the promised compensation had been received, the Portland Railway Company was wound up. It had spent a total of £3574 mainly on survey costs (£1200) and on preparing the Bill (£1400) and had received £1108 from calls on shares.⁷⁵

The coming of the railway

Construction of the first stage of the “pink” line from Ballarat towards Ararat commenced in 1872. The following year, the South Australian Government started building a 51-mile-long 3ft-6in-gauge line from Lacepede Bay (Kingston) to Naracoorte which is only 20 km from the border with Victoria. Following the demise of the Portland Railway Company, the potential loss of the Wimmera traffic to South Australia was seized upon by Portlanders as a compelling reason for the Victorian Government to construct a countering railway to the nearest Victorian port – Portland. The *Guardian* published a two-page supplement full of facts and figures to support the economic argument, with a map showing how the South Australian railway effectively made the Wimmera closer to Lacepede Bay than Geelong.⁷⁶

In the same year the manager of the Union Bank in Portland stated that the town had been going steadily down for years, he saw no hope of improvement and that “we only do business in the summer”;⁷⁷ which illustrates the

dependence of the town on seasonal trade from the inland and the importance of improved transport. In population Portland had been surpassed by Hamilton and Warrnambool. Representatives from Portland Borough and Shire and Thomas Must, recently elected to the Legislative Assembly, argued the case in Melbourne for inclusion of a Portland line in the forthcoming Railway Construction Bill.

In October 1873, the efforts proved successful when both the Ararat to Hamilton and Portland to Hamilton railways were included in the Bill despite the efforts of Warrnambool, Belfast and Hamilton interests to have the Portland line replaced with a line from the competing ports. Warrnambool residents even proposed that the route from their town to Hamilton should loop through Casterton and Coleraine. The Bill was passed, with Portland's interests intact, in November.⁷⁸

Two years later, a large crowd gathered at the Portland jetty to celebrate the landing of the first rail. The occasion was marked with cheers, speeches, toasts, and a quantity of champagne and cakes provided by Mr Must. Some preliminary work repairing the old tramway formation was carried out by the Board of Land and Works before the construction contract was let to Overend & Robb in March 1876.⁷⁹

In Portland, the railway contract commenced at Percy Street (instead of the Hurd Street tramway terminus) although a connection was built to the jetty to facilitate movement of construction equipment and materials. On the portion of the contract to Heywood, the railway generally used the tramway formation except where curvature was excessive. The main deviations were on the climb up the ridge immediately after leaving Portland station, where heavy earthworks replaced the 1.9 km of tramway that included the tightest curves, and near the Seven Mile Creek.⁸⁰ The contract specifications required that the successful tenderer accept the supplied cross sections for the tramway portion as correct before the contract was signed: a lesson from the problems of the first tramway contract. As far as possible existing tramway structures were re-used or the material recycled. Some tramway culverts were replaced with new pile culverts, but many of the masonry structures were able to be repaired or altered for railway use. The superstructures of the Surry River bridges were replaced but the abutments and wing walls were retained with slight modifications.⁸¹

The last rail was laid in the Portland railway on 20 November 1877, exactly 20 years after the signing of the first tramway contract.⁸² Portland was finally connected with Hamilton by rail – but it was also connected to Geelong and Melbourne. The expected flood of exports to Portland did not eventuate even after the construction of the Casterton branch line; although, unlike Port Fairy and Warrnambool, Portland was able to continue as a successful coastal and export port even after rail freight charges preferential to Melbourne and Geelong were introduced in the 1890s.⁸³ Improved roads and the opening of the Hamilton to Koroit railway also offered more alternatives for producers. In 1883, 34% of the Hamilton area wool was being sent to Portland and only 16% of this was by rail.⁸⁴

Exports were aided by the provision of a deep-water pier in 1902 but this was counteracted by the decision in the 1930s to concentrate bulk wheat handling at Geelong. Portland's export prosperity would have to wait until after the substantial development of the harbour in the 1950s.

Portland is now a major bulk-product port handling about three million tonnes of cargo per year, whilst its one-time competitors, Port Fairy and Warrnambool, are minor fishing

and recreation ports. The success of Portland is mainly due to the enhancement to the natural advantages of the harbour by the provision of a breakwater and bulk cargo handling facilities – it is the only grain export port in Victoria connected to the standard-gauge rail network. Portland also has an advantage over Melbourne and Geelong by having a sufficient depth of water to fully load large bulk carriers.

Summary and discussion

At the time the tramway was proposed, wool was the only commodity, other than gold, with a value high enough to justify the haulage costs from inland.⁸⁵ Sea transport was vastly cheaper than land transport and the cost of shipping wool to England in the 1850s was less than £8 per ton once it had reached a suitable port.⁸⁶ Reaching that port was the most expensive part of the business. Haulage costs over even the short distance from the Wannon to Portland cost as much as the entire sea voyage to England.⁸⁷ At least wool was carted in summer: winter transport costs could sometimes rise to £1 per ton per mile.⁸⁸

A wooden-rail tramway offered the promise of all-weather transport at a relatively low construction cost and considerably reduced operating costs compared to road cartage. The other all-weather alternatives of macadamized roads (at about £5500 per mile), plank roads or a steam railway were too expensive and, in the case of a railway, politically unacceptable. A horse (or bullock) could haul about three times the load on a wooden tramway as on dry road and it could do it faster and at any time of the year.⁸⁹ It was estimated that the haulage costs using horse teams on tramways would be four times lower than on a common road.⁹⁰

The original tramway scheme was approved during a temporary period of influence of squatting interests and it was probably accepted by other parliamentarians as a worthwhile experiment at a time when it was still unclear what type of road or railway would be most suitable for colonial conditions. At the time the funds were approved there was very little idea of the likely costs of completing the line and it was not even clear where the line was to terminate. The amount voted was obviously insufficient for construction to proceed far enough to be useful and the promoters must have hoped that, once started, further funding would follow on the basis of a desire to obtain some benefit from the amount already spent. The lack of consideration of terminal facilities, rolling stock, or operational considerations (Who was to operate the line?) gives the impression that a series of contracts was anticipated. Further funding may well have been forthcoming if the first contract had been satisfactorily completed and the political situation had been more stable. (There were seven government ministries formed in the six years from 1855).

The first contract was doomed by the errors in the original section but, even so, it was probably too heavily engineered to achieve the intended cheaper construction than a road. The earthworks and structures were certainly more lavish than many a 20th-century branch railway. Earthworks formed the largest component of the cost (about 43% of the first contract) followed by the rails (16%), sleepers (11%) and ballast (9%).⁹¹ Considerable savings could have been made by adopting minimal earthworks, perhaps with an increase in timber bridging, and lower track standards. The use of imported ironbark rails instead of local timber added about £250 per mile to the cost although this was probably warranted as maintenance costs would have been prohibitive with a less durable timber.⁹² By way of comparison, in 1856

the Heywood road extension was being constructed (by Norman Campbell) at £1980 per mile;⁹³ if tracklaying had been completed to Heywood the cost of building the tramway would have been about £2090 per mile.

A further factor in the failure of the first scheme was the lack of communication between Portland and Melbourne. Decisions were made in the Office of Roads and Bridges without reference to the local authorities. Had the specifications been prepared in consultation with the District Road Board and supervision arrangements been put in place earlier, the errors and confusion may have been avoided. In contrast the tramway at Warrnambool, although on a smaller scale, was completed very efficiently under the control of the municipality. Perhaps the Portland Board could not be trusted with such a large project. (It is perhaps fortunate that the District Road Board did not have financial control as, in 1859, its clerk absconded after embezzling the Board's funds.)⁹⁴

By the time of the Portland & Northern Tramway scheme and the Portland Railway Company it was clear the future was in steam railways which required large amounts of public capital; whether supplied by the Government directly or in the form of land. Of all the schemes, the railway company was the most likely to have been viable. Whether the promoters were more interested in the possibilities of the land to be acquired than in operating a railway is also open to question as little consideration seems to have been given to matters other than the route and where land should be reserved. It is also interesting to speculate what might have happened to Australian railways in general had 3 ft 6 in gauge railways been constructed in western Victoria and joined with the South Australian system of the same gauge just over the border.

Significance

The tramway construction project was the largest public work undertaken in the western part of the Colony to that time and was the only attempt by the Victorian Government to construct a port feeder tramway as was done with more success in other colonies. It is also unusual in that it was being built by what was primarily a road construction authority.

At the time of its construction, the tramway was of great importance to the people of Portland, being seen as the prerequisite to the future prosperity of their town and, to the inland pastoralist, as a means of reducing transport costs. It is also significant for its close association with many prominent early Portlanders.

The physical remains of the tramway include what are probably the oldest extant tramway structures in Victoria.

Remains of the tramway

In 1914 the Borough of Portland applied for the tramway terminus to be reserved for Municipal Purposes. The site is now undeveloped open space with all signs of the tramway obliterated by later use as a stone depot and municipal storage site.⁹⁵

The section of the tramway between Browning Street and Cashmore Road in Portland, which was bypassed by the railway, is now Heath Road. Other than the alignment, little trace remains of the tramway.

At several places between Portland and Heathmere, where the railway deviates from the tramway line, earthworks can be discerned. The most impressive of these are the approaches to the Seven Mile Creek Bridge, which are now on private property.

The culverts reconditioned during the railway's construction remain in use under the now standard-gauge

track carrying as much traffic in one day as was originally expected in a year. The Surry River bridge has been replaced by steel culverts but the south abutment remains buried under the embankment. The Surry River anabranch bridge has been replaced by a concrete culvert; here both abutments remain under the embankment. Some wing walls remain substantially intact at both bridges.

In 1997 the Land Conservation Council recommended that consideration be given to adding the tramway remains to the Register of the National Estate.⁹⁶

Acknowledgments

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Wing wall of the bridge over the Surry River anabranh.

Photo: Colin Harvey

Longman Orme Brown Green and Longmans, 1838.

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Culvert 1 km north of the Surry River. The coping was added during the construction of the railway.

Photo: Colin Harvey

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G543 on a very short train, bound for Mt Gambier, crossing the Heath north of the Surry River.

Photo: Colin Harvey

Moreton Holiday, 1965

Renowned railway photographer Robert Kingsford-Smith was 16 years old, but already a keen enthusiast, when an aunt suggested that he may like to spend his September, 1965 school holidays at her home on Queensland's Sunshine Coast

It was not the obvious attractions of sailing, fishing, bushwalking or lazing on the golden beaches that drew young Robert to answer with a resounding "yes", rather the fact that the cane crushing season was in full flight, and his aunt happened to reside extremely close to Moreton Central Mill's Valdora branch line.

With the mill situated at Nambour, on the Bruce Highway and only 100km north of Brisbane, its tramway system became the best known, and most photographed, of all Queensland's cane tramways in the 1950s and 60s. Its interesting collection of original and hand-me-down steam locomotives, which had once even included a Class 'A' Lima Shay and contained nothing built post-World War 2, was known far and wide, and even a young enthusiast from Sydney knew that the lightly-laid Valdora branch was the home territory of a charming little Dick Kerr 0-4-0IST appropriately named *VALDORA*.

So, when the time arrived, Robert packed his 35mm half-frame "Olympus PEN" and as much Kodachrome as he could afford, and headed north, eager to sample the delights of 2 ft gauge steam. Much to his dismay, his arrival there coincided with the dieselisation of the Valdora line.

Moreton's recent acquisition of a second E.M. Baldwin model DH-8 0-4-0DH (its fourth diesel purchase to date) had meant the end of the line for the little Dick Kerr, which now languished on the mill's scrap road.

Despite the diesels' inroads, there was still plenty of steam action on the Moreton system that year, albeit nowhere near



MORETON (Krauss 4687/1901) was its namesake mill's first locomotive. Though its early movements have been the subject of much controversy, it was certainly in service at Moreton Mill by 1904, and on 15 September, sixty-two years later, it was photographed on the Kureelpa line, still hard at work.

ant's place, with the two Fowler 0-6-0Ts *COOLUM* and *EUDLO* and Krauss 0-6-0TT *MORETON* all still active.

Robert had such a good time that he repeated the exercise the following year, and these images (and those on our front and back covers) are just a few of the many recorded during those two Septembers, over 30 years ago.



The culprit! EM Baldwin 0-4-0DH 6-1258-5-6-65 of 1965 crosses the Maroochy River Bridge in the early morning of 6 September 1965



On 7 September, 1965, Robert spent much of the day riding on COOLUM (Fowler 16036/1923) and he recorded this scene as it stopped for water at Bli Bli Tank. As the loco takes water, its steam is being utilised to replenish the supply, by way of the horizontal steam pump mounted between the tank footings.



A favourite subject for photographers then, as now, was a loaded cane train crossing the Bruce Highway at Nambour, about to tackle the final short grade up into the mill yard. Here, in September 1965, the motive power is MORETON, and its train consists of a mixture of loaded whole-stick cane wagons and empty side-tipping ballast hoppers.



Industrial Railway NEWS

Industrial Railway News Editor : John Browning
PO Box 5646,
ROCKHAMPTON MAIL CENTRE 4702
Phone: (07) 4931 3607 (W); (07) 4926 6356 (A/H)
Fax: (07) 4927 7560 E-mail: ceo8@rocknet.net.au

EDITORIAL

Most unusual seasonal conditions in north Queensland have resulted in widespread disruption to the 1998 sugar cane harvest, with some cane areas experiencing rainfall as high as 300mm in 24 hours, sometimes on several occasions. Total damage costs are thought to be as high as \$70m. Serious damage to some cane railways and a spate of derailments resulted. The loss of harvesting and crushing time to wet weather means that crushing is likely to extend close to the end of the year in some areas, while the wet weather has also reduced the sugar content of cane and disrupted planting for next season. Some of the effects of the weather on the cane railways are described below, and more reports from correspondents who were in the affected areas would be most welcome. Thanks for the news photographs submitted for this issue. The problem of fitting everything in is one I love, even if I don't totally succeed!

NEW SOUTH WALES

ANI COMSTEEL, Waratah

(see LRN 82 p.10)

1435 mm gauge

The 35-tonne Goninan 4wDE shunting locomotive (030 of 1972) was seen on 12 September from a passing train. It has been repainted all over yellow with red headstocks, and its bodywork has been refurbished to remove various dents.

Ray Cross (AusRail newsgroup) 9/98 via Brad Peardon & Bob McKillop

CLARENCE COLLIERY PTY LTD

(see LRN 94 p.7)

1067mm gauge

Twelve months ago, the then owners of Clarence Colliery, Cyprus Coal, through its subsidiary Oakbridge, reduced the workforce at the colliery by 160 or half its workforce. In February 1998, the colliery was put on a care and maintenance basis. In June 1998, Centennial Coal was the



On the penultimate day of their operation by Cooks Construction, Walkers B-B DH CC02 (587 of 1968) and CC04 (610 of 1969) pictured at Yallourn, 30 July 1998.

Photo: Bob James



Isis Mill's Walkers B-B DH ISIS No.5 (617 of 1969), newly rebuilt by the mill, descends Cordalba Hill towards the mill, September 1998.

Photo: Bob Gough



Several types of small battery electric locomotive at Mine & Quarry Equipment, Wacol, Queensland, September 1998. Examples by Wingrove & Rogers, Gemco and Clayton are visible. Photo: Bob Gough

successful tenderer to take over the mine, and it was expected that production would resume soon. A press photograph showed man cars used on the inclined drift.

Lithgow Mercury 11/10/97, 16/10/97, 15/1/98, 28/4/98 & *Sydney Morning Herald* 17/6/98 via Ray Graf

ELECTRICAL MINING & ENGINEERING (AUSTRALIA) PTY LTD, Unanderra

(see LRN 79 p.4)

1067mm gauge

Noted at this location under overhaul on 6 April was a 4wBE numbered 78 (and battery box 23), presumably from BHP coal. (This locomotive is believed to have been built by BHP in 1949 and has been recorded at Appin Colliery - Editor.) Ray Graf 9/98

THE MANILDRA GROUP

(see LR 141 p.21)

1435mm gauge

On 25 July, a Sydney to Gunnedah train was noted with Manildra's Clyde Co-Co DE MM02 (64-342 of 1964) dead attached. This is normally the shunter at Gunnedah.

On 31 August, at Manildra, the flour mill sidings were very congested with Manildra Group traffic. Freshly painted Co-Co DE MM01 (Clyde 62-257 of 1962) was at the head of a rake of Manildra grain hoppers adjacent to the mill, with another rake of hoppers on the next road. The remainder of the yard was filled with 30 plus flat wagons loaded with containers. Somewhat faded Walkers B-B DH 7304 (702 of 1972) was parked in the open at the western end of the yard.

ARHS Bulletin 10/98; Bob McKillop 9/98

SHAFT & TUNNEL PTY LTD, Lot 1 Kalaroo Road, Redhead

762mm gauge

To be offered at auction on 2nd October were three Gemco Moran six cubic metre mounted agitator cars with pneumatic operation, presumably for concrete.

Courier Mail 19/9/98 via Greg Stephenson; All States Auctions & Appraisals 9/98

SILVERTON TRAMWAY COMPANY PTY LTD, Broken Hill

(see LRN 120 p.5)

1435mm gauge

The company's locomotive and rolling stock fleet is largely available for hire or for operational contracts on shunting or short-haul duties. However, there are twenty FLH wagons that are used on the transfer train for conveying ore from the closed North Mine site to the South Mine at Broken Hill. A E Goodwin Co-Co DE 33 (83824 of 1961) is being fitted out with remote control equipment.

David Jehan 9/98

THERMAL CERAMICS AUSTRALIA, Unanderra

narrow gauge

A press photograph of these premises appears

to show substantial numbers of brick cars on narrow gauge track set into concrete.

The Mining Chronicle 12/97 via Ray Graf

QUEENSLAND

BABINDA SUGAR LTD

(see LR 142 p.21)

610mm gauge

The two Malcolm Moore 4wDM locomotives, 1011 of 1943 and 1057 of 1943 (the first was once numbered 19 and the second carries the number 20) have been obtained by Roger Anderson and arrived at Pinnacle Village, Wonga Beach (north of Mossman) on 8 September Len Heaton 10/98

CSR LTD, Herbert River Mills FESSL PTY LTD

(see LR 143 p.18 & 142 p.21)

610mm gauge

Crushing began at both mills on 22 June, and cane transfer from Victoria to Macknade started the same day. There was no haulage of Victoria Mill sugar by Macknade in the period up to 26 August because of low sugar content.

Macknade Mill suffered a succession of major loco failures during the first half of August. Clyde 0-6-0DH 11 (65-383 of 1965) had its torque converter replaced with a new unit on hand at the mill. E M Baldwin B-B DH 20 (7070-4-4-77 of 1977) experienced a bearing failure in the reversing gear box; it was still out of service several weeks later. E M Baldwin B-B DH 19 (7070-3-4-77 of 1977) suffered a final drive failure but was quickly returned to service using the bogies, complete, from 20. During September Clyde 0-6-0DH 18 (DHI.5 of 1954) suffered a clutch failure and was out of service until 10 October. As a result of these casualties, E M Baldwin 0-4-0DH 17 (6-1446-1-9-65 of 1965) was used hauling cane on the day shift until 10 October.

A derailment occurred just after midnight on 31 August on Macknade Mill's Hawkins Creek line, just west of the Bruce Highway to the north of Ingham. A loaded train hauled by Clyde 0-6-0DH 12 (65-434 of 1965), returning from Hawkins Creek, hit a section of line where the drains under the formation had been blocked by cane trash. Water had banked up and then flowed across the track, washing away the ballast and leaving the track unsupported for a length of about 5m. 25 bins were derailed and the cane was lost. The derailed locomotive remained upright and the crew was unhurt.

The cost of main line turnouts is emphasised in the amounts budgeted by Macknade Mill for capital works in the forthcoming slack season, with seven new turnouts costing about \$11 500 each and resleepering twenty turnouts costing \$5000 each. Other work programmed includes track lowering on the Hawkins Creek line west of the Bruce Highway, a 1.9km rerail on the Four Mile line including a new 110 bin siding at Pisano's, and upgrading and rock protection of a further 600m of the Lucinda line on the causeway section through the mangroves.

Industrial Railway NEWS

Victoria Mill's Clyde Queensland 0-6-0DH 70-709 of 1970, transferred from Plane Creek Mill last year, is known as *DALRYMPLE*, but does not carry that name. It has been on full yard duties at Victoria Mill since it replaced Clyde 0-6-0DH *CENTENARY* (64-381 of 1964) a couple of weeks into the season. *CENTENARY* had gone onto empty yard duties, replacing E M Baldwin 4wDH *HAMBLEDON* (8002-1-8-78 of 1978) which had broken down. After *HAMBLEDON* returned to service on empties in the first half of October, *CENTENARY* was observed on cane haulage duties. *DALRYMPLE* and Clyde 0-6-0DH *LUCINDA* (65-436 of 1965) had been repainted during the slack season in yellow and green livery with a red reflective tape pinstripe separating the two colours.

Other locomotives at both mills were repainted during the lengthy wet weather interruptions, including Victoria Mill's truck shop Motor Rail Simplex 4wDM 11255 of 1964. This was also painted yellow and green, emerging newly named as *THUNDERBOLT*, complete with jagged lightning bolt graphics.

Victoria Mill's E M Baldwin 4wDH *Sugarworld Shuttle* (9109-1-9-80 of 1980) was the locomotive which hauled the tour group on 6 August after the rostered Hudswell Clarke 0-6-0 *HOMEBUSH* (1067 of 1914) blew a tube during preparation. The diesel had returned to Victoria from Macknade with the poison unit about the middle of July, and Hansen 2-2wPMR 3 (1920 of 1978) went back to Macknade at about the same time.

A new Plasser KMX-12T tamping machine was delivered to Victoria Mill in mid-October. It is Plasser 445 of 1998 and weighs 24 tonnes. This machine has a cab at each end and is fitted with a track monitoring computer. The on-loan Plane Creek Mill track jack was still in the district in late October, while the on-hire Fessl ballast regulator (ComEng Aresco BR 683 of 1978) and tamping machine (Plasser 116 of 1977) were last noted on 24 July, at Victoria Mill.

The Bruce Highway road overpass over a projected Victoria Mill cane railway at Grasso's Road, Helen's Hill, was opened in early October. The tramline will pass through a 4.5m box culvert but construction of the line has been delayed by wet weather, although work is still expected to commence this year. In the meantime, cane haulouts may be diverted though the culvert under the highway.

Work on the new \$2m high level road/rail bridge across Elphinstone Creek, which will carry a new Victoria Mill tramline, was proceeding to schedule in mid-August. Pressure for a similar \$1.5m bridge, across Midway Creek at Sheahan's Road also in the Abergowrie area, grew after the road bridge used by cane haulouts collapsed early in August, and increased further when the temporary crossing was washed away by heavy rains on 30 August.

Industrial Railway NEWS

A new line which was under construction during the crushing season is a branch off Victoria Mill's Kirkwoods Road line in the Blackrock area. This is 2-3km long, heading south, and a substantial horse line may be built off the end by the local farmer(s).

The issue of the possible removal of the Victoria Mill tramline which passes through the centre of Ingham, has been raised once again, with the local Chamber of Commerce complaining about the delays to traffic on the Bruce Highway in the commercial centre, caused by cane trains crossing Herbert Street. A 19-year old car driver was involved in a collision with a cane train on this crossing on 30 August. It is not impossible that the line may be re-routed north of Ingham some time in the future, but CSR would be looking for funding assistance to do this.

Steam train rides, hauled by *HOMEBUSH* operated in connection with the annual Maraka Festival on 17 October from 9am to 1pm at Forest Beach Road. About 300 passengers rode despite wet weather.

Herbert River Express 18/8/98, 20/8/98, 22/8/98, 1/9/98, 3/9/98, 1/10/98, 3/10/98, 6/10/98, 22/10/98 via Chris Hart; Macknade Mill Newsletter 6/10/98 via Chris Hart; Chris Hart 8/98

T J FRITH PTY LTD, North Goonyella Mine

narrow gauge
Equipment from this company (in receivership) to be auctioned at Oakey Creek North on 29 September were two Eimco rail mounted bidders located at North Goonyella Mine near Moranbah.

Courier Mail 19/9/98 via Greg Stephenson; All States Auctions & Appraisals 9/98

GYMPIE ELDORADO GOLD MINES PTY LTD

(see LRN 113 p.12)

610mm gauge

It is reported that two battery-electric locomotives

are being rebuilt, while another numbered Z22 (a Broken Hill number), is expected to go to the local museum. Another nine locomotives are reportedly in use, while six to eight loco chassis are to be found dumped on the surface.

Ray Graf 9/98

HAUGHTON SUGAR CO PTY LTD, Invicta Mill, Giru

(see LRN118 p.10)

610mm gauge

Areas around the Haughton River were badly affected by the heavy rains at the end of August with much ballast being washed away from beneath the track in a number of locations.

Townsville Bulletin 4/9/98 via Chris Hart

ISIS CENTRAL SUGAR MILL CO LTD

(see LR 142 p.22)

610mm gauge

Walkers B-B DH ISIS No.5 (617 of 1969), newly rebuilt at the mill, was observed in service during September.

Bob Gough 10/98

MACKAY SUGAR CO-OPERATIVE ASSOCIATION LTD

(see LR 144 p.18)

610mm gauge

Marian Mill's Cattle Creek bridge at Gargett fell victim to the torrential rains at the end of August. The ex-QGR low-level bridge, due to be replaced during the forthcoming slack season, was left covered with logs and other debris as the water levels went down, which had to be removed before a loco could cross to pick up marooned cane bins on the Finch Hatton side. Harvesting did not recommence for many days. Tracklaying on **Farleigh Mill's** recently-completed Summit project was based on the technique pioneered on Plane Creek Mill's southern cane railway in 1995, using long welded rail transported to the site by train and towed off onto the already-positioned sleepers. A mill designed and built rail threading trolley was added to the front of the rail train and by using this and portable rollers positioned along the sleepers, the rail was

dropped precisely in position ready for fastening, so speeding up the tracklaying process.

Standard gauge Walkers B-B DH 7327 (689 of 1972) has been acquired for future use by Mackay Sugar and was due to be transported into store at **Pleystowe Mill's** North Eton site on 28 October. This loco was owned by Dorrigo Steam Railway & Museum and had been heavily cannibalised while stored at Hamilton, Newcastle, NSW.

A combination sleeper renewer/scarifier is on order from Fairmont Tamper.

Australian Canegrower 14/9/98 via Chris Hart; Mackay Sugar Newsletter 9/98; Andy Roberts 10/98; *ARHS Bulletin* 9/98; Editor

MINE & QUARRY EQUIPMENT PTY LTD, Wacol

(see LR 143 p.18)

narrow gauge

The twenty 4wBE locomotives here are piled up to three high. It appears that seven of these are small English-built Claytons and BEVs while there are a number of Gemcos and Manchas which seem to have originated from Broken Hill. The Motor Rail Simplex 4wDM here is 2117 of 1921, which was sold at auction when Goondi Mill near Innisfail was closed in 1987.

Bob Gough 9/98; Ray Graf 9/98; Editor 11/98

THE MULGRAVE CENTRAL MILL CO LTD, Gordonvale

(see LR 143 p.19)

610mm gauge

A unique modification for its type has been made to the radiator area of Clyde 0-6-0DH 16 (56-96 of 1956), with the front now rising vertically from the headstock instead of the familiar sloping front. A locomotive has been stripped for conversion into a brakewagon, probably Clyde 0-6-0DH 15 (58-190 of 1958).

A number of four-wheel 10-tonne capacity bins are in service at this mill.

Australian Canegrower 17/8/98 via Chris Hart; Chris Hart 10/98

PROSERPINE CO-OPERATIVE SUGAR MILLING ASSOCIATION LTD

(see LR 143 p.19)

610mm gauge

Walkers B-B DH locomotives 12 (673 of 1971) and 14 (701 of 1972) both rebuilt by Bundaberg Foundry this year, are in service. The 73-class sandboxes are incorporated into the footplate railings, following the Mackay Sugar design for such rebuilds.

Bob Gough 10/98; Andy Roberts 10/98

TULLY SUGAR LTD

(see LRN 121 p.19)

610mm gauge

Two Walkers B-B DH locomotives have been purchased by Tully Mill from Cooks Construction of Victoria. They had been purchased by Cooks to provide spare parts for the locomotives used by the company on Yallourn brown coal haulage. DH24 (606 of 1969) and DH36 (618 of



Bingera Mill's Currajong Creek bridge at Wallaville (see LR 143 p.18) as rebuilt shows a combination of concrete, iron and timber construction. The iron lattice span over the creek is ex-QGR and said to date from the 1860s!

Photo: Bob Gough

1969) have had parts removed, and were sent to Queensland during October.
Bob James 10/98

SOUTH AUSTRALIA

BHP STEEL, Whyalla

(see LR 139 p.25)

1067mm & 1435mm gauge

Further to the previous report, it is confirmed that Walkers B-B DH DH1 (573 of 1962) is in service on standard gauge, while Clyde Bo-Bo DE DE2 (56-111 of 1956) is currently on standard gauge transfer bogies and is being cannibalised. There is one spare locomotive set of narrow and standard gauge bogies available. The locomotives rebuilt by Morrison Knudsen (DE1, 3, 4, 7, 8 & 9) are all equipped for single operator remote control operation.

Two lease locomotives owned by Morrison Knudsen are permanently on standby at the rail operations office should there be a narrow gauge locomotive breakdown. These locomotives, ex-QGR English Electric (Australia) Co-Co DE units purchased from Tasrail, are currently MKA5 (A.213 of 1970) and MKA6 (A.225 of 1971). They were rebuilt by Morrison Knudsen at Whyalla for lease work. In addition, BHP have a 500 class Bo-Bo DE standard gauge locomotive (last reported as 508, built SAR Islington, 1965) on hire from the Australian Southern Railway. It is used for shunting the standard gauge transfer sidings at Whyalla station.

Currently, nine standard gauge ComEng-Treadwell hot metal ladles are used around the works. It is hoped to acquire some extra units from BHP Newcastle when that railway closes next year. 106 narrow gauge cars are used in two trains of approximately 50 each to serve the mines. Five new ore wagons were noted being built at Clyde Port Augusta (formerly Australian National) to replace those lost in a recent collision. David Jehan 9/98

WESTERN MINING CORPORATION, Olympic Dam, Roxby Downs

(see LR 142 p.23)

914mm gauge

The new automated underground electric railway system is only the second of its type in the world (the first being in a Swedish iron-ore mine), and is expected to be completed in the first half of 1999, with many underground ore chutes still to be constructed.

The 6km rail system operates on the 64 level using 20-tonne ore trucks. It is connected to the mining levels above by an ore pass system (vertical or steeply inclined circular tunnels). Loaders will dump ore into the ore passes via a set of grizzlies (installed to ensure that large pieces of ore do not block the rise). It then passes to a load chute surge unit from where the ore is extracted through a specially-designed load chute into the train. The two trains, one on North Loop, the other on South Loop, will operate automatically to collect the ore from the ore passes and transport it to an automated rail dump station located above a



Available for use by BHP, Morrison Knudsen's English Electric (Australia) Co-Co DE MKA5 (A.213 of 1970) as rebuilt by Morrison Knudsen, heads a line up of motive power at the Whyalla marshalling yards, 13/8/98. Photo: David Jehan

new gyratory crusher adjacent to the new number 3 shaft. From there, the ore will be loaded into skips for transport to the surface.

The trains and loading chutes all operate under remote control with the operator located at a console on the surface, although personnel will be required to work underground to complete maintenance and to respond to loading interruptions.

It is understood that Clyde Port Augusta (formerly Australian National) have built all the prefabricated track sections for the underground railway.

Australia's Mining Monthly 9/98 via Arnold Lockyer (used with permission); David Jehan 9/98

VICTORIA

COOKS CONSTRUCTION PTY LTD, Yallourn ENERGY BRIX AUSTRALIA CORPORATION PTY LTD

(see LR 143 p.19)

900mm gauge

It is reported that Energy Brix Australia now has the brown coal haulage contract between Yallourn and Morwell. After an apparently unsuccessful trial of road truck haulage, the rails were shiny once again by 24 September after Energy Brix took a short-term lease on two of Cooks Construction's Walkers B-B DH locomotives for use on the line. The locomotives in use in late October were CC02 (587 of 1968) and CC03 (643 of 1970), with CC04 (610 of 1969) available in reserve, and CC01 (586 of 1968) in storage. There has been a variety of speculation regarding the future of the Cooks Walkers locomotives, including the possibility that one might go to Puffing Billy. However, the two kept for spare parts by Cooks, DH24 (606 of 1969) and DH36 (618 of 1969) have already been sold to Tully Mill, so sale to Queensland sugar mills seems a likely eventuality for the rest also. DH24 had been stored at Dandenong without bogies, while DH36 had been stripped of bogies, cab and other parts, and had been sitting alongside the track at Yallourn. They were sent north during October.

Industrial Railway NEWS

It is confirmed that Energy Brix have purchased the five Gemco 4wDH locos built in 1986-7 from the Tasmanian Hydro-electric Commission (see LR 143 p.19).

By late October, they were in Victoria and some at least had been regauged from 1067mm. Upgrading was to include work on the braking system, the fitting of equipment for multiple-unit use, and modification to the driving controls. A trial had been carried out, but clearance problems with undergear had reportedly been experienced. Haulage capacity and speed in service (with a top speed of 10km/h being reported) remained other unknown quantities at that time, but entry to service was expected soon.

Peter Medlin 9/98; David Jehan 9/98; Colin Harvey 9/98; Robert James 10/98; Brian Francis (Cooks Construction) 10/98

CENTRAL VICTORIAN GOLD NL, Maxwell's Mine, Powlett Plains Road, Inglewood

(see LRN 111 p.15)

457mm gauge?

According to the telephone book, the current operator at this site is as shown above, although a sign noted at the mine when it was visited in January said Gold Tech Mining - a division of the Gold Quest Group of Companies. Rail equipment noted near the poppet head included a bogger and skips, while dumped just inside the fence some distance from the gate was seen four skip bodies, two skip underframes, and one derelict 0-4-0BE chassis.

Ray Graf 9/98

WESTERN AUSTRALIA

PEMBERTON TRAMWAY COMPANY PTY LTD

(see LR 143 p.20)

1067mm gauge

The Plymouth 4wDH is builder's number 6129, shown by the number stamped into the top right corner of the headstock at the cab end. This locomotive has been fitted with couplings to enable it to handle the line's tramway cars, and is painted orange. It began life as a 2ft 6ins gauge locomotive built for Utah Australia for Snowy Mountains Scheme projects.

The Commonwealth Engineering 0-6-0DH (BB1050 of 1961) was formerly equipped to be set up to work train air brakes via a brake valve in the cab and a second air compressor. This dates from its original use by Hornibrook Construction for the rehabilitation of the Townsville - Mt Isa line in Queensland. This locomotive has been used for shunting wagons at Pemberton along with two ex WAGR British Thomas-Houston Y class Bo-Bo DE locos.

During October, the girder/deck assemblies for the new turntable at Pemberton were installed. Len Purcell 9/98; Simon Mead 10/98; Editor



Heritage & Tourist

track to maintain, the challenge is now for the PBR to live up to its enormous additional potential.

Preservation Achievements

This issue brings lots of good news from the preservation scene. The major news of course, is the official opening of the extension to Gembrook on the Puffing Billy Railway. The extension, a major achievement by hundreds of volunteers of the PBPS, enhances the claims of the Puffing Billy Railway to be one of the great steam narrow-gauge preserved railways of the world.

Now, with an additional 11km of

The efforts of Old's Engineering at Maryborough to build a replica of MARY ANN, the first locomotive built in Queensland, may have received less publicity against the achievements of the PBR, but it is no less significant. It demonstrates that a regional centre, with a sound engineering base, can make a dramatic contribution to railway preservation.

And not to be forgotten, we have a story on the efforts of Tasmanian enthusiasts to preserve the only remaining passenger carriage of the 2ft gauge North East Dundas Tramway, which celebrates its 100th birthday this year.

The past month has also brought news of large Centenary of Federation grants for two industrial and narrow gauge railway preservation groups: State Mine Railway Heritage Park at Lithgow, NSW, and the Walhalla Goldfields Railway in Victoria's Gippsland. Congratulations to both groups and we look forward to reporting of their achievements in future.

Bob McKillop

NEWS

Queensland

DURUNDUR RAILWAY, Woodford 610mm gauge Australian Narrow Gauge Railway Museum Society

Every preservation group needs a sound Business Plan. ANGRMS has set about the strategic planning process to involve its members in defining barriers, the operating environment, their vision for the future, the projects that members wish to see tackled over the coming years and the resources available to the society. Through a series of workshops at monthly meetings, these strategic parameters are being worked through to define a Business Plan of priority tasks that are realistic and achievable with the resources available. It is expected that this participatory planning process will enable the Society to operate in a more professional and efficient manner. A special run was made over the Durundur Railway on 13 August for 29 visitors, most of them from the English TEFS railfans tour group to Australia. Volunteers provided afternoon tea for the visitors. *Durundur Railway Bulletin*, 8/98, 9/87

OLD'S ENGINEERING,

Maryborough 1067mm gauge Old's Engineering, which specialises in steam engines, is constructing a replica of the first locomotive built in Queensland, MARY ANN, a unique 0-4-0 vertical-boilered locomotive built by John Walker's Union Foundry in 1873 for William Pettigrew's timber line at Tin Can Bay [see LR 57, p.9]. It was later given the



Peter Old with the driving mechanism of his partially completed replica of MARY-ANN, 11 August 1998.
Photo: Peter Neve

number 217 on the Walkers Limited builder's list. The ARHS (ACT) Queensland tour group was given a demonstration of the almost completed locomotive operating under compressed air at Old's Engineering on 11 August 1998. It is understood that the replica will be used on the proposed Maryborough Heritage Railway, which utilises a section of the QR wharf branch. It is planned to operate from the historic railway station through Queens Park along the Mary River bank to terminate at the Wharf Street station. Old's Engineering is

a general foundry, but retains belt driven machinery, powered from a steam boiler. This is operated normally one day a week, when the Foundry is open for public inspection. Peter Neve 10/98; Editor

New South Wales & ACT

ILLAWARRA LIGHT RAILWAY MUSEUM SOCIETY LTD,

Albion Park 610mm gauge Further to our item in LR 142, the 0-4-0ST Davenport locomotive *KIAMA* (1596 of 1917) was officially returned to service at the

Illawarra Train Park, Albion Park on Sunday 23 August. Disastrous floods during the week which isolated Wollongong were not sufficient to dampen the enthusiasm of ILRMS members and the event was most successful. The English TEFS railfans tour group arrived at 7.30 am and were treated to two hours of train movements. The *KIAMA* dedication at 10.30am was followed by a locomotive cavalcade of four steam locomotives - *KIAMA*, plus 0-6-0 *CAIRNS* (Hudswell Clarke 1706/1939), 0-4-0ST *BURRA* (Hawthorn Leslie 3574/1923) and the Perry 0-6-2T (7967.49.1 of 1949) - and five IC-powered locomotives. Passengers trains were hauled by *KIAMA* and *CAIRNS* for the remainder of the day until 4.00 pm. Michael Milway, 9/98

MARSDEN STEAM MUSEUM, Goulburn 610mm gauge

A recent visit to Goulburn confirmed rumours that this steam museum and narrow gauge tourist railway (see LRN 120, p. 7) is closed once again. The tenancy of the site has been terminated and the recent incumbent ordered to vacate and remove such material that was owned by him. Advice from Goulburn City Council is that they had commissioned a "Management Plan" by a consultant and this is currently under review. Council has also commissioned a technical report on the condition of the 1883 Appelby beam engine, which is the centre piece of the heritage site. A site inspection showed that a large brick boiler building had been erected in close proximity to the original boiler house. This detracted from the "historical Precinct" concept of the original complex.

Heritage & Tourist



As reported in LR 143 (p.22) access to Brampton Island is now restricted to resort guests. Geoff Percival caught one of the FC Hibberd 4wDM Planet locos heading the resort train in August, 1998.



Newly recommissioned KIAMA stands at Yallah station with cars 95 and 430, 23 August, 1998. Photo: David Daw



Bundaberg Tramway Preservation Society operates the Botanical Gardens Railway over a picturesque circle of track within the local Botanical Gardens. For an inspection by the TEFS group (and a couple of local hangers-on) on Tuesday 11 August 1998, the BTPS steamed 0-4-0T O&K 6805/1914 and 0-4-2T Bundaberg Foundry 3/1952 for several trips around the man-made lake, with numerous photographic delays. Photo: Peter Neve

Various road and stationary engines were on site. On the railway front, the 610mm gauge railway was still existing, but relaid with 80 lb/yd rail. A section of the line had a third rail addition to provide 1435mm (standard) gauge track. The Krauss 0-6-0T locomotive *STELLA* (3423/1897) is in a dismantled state and had evidently been in that condition for a long time.

The 0-4-2T Fowler (16339 or 41 of 1925), ex-Lachlan Vintage Village at Forbes (and previously at Tully Mill in Queensland) is in working order. It is accompanied by a locally-built bogie passenger car and a 4-wheel open passenger car, all housed in a purpose-built shed at the western end of the site.

After my original effort in saving the 1883 pumping station complex from scrapping 42 years ago and a subsequent 21 year involvement, it was disappointing, although not unexpected, to return after 21 years absence to find the project had regressed rather than progressed through three subsequent management regimes and three closures.

Bruce Macdonald, 10/98

RICHMOND VALE RAILWAY,

1435mm gauge

Richmond Vale Preservation Co-operative Society Ltd

The English TEFS railfans tour group visited Richmond Vale on 20 August 1998. Special photo runbys were operated by ex-SMR 2-8-2T No. 25 (BP 6126/1922) with the passenger train and non-air coal train. The RVR site was also the venue for the annual get-together of the Scouting Association on 23 August. There were some 1300 people at the event, and there were good loadings on the five passenger trains operated on the day. 0-4-0ST *MARJORIE* (Clyde 462/1938) and the Planet 4wDM (Hibberd 3715/1955) were active on perway duties during September when the No. 1 road into the new carriage sheds was completed and temporary track laid for the No. 3 road.

Bush fires are a threat to many preserved railways and the RVR is no exception. The Society success-

Heritage &Tourist

fully tendered for a Bushfire Tanker, based on an International 4x4 truck, from the Greater Taree City Council, which was delivered to the RVR site on 28 July.

RVR Link Line, 9/98

STATE MINE RAILWAY HERITAGE PARK, Lithgow

1435mm gauge

This active preservation group has been successful in obtaining a Centenary of Federation grant of \$1.5 million. While the main application of the funds will be for the tourist railway link over the former State Mine branch railway, the Federation project also covers conservation work at the site of the former blast furnaces (Blast Furnace Park) and interpretation of the blast-furnace ruins. This is one of Australia's most significant industrial heritage sites.

Established as the Esbank Iron Works in 1875, it became Australia's first steel works with the opening of W Sandford and Company's blast furnace in May 1907. Taken over by C&G Hoskins in 1908, the Lithgow steelworks was served by an extensive industrial railway system with a fleet of locomotives. It operated until 1932, when the plant was dismantled and transferred to Port Kembla.

The growing collection of the museum now includes nine steel-framed coal skips from the old Springvale Colliery at Wallerawang. The skips, apparently buried in the 1950s, were recently uncovered by open-cut operations, which crossed some of the old workings.

Ray Christison 10/98; Editor

Victoria

PUFFING BILLY RAILWAY

762mm gauge

Emerald Tourist Railway Board

With commencement of through services to Gembrook (see feature article, page 3), the PBR introduced new timetables from 19 October. The new timetable provides for four trains on normal days, with the 1030 departure from Belgrave running through to Gembrook. However, Timetable 2A has four trains, with both the 1030



Kerr Stuart 0-4-2T (742 of 1901) takes on water at the Red Cliffs Historic Steam Railway, 7 July, 1998.
Photo: Geoff Percival



100 years old this year, the beautifully restored NE Dundas Tramway carriage A1 basks in the sun at the Redwater Creek Railway, Sheffield.
Photo: Peter Martin

and 1330 from Belgrave going to Gembrook. In the peak summer period with six trains running, departures from Belgrave at 1040, 1210 and 1340 continue through to Gembrook. Full timetables are provided on the Puffing Billy Home Page: <http://www.pbt.org.au>

The Puffing Billy Preservation Society Annual Report highlights the role of Society volunteers in rebuilding 11 kilometres of track from Lakeside to Gembrook, constructing three of the four new bridges on the section and assisting with the construction of buildings and infrastructure at Gembrook. With combined surpluses from its funds of \$131,008 during 1997-98, the Society has continued to provide grants to the Board for specific capital works projects.

During 1997-98, patronage on the Puffing Billy Railway was 231,659 (down 2.8% on the previous year). Increased competition from other attractions during January, the high number of total fire ban days and below average visitor numbers over Easter due to bad weather were the main factors in the overall downturn. However,

increased patronage was reported on the evening "Dinner" trains (up 24.6%) and there was a sharp increase in Wedding patronage (up 44%). Patronage during special events, such as FOTTE days, was also up 18%.

Puffing Billy Home Page 10/98; PBPS 1997-98 Annual Report

RED CLIFFS HISTORIC STEAM RAILWAY INC.

610mm gauge

Our last detailed report on this preservation group was in LRN 108 (October 1995, p.22), with a brief update in LRN 117. A visit to the railway in June 1998 found former SR&WSC Kerr Stuart 0-4-2T 742 of 1901 hauling two open tourist-style bogie carriages over 1.5 km of track. The locomotive is owned by the Rotary Club of Red Cliffs and was fully restored by the Sunraysia Steam Preservation Society in 1987. The Kerr Stuart was in regular use by the SW&WRS between 1924 and 1953 transporting fuel from the VR siding at Red Cliffs to the pumping station at Cliffside. It is now finished in an attractive green and black livery with red lining and lettering (see photo). The railway

operates on the first Sunday of each month between 1pm and 5pm.
Geoff Percival, 9/98

WALHALLA GOLDFIELDS

RAILWAY INC.

762mm gauge

When Deputy Prime Minister Tim Fischer visited Walhalla Goldfields Railway on 15 September he announced a grant of \$1 million from the Federation Fund. The grant was agreed by Federal Cabinet before the announcement of the election, so it was not conditional on the outcome of the election. The WGR also has a grant of \$500,000 from the Victorian Government, but the availability of this money was conditional on the railway gaining at least equal funding from another source. As a result they now have \$1,500,000, and are working full steam ahead on design work for rebuilding the bridges into Walhalla. Their target date for opening into Walhalla is 3 May 2001.

Dogspikes & Diesel October 1998, Frank Stamford 10/98

Tasmania

REDWATER CREEK HERITAGE RAILWAY, Sheffield

610mm gauge

Redwater Creek Steam & Heritage Society Inc.

The only surviving carriage from the 2ft gauge North East Dundas Tramway has its 100th birthday this year. The carriage, classified A1, was the only first class carriage on the tramway. As far as is known today, it was built in the Launceston Workshops in 1898. It seated 24 passengers and is 6ft 6in wide and 28ft long. The main horizontal frames are Oregon timber, the frame uprights are cedar and the inner and outer cladding are Baltic Pine. During its life on the NE Dundas Tramway, A1 was hauled by the first Beyer Peacock Garratt locomotive ever built, the famous K1 (see LR 143, p.24).

The NE Dundas Tramway officially closed in 1932. Mr Jack Shennan of Perth (Tas) saw A1 outside the carriage sheds in Zeehan about 1938. Nothing is known of its location between 1938 and the early 1960s, when it was photographed in a Burnie builder's yard during conversion to a mobile 'caravan' for bush workers. It was fitted with road wheels at one end, with a very large tow-bar

fitted to the opposite end.

A1 was 'discovered' in a very derelict state near Burnie in the late 1970s and was purchased by members of the Second River Tramway in 1986. It was extensively repaired over a three year period in Devonport and taken to Karoola to operate on the tramway. A1 was transported to Sheffield in February 1994 to operate on the Redwater Creek Steam & Heritage Society's 610mm gauge line. One of the bogies at present under the carriage is the only surviving 2ft gauge passenger car bogie in Tasmania with bar-frames and elliptical leaf springs.

Peter Martin, 10/98

South Australia

MOONTA TOURIST RAILWAY

610mm gauge

National Trust of SA (Moonta Branch)

It is some time since we had a report on this tourist railway which takes visitors on a 50 minute round trip through the Moonta mines State Heritage area [see LRN 116, p.16]. I have received a belated report of a visit to the railway in January 1998. Operating locomotive was the green 4wPM *YOUNG JOHN* built at Maylands Brickworks, Western Australia

around 1960. It is fitted with a Holden 6-cylinder engine with automatic transmission. The loco hauls two bogie and two 4-wheel tourist carriages over the 2km line. The black steam-outline locomotive was in the shed and a 4wBE locomotive was noted dumped at the rear of the shed. I would be pleased to receive updated reports on this operation.

Ray Graf, 10/98; Editor

PORT DOCK STATION RAILWAY MUSEUM, Port Adelaide

483/1067mm
gauge

Ex-BHAS Port Pirie industrial 0-6-0T locomotive *PERONNE* (Barclay 1545 of 1919) operated shuttle trips over the 1067mm gauge track at Port Dock station over the nine days of the annual Thomas the Tank Engine event in the July school holidays. There were over 2500 passengers carried on these trains. *PERONNE* is also scheduled to operate a full week of "Steam for Schools" trains from 2-6 November, leading up to the special 10th Anniversary celebrations on 7-8 November. 457mm gauge locomotives, 2-4-0 *BILL* (Willis Eng 43 of 1992) and 0-4-0T *BUB* also operated throughout the event, until *BILL*'s valve gear failed late on the final day. *Catchpoint*, 9/98

Western Australia

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

WALPRA's 5th annual Enthusiasts Day was held on 12 September and featured a wide variety of motive power and rolling stock. A number of photo opportunities were staged to take advantage of the many unusual train movements. A mixed consist of the entire BBR rolling stock hauled by 2-8-2 NG118 (Henschel 24476/1938), banked out by 0-4-2T *BETTY THOMPSON* (Perry 8967.39.1 of 1939), was a feature. Both these locomotives are reported to be steaming well. The Fowler 0-6-0DM *ROSALIE* (4110019/1950) is the only operational diesel locomotive in service, as the Gemco and Planet locos were both out of service in October with mechanical problems.

Among the innovative new activities hosted by the BBR are Botanic Walks, scheduled for 25 October and 1 November. Passengers will be taken by the 2pm train to Maine station and escorted back to Whiteman Village Junction along the walk train to see the diversity of

Heritage & Tourist

wildflowers growing in the different habitats of the Park. WALPRA, operators of the BBR, have a new postal address: PO Box 386, Midland Junction WA 6936. BBR Members Newsletter, 10/98

KEITH WATSON, Rossmoyne

(see LRN 84,102) 610mm gauge
The following ad was noted in the July 1998 issue of the Narrow Gauge Railway Society (UK) publication "Narrow Gauge News":
FOR SALE 24in. gauge replica Bagnall ANNIE built in Australia. The loco has 5in dia x 7in stroke cylinders, 15in driving wheels with 4in axles running on ball races in cast iron axleboxes. The engine has Walschaerts valve gear. The boiler is 20in diameter, and is of Briggs design which makes ample steam. It is currently oil-fired, but could easily be converted to coal. It has two large brass plates with the name ANNIE together with builder's and replica Bagnall plates. Price: £25 000 plus packing and shipment. All offers to: Keith Watson, 11 Sandra Way, Rossmoyne, WA 6148



Mulgrave Mill's Fowler 0-4-2 *NELSON* (20273/1934) hauls empty cane bins on a special photographic charter for a combined TEFS (To Everywhere For Steam - and a beer!) and ARHS/ACT charter, on Tuesday 4 August 1998.

Photo: Peter Neve



RESEARCH

Photographic Recollections - A pictorial history of Broken Hill

This photographic exhibition, located in the old central powerhouse administrative office, is a must for those interested in the history of the mines and railways of Broken Hill. There are over 600 photos on display. Of note were many interesting shots of the Silverton Tramway and some very good images of battery locomotives in use underground at the Zinc Corporation. It is understood that the original glass negatives are held and that many more good photos of underground locomotive workings are available on request. The exhibition is open Monday to Friday between 10am and 4.30pm, and Saturday and Sunday from 1pm to 4.30pm. It is located in Eyre Street, Broken Hill South. The curator is Mr JR (Cliff) Braes, who can be contacted on (08) 8087 9322 at the exhibition. Reproductions of all photos are available in various sizes, both in b&w and sepia.

David Jehan

ARHS Victoria Archives

The Victorian Division of the ARHS maintains archives at Windsor railway station in Melbourne. The archives are open from 8pm to 10pm, every Tuesday except December and January, or by appointment with the Archives Officer, Mr Ian Barkla (03 5958 1239, or PO Box 220, Gembrook 3783).

The photographic archives include material on narrow gauge and industrial railways in Victoria, although these constitute only a small proportion of the total holdings. LRRSA Secretary Phil Rickard has compiled a list of several hundred such photographs held in the various collections. If LRRSA researchers are seeking photographs to illustrate an article or similar publication, it is suggested

they contact Phil at PO Box 21, Surrey Hills VIC 3127 who will advise whether they may be in luck.

BHP Newcastle Rail System

Under a LRRSA NSW Division project, member David Jehan is currently writing a book for BHP Newcastle covering the rail system at the plant since the introduction of diesel traction, with an emphasis on the last 25 years.

Though he has access to a lot of records at the works, he has yet to find any photos of the following:

1. A BHP train crossing the river on the NSWGR bridge or working a train on Kooragang Island.
2. One of the centre-cab DH locos built by Walkers of Maryborough for BHP Whyalla being trialled at the Newcastle plant in 1962.
3. Any other 'unusual' shots of the steelworks rail system.

If any readers can help with the above, please contact the Editor.

Writing Historical Articles

To many researchers, translating the mountains of information collected about a particular railway into a final product worthy of publication appears a daunting task. Professional historians have mastered the art of good writing to tell their story in an entertaining and memorable manner. Their skills are the product of many years of dedicated practice and rigorous critique of sloppy work. You too will need guidance and practice to assemble your material and present it in a challenging and interesting manner. A very useful starting point for authors is the Australian Government Publishing Service Style Manual, which has gone through a number of editions. Check out your local library for a copy, or better still purchase one at the nearest AGPS shop. It offers a valuable guide to writing clear, brief and convincing prose.

Another means of improving your writing skills is to study examples of good writing. One such example, which I believe provides an entertaining and clear description of a railway event of interest to our readers, has been sitting in the editor's files for some years awaiting a suitable excuse to introduce it to the pages of *Light Railways*.

Here is a delightful letter to the editor of the magazine *Pacific Islands Monthly* published in September 1980:

The Railway Line That "Schnapped"

For some years now I have been intrigued with an odd snippet of information that I read in a New Zealand newspaper relating to the pre-World War I days of Western Samoa. The subject matter concerned a railway built by the colonising Germans.

The story, as I recall it, stated that on the grand opening day all of Apia's government and business community leaders were invited to travel the length of the railway line, celebrating the event as they went. The celebrations took the form of schnapps being consumed with great gusto at each village that the engine and carriages stopped at, and it would appear that certain gentlemen, or possibly the engine driver, not wanting an early conclusion to the festivities, saw to it that the frequency of the stops increased to a measurable degree. In a short time all and sundry were thoroughly inebriated.

It appears at this stage that the train, with a little turn of speed up, ran out of line with the unsatisfactory result that the engine came off the rails and had sufficient momentum to carry it into the

lagoon where it puffed its last contemptuous belch! Could it be that one of PIM's readers could supply an insight into that gloriously incredible day when perhaps the world's shortest-lived railway opened and closed for business? Perhaps my information on the events of this pre-World War I era has been distorted with the passing of time. But I would be most interested if anyone could substantiate these facts (or otherwise), or provide a colourful detailed description of what must have been a most significant day in the colonial Pacific in the early years of this century.

RANDAL J. LOCKIE, PO Box 7187, Boroko, Papua New Guinea

I do not have any record of whether or not Mr Lockie's call for information was satisfied at the time. Perhaps some reader may take up the invitation through the columns of this magazine? But the point of its reproduction here is to demonstrate how well chosen words and polished sentences can present a story in a most entertaining manner. Lets get some life into our writing and have fun!!

Editor

Heritage & Tourist: Coming Events

December 1998

4 Puffing Billy Railway, Belgrave VIC. *Santa Special:* Santa comes to Puffing Billy to meet children of all ages. Santa will hand out presents for the children. Santa's helpers will also have some Christmas Cheer for the adults to enjoy. Also on 12 and 19 December. Phone (03) 6800 for information.

5 Bennett Brook Railway, Whiteman Park WA. Progressive dinner train trip with courses served at different locations, taking the train from station to station. Phone 08 9249 3861.

5-6 State Mine Heritage Park & Railway, Lithgow NSW. NSW Tidy Towns Awards open weekend. Steam operations and tourist train rides (subject to completion of project). Phone: 02 6353 1513 for details.

18 Bennett Brook Railway, Whiteman Park WA. Santa Special trains. Phone 08 9249 3861.

20 Puffing Billy Railway, Belgrave VIC. *Puffing Billy Christmas Festival:* An enchanting evening for families with a 'Carols by Candlelight' concert at Emerald Lake Park. Travel by special train or take your car to the park. Call (03) 9754 6800 during business hours for more details.

26 Semaphore & Fort Glanville Tourist Railway, Port Adelaide SA. Daily operations by steam over 457mm gauge railway during school holidays, then every Sunday to Christmas. Phone 08 8341 1690 for details. Phone 08 8341 1690 for details.

18 Bennett Brook Railway, Whiteman Park WA. New Year's Eve Bush Dance, with trains carrying patrons to the venue. Phone 08 9249 3861.

January 1999

1-31 Semaphore & Fort Glanville Tourist Railway, Port Adelaide SA. Daily operations by steam over 457mm gauge railway through January. Phone 08 8341 1690.

2-3 Redwater Creek Railway, Sheffield TAS: 610mm gauge railway operated by 0-4-0T Krauss. Phone 03 6426 2971.

3 Cobdogla Irrigation Museum, SA. Pump and steam day. Also on 24 January. Phone 08 8588 2323.

10 Cobdogla Irrigation Museum, SA. *Loveday Flier* train operations with Bagnall 0-4-0T 610mm gauge loco. Also on 17 January. Phone 08 8588 2323

February 1999

14 Puffing Billy Railway, Belgrave VIC. St Valentines Day, dinner special train - 7pm departure. Phone (03) 9754 6800 for information.

20-21 Puffing Billy Railway, Belgrave VIC. Friends of Thomas The Tank Engine Day. Special trains, food and the Fat Controller will be in attendance!

April 1999

3-4 Australian Narrow Gauge Convention, Brisbane QLD. At QR Institute Conference Room, Central Station with presentations on ng railway topics. Contact Greg Stephenson 07 3375 1475; fax 07 3209 1250; email (Bob Dow) bobdow@medeserv.com.au



Book Reviews

Facsimile catalogue of the British-Australian Machinery Company Ltd., Sydney.

64 pages printed on art paper with card cover. 192mm x 258mm. Published privately by Colin Wear, 1998 and available from LRRSA Sales, P.O.Box 21, Surrey Hills 3127. Members' Price \$13.50, non-members \$15.00, postage for 200 grams extra.

This volume will provide plenty of interest for those who like to pore over old catalogues, and there are many puzzles to be solved, with locomotives and rolling stock illustrated both in Australia and in other locations. The date of the catalogue seems to be around the time of the first world war and so it features a variety of steam, electric, and early internal combustion locomotives. In spite of the title of the company, quite a few of the steam locomotives illustrated are from Germany, but British and American designs feature prominently among those offered for sale. Various types of geared steam locomotives such as Shay, Climax and Heisler are included (see below). The many drawings of items of rolling stock would be valuable to modellers. Some illustrations and their locations would be familiar to keen readers of *Light Railways*, but many items illustrated may never have been seen in Australia and

some of the locations can only be guessed at. The printer seems to have done a good job in reproduction of the original. However, I would have liked to see some indication that this is a facsimile edition, and the two blank pages at the end could have been used to provide some notes to assist the reader in identification of some of the scenes featured within, especially those situated in Australia.

This is a worthwhile addition to the collection of those interested in the history of Australian industrial railways. Recommended.

John Browning

LYSAGHT RAIL

The story of the railways at Lysaght and CRM Plants

by *Larry Gilholme*

40 pages, 175mm x 250mm. Card full colour cover; 4 colour and 49 black & white photographs; 4 maps and 2 diagrams. Published 1998 by the Australian Railway Historical Society New South Wales Division, 67 Renwick Street, Redfern 2016, NSW.

Now integrated into BHP's Port Kembla steel operations, the Springhill works of John Lysaght once boasted its own independent rail system. Its small locomotive fleet was kept busy both at Springhill and in transfer traffic between Lysaght's and the CRM (Commonwealth Rolling Mills) works, where internal shunting work was also carried out, as well as parts of the steelworks. As the steelworks complex is on the other side of the government railway line, and CRM some distance away across Port Kembla, transfer operations meant working over government railway metals.

History tells us that railway operations as part of heavy industry are particularly harsh and unforgiving on man and machine, and this is underlined by the fact that the book is dedicated to a fellow worker who suffered a disabling accident while working on the Lysaght's railway.

From the "insider" viewpoint of a Lysaght's railway employee, the book gives an overview of the development of the Lysaght's and CRM enterprises and provides a fair amount of detail on the rail systems, typical operations, and locomotives & rolling stock. Potted locomotive histories are included, and the colour photographs on cover and centre pages (including steam shots) are varied and of good quality. In addition, R G Parry-Okeden's 1956 article from the ARHS Bulletin is reprinted as an appendix.

It would have been nice for the reader to have been supplied with enough detail to understand more clearly the nature of the manufacturing operations at Lysaght's and CRM, and for the historical context to be more in focus. Nevertheless the author and publisher are to be congratulated for a useful and workmanlike publication which is a worthy addition to the bookshelf of anyone interested in Australia's industrial railways.

This slight volume makes a good companion to the works already published on the Newcastle steelworks and Whyalla operations of BHP, and remind us that scope remains for books on the Port Kembla steelworks and the industries associated with the Newcastle steelworks. The book was published with the assistance of BHP Port Kembla, but even still the price of \$14.95 presumably reflects the regrettable lack of interest in such subjects and the resultant small print runs necessary. Recommended.

John Browning



LRRSA NEWS

MEETINGS

MELBOURNE: "Lynton & Barnstaple"

Bill Hanks will be showing a video of the Lynton & Barnstaple Railway. This charming English narrow-gauge line, which closed in 1935, is currently the subject of an ambitious restoration plan.

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

Date: Thursday, 10 December at 8.00 pm.

SYDNEY:

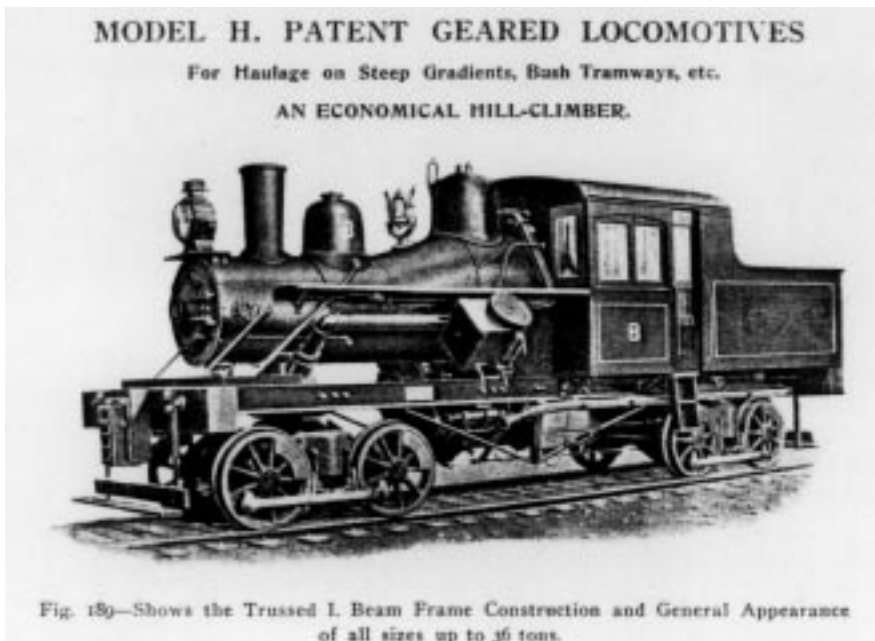
The NSW Division's next meeting will take place in February 1999. See the February issue of *Light Railways* for details, or contact Jeff Moonie on (02) 4753 6302.

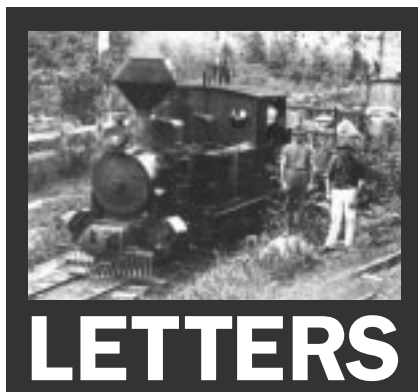
ADELAIDE: "Social & Film Evening"

The December Meeting will be a Social and Film evening.

Location: 150 First Avenue, Royston Park.

Date: Thursday 3 December at 8.00 pm. Contact Arnold Lockyer for details (08) 8296 9488.





Dear Sir,

Finding the Tunnels (LR 143)

There is a typographical error on page 25 regarding the compass bearing for the track near Henry's big tunnel. The figure should read 137, not 187.

Balikpapan Railway (LR 143)

I was interested in the letter on the Balikpapan railway. The 1944 date mentioned should be 1945, as the invasion by Australian troops occurred on 1 to 5 July 1945. The motto on the loco pictured on page 29 refers to the 7th Division A.I.F., which unit spearheaded the invasion.

In Gavin Long's *The Final Campaigns*, Australian War Memorial, 1963, page 512, there is a plan of the Balikpapan area that shows the railway as being around 5 km in extent.

Norman Houghton
Geelong, Victoria

Dear Sir,

Narrow Gauge Railway at Balikpapan, (Letters, LR 143)

I was delighted to see Jack Wick's photographs of the locomotives at Balikpapan, Eastern Borneo in *Light Railways* 143. I can add a few pieces of information from various sources.

The first is from a map of South East Asia produced by Bartholomew [undated but purchased in the 1960's] which shows a railway from the port of Balikpapan extending north along coastal swamps to near Samarinda to Bangsalsemera about 100km in total. Another line extended south but inland over a mountain range of 1000 metres. This was about 150km long.

The second is negative No. P0630/90/48 I came across at the Australian War Memorial while researching the Sabah railway article (LR 135). This shows the identical locomotive featured in LR 143. The caption reads: "Balikpapan, Borneo 1945. The 7th division workshops Australian Electrical and Mechanical Engineers (AEME). Steam locomotive '7 Divvy Lizzie' (donor: Museums and Art Galleries of the N.T.)." The museum has a large collection of photos of the conflict in Borneo easily accessible on computer. There are many showing the Sabah line, most showing converted jeep locomotives and a couple showing a 2ft line in Brunei at Badas and Seria with a Wickham(?) railcar and a German looking 4w diesel. I

understand that the line was used to transport large cannons during the campaign. The same map shows this line extending south into Sarawak to Lutong, Miri, and Liku. Length looks around 50km. Needless to say, I would be pleased to hear any information about this line. It seems a logical place to use a Malcolm Moore! In fact, any information about the use of light railways by the Australian Armed Forces would be great to see.

The last piece of information comes from a book called *Du Croo & Brauns Locomotives* by Jan de Bruin (Stichting Rail Publicaties). This Dutch company specialised in industrial locomotives for the then Dutch East Indies. In the building list are four locomotives built for Oost Borneo Maatschappij, Samarinda, Borneo. Three were built in 1924, b/n 32, 33, 34 and the other b/n 130 ordered in 1926. The gauge was stated as 600mm. These locomotives were the firm's standard 0-4-0WT: 25HP; 550mm wheel dia; 1000mm wheelbase; 150 x 260mm cylinders; 7.1 tonnes in working order. These were certainly not the locomotives shown in the photo since they were well tanks. This firm only built steam locomotives with Walschaert's valve gear, which rules out this company as 7 Divvie Lizzie's builder. The other locomotives shown on the bridge also seem larger than the ones in the list.

John Peterson,
Warragul Vic

Dear Sir,

Warrakin Branch Line (LR 142)

I was interested to read the account of South Johnstone's No.3 branch to Warrakin in the August issue of *Light Railways*.

When I was at South Johnstone, in the 1940s, I normally fired their No.1 loco; one of the hungry Porter 0-4-2T jobs. The usual set-up on day shift was to take a rake of, say, 60 to 65 empty cane trucks, a wagon of loco coal, possibly a couple of QR Innisfail Tramway wagons of forward

loading, some loaded filterpress trucks and a tip truck of loco sand from South Johnstone to Japoon. Then, leaving the load on a siding, "run the angle" to turn the engine, hook onto about 40 empty cane trucks and take them up the Warrakin branch.

It was better to pull them up to the branch terminus, run around them, and return to Japoon, picking up the loaded cane trucks and dropping off the empties on the way back, along with any mud trucks and forward loaded QR wagons.

Usually, after we had run No.3 Branch, we'd probably have orders to proceed to School Loop, along the main line to Silkwood, with empties. Then, having met the Silkwood loco and crew there, we'd exchange our running sheet and empties for their running sheet and loaded cane trucks. Probably there would be a wagon of loco coal and a tip truck of sand for the Silkwood crew to take to their depot.

We would be back at Japoon by lunch time, have lunch, then take 27 loaded cane trucks up to the 8-mile, leave them there, and come back for another 27 trucks. Then, after taking on water (we'd take water each time we passed through Japoon) take 60 to 65 loaded cane trucks to Frazer's Yard. Here, we'd reduce the load to 45 loaded trucks [the "safe" maximum] for the descent to South Johnstone.

What we used to do on Saturdays to hasten cleaning up the yards at Frazer's and the 8-mile is better left unsaid. What the controller's eye didn't see, didn't hurt him!

Mike Loveday
Burpengary, Qld

Dear Sir,

Wolgan Valley Railway (LR 143, p.32)

I was interested to see printed in your October magazine, on the bottom rear cover and from Grant McCarthy's collection, the colour photo of the derelict Lima Shay locomotives at Newnes. Grant's copy is from an original taken by Doug Macdonald of Lithgow who, despite being



Driver George Fabris and his fireman prepare to clean out the smokebox of South Johnstone No.1 (Porter 5812/1916) which regularly operated the Warrakin Branch in the 1940s. By then, it had acquired a Hunslet chimney and a locally-cast smokebox door. Photo: Ken Rogers via George Bond

an octogenarian, is still a keen photographer. The "model" in the near demolished cab of No.3 is the writer.

The photo was taken on a 1939 German Kodak Retina 35mm camera. Kodachrome 10ASA film was as scarce as hen's teeth and shots were not wasted. On that film, I can recall, only about four exposures were taken at Newnes! The trip was made in the family Vauxhall and took nearly three hours from Lithgow because of the rationed Glen Davis "Pool" low octane petrol and the shocking condition of the road, following little or no maintenance during the just finished war. It was easier to bushwalk in over the old railway formation.

Your comments regarding the builder's and agent's plates are apt; the Vauxhall toolkit didn't contain a heavy enough spanner! At that time, there were interested people in Lithgow who considered preserving what was left (note that the boiler of No.3 is already missing) in a suitable park. Alas, that was not to be, and by 1955 only a couple of rusty artefacts remained. The photo clearly shows the engine unit of No.4 lying on the ground. These had been dropped off the boilers, and the bearing caps robbed of their half brasses - the other half was still firmly in the main journal. I am of the opinion that the builder's plates etc were likewise removed for their brass content. However, I am aware that the smokebox doorplate from No.3 survives in a private collection in the ACT.

Alan Cargill
Lithgow, NSW

Dear Sir,

**Re: Hungerford and Sons' Locomotives
(Letters, LR 142)**

According to a Mr. Tom T. Tuncurry, who was a fireman on the larger of the two locomotives at Forster, the well known photograph of the loco and crane, shows the smaller locomotive (of two) and little crane at the Bennett Head quarry. Further, Mr. Tuncurry writes that:

The two locos were brought from Bungwahl by sailing ships. I believe they were dismantled, taken to Port Stephens and shipped from there, and then landed at the old Government Wharf in Forster where they were assembled again. The small loco was brought to Forster first and the bigger one later on. The small loco went out of use at Forster and the larger one remained here until the job was finished.

(A)ll the trucks were built and assembled here (at Forster). The small loco was driven by a man named Jack Gillard who was nicknamed "Hellfire Jack" as he used to drive the loco in a daredevil manner.

Hungerford then got a contract building a breakwater in Tasmania and he took the machinery from the Cape Hawke job (Forster) which included the two locos and cranes, trucks, rock drilling machine and bailers (boilers?) and all necessary equipment.

The little loco which never worked on the job (in Tasmania), probably left her bones there.¹

The larger loco was driven by a Mr. Frank Scantlebury.

Apparently Hungerford's locomotives at Forster did not come from New Zealand

after all. The location of Bungwahl suggests one of the tramways owned by the timber firm of Hudson Brothers,² in the 1880s-1890s as the source for the two locomotives. The Hudson Brothers operated two lines near Bungwahl including, (1) the line down Tarbuck Creek to Smith Lake, and (2) the line from the southern shore of Smith Lake overland to Neranie on the northern shore of Myall Lake.³

Ron Madden is working on an article on Hungerford's line at Forster, and I am completing one on Hudsons' timber lines. Would anyone with any information that they are willing to share, no matter how small, please contact the Editor.

Thanks to Roger Persson for his help with reference material.

Jim Longworth
Cheltenham, NSW

References: 1 *The Cape Hawke Advocate*, 18 December 1959. 2 *The Cape Hawke Advocate*, 11 December 1959. 3 McNeil I. 1996. *The Markwell Timber Tramway. Light Railways*, No. 132, page 4

Dear Sir,

In LR 142, Mr Gerald Petrie sought information about Thomas Walter Hungerford's contract for the construction of the training walls at the entrance to the Leven River at Ulverstone. Hungerford operated his own trains over some 5 km of the TGR Western line to bring stone from a quarry at Goat Island (near the later Westbank stopping place) to Ulverstone. The following are summaries of, or quotes from, relevant items in the Devonport newspaper the North-West Post:

14/1/1904: The tram line to the eastern training wall was under construction. It left the TGR line a few chains east of the North Motton Road (Lovett Street) level crossing and proceeded to the training wall by Kings Parade and Crescent street. The locomotive had been fitted up ready for use. A log causeway had been built connecting Goat Island to the mainland and the TGR line.

2/2/1904: The tram[way] was being laid along the west side of Crescent Street and Kings Parade. The remainder of the contractor's plant was to be shipped from Sydney to Devonport and then taken to Ulverstone by rail.

19/3/1904: The locomotive and trucks, landed at Devonport, were taken by rail from there to Ulverstone on 17/3/1904. A new whistle was stolen from the locomotive at Devonport. Hungerford hoped to get his steam crane and other plant out to the Goat Island quarry on 18/3/1904. Sidings and signals had been completed and the TGR had arranged schedules for the contractor's trains.

19/4/1904: The first train operated from Goat Island on 16/4/1904. It stalled on the 1 in 62 grade up from the Leven River and the stone wagons were taken to Ulverstone station by a TGR locomotive. Hungerford's locomotive later retrieved the wagons and proceeded up the tram[way] towards the east training wall, but several boiler tubes failed in Kings Parade. The first successful trip operated on 18/4/1904.

30/4/1904: A TGR fitter had worked on Hungerford's locomotive for the past week and it made a trial run on 29/4/1904.

3&5/5/1904: The "diminutive" locomotive stalled on the climb from the Leven on 2/5/1904 with three wagons of stone. It was rescued by a TGR locomotive. The same thing happened on 3/5/1904, with another reference to the "diminutive" locomotive.

6/8/1904: Having completed laying their tramway along the existing east training wall, the contractors began to extend the wall on 30/7/1904, bringing a number of loads of stone from Goat Island.

20/12/1904: On 17/12/1904, as Hungerford's locomotive was bringing its "usual complement" of four loaded stone trucks along Kings Parade, the rear truck was derailed because of a broken axle.

27/2/1904: Hungerford's locomotive stalled on the climb from the Leven and was assisted in the rear by a TGR train.

29/5/1906: The Leven harbour works had been suspended because of a dispute. The contractor's locomotive was taken away from the quarry for safe storage.

25/9/1906: The dispute had been settled. "For the first time in many months the deep-toned whistle of Hungerford and Sons' locomotive was heard in the town, the engine coming in from the quarry in the afternoon. The line to the eastern wall has been put into working order, and work will now be proceeded with as fast as possible."

11/6/1907: Delays to the east training wall had been caused by moving the quarry plant from Goat Island to Picnic Point (West Ulverstone).

20-22/6/1907: The travelling steam crane on the training wall ran off the end of the siding into the sea. The steam crane from West Ulverstone had been brought over to help recover it.

17/9/1907: The east training wall was completed on 13/9/1907.

9/11/1907: The rails were being removed from Hungerford and Sons' railway.

15/1/1908: Hungerford and Sons had given up dredging the Leven harbour because of unsatisfactory progress.

18/1/1908: Hungerford's contract had been terminated. Work on the wall at the new jetty was being undertaken by the Marine Board.

13/4/1908: Thomas Hungerford's death reported.

19/5/1908: Mr Hobbs of the Leven Sawmills had completed a two-mile tramway from Postlethwaite's sideline to Dial Creek, to bring timber from the reserves to the jetty.

Jim Stokes
Curtin, ACT

Dear Sir,

**Light Railways in Children's
Literature (LR 142, p.30)**

Mr Desmond Kennard, of Hill Top, NSW, who wrote of encouraging children's interest in narrow gauge railways (re 'On FOTTE Days', in LR 142) appears not to be aware that Puffing Billy has featured in a video, based on the novel *Come Midnight Monday*.

The ABC made a seven-part television serial of this narrow gauge adventure, much of it being made on location in the Dandenong Ranges outside Melbourne, and on Puffing Billy itself.

Come Midnight Monday had, reportedly, at the time the widest distribution of any ABC television production. It was sold to practically every country with a television service – including a dubbed version screened by Chinese Central Television, Beijing, to a national audience of 700 million viewers.

As an edited mini-series, *Come Midnight Monday* may be screened again in the near future, with the follow-up release of the program for the home video market. Thus a whole new generation of child viewers will be introduced to “Thomas the Tank Engine” in Australian garb – our own remarkable “Puffing Billy”.

David Burke
Burradoo, NSW

Dear Sir,

Children’s literature is one of the many forces that shape the image of railways in modern popular culture. Other forces include the popular press, newspaper cartoons, animated cartoons, travel writings, tourist promotional material, restaurant decor, wrapping papers, birthday cards, art work, film and video, song and poetry, model and miniature railways, playground equipment, people movers, show-ground rides, children’s toys, railway museums, tourist railways, fridge magnets, and so on.

As a form of personal transport light railways are practically non-existent. Operating industrial railways are now so rare (apart from the sugar industry) that few people will have any personal experience of them in their own lives. Heavy rail provides only a fraction of the Australian land transport task in the late 1990’s.

Anecdotal evidence suggests that many current light railway enthusiasts were exposed to operating light railways or relics of then recently closed light railways in their formative years. Personal recollections of how their personal interest in light railways developed, would be most informative here. Perhaps readers might care to share how they personally became interested in light railways. There may be a pattern in how our hobby interest forms in people, that could be identified, which might then inform marketing the hobby to others.

Tomorrow’s potential enthusiasts (who are today’s children) can be assumed to have had no personal experience of light railways and even very limited exposure to light railway relics. Tomorrow’s potential enthusiast will have had little or no personal exposure to light railways for them to then in turn be nostalgic for. Therefore “the past” for tomorrow’s enthusiasts must be an artificially constructed one, not one personally experienced. Might children’s books form a suitable base?

Most, if not all, children’s stories about trains are anthropomorphic, many have a metaphoric story line. Anthropomorphism attributes human form, character, or personality to an inanimate object, such as a

train. Successful anthropomorphism entertains and uses humor and satire to highlight particular facets of human behaviour. Metaphor transfers a descriptive term to an object to which it is not properly applicable, such as the adventures enjoyed by a train.

The argument decrying the influence of Thomas The Tank Engine and His Friends is based on the theories that; 1) the image is a distortion of reality, i.e. it is a fantasy; and 2) unauthentic images construct a distorted schemata, which in turn reduces a viewer’s ability to identify authentic light railway material when it is seen. However, the argument can be readily resolved by deciding what is the purpose of the presentation or book. If a technical recording of railway history is the goal, then any one of our Society’s publications may be a suitable model. However if the goal is to excite, stir, tantalise, interest children, or teach them about life, then creating a fantasy world is much more likely to create a positive response than erudite discussions of the historic place of light railway technology in the changing patterns of economic investment in transport infrastructure.

Some light railway enthusiasts may consider that the conventions of writing for children blurs facts and misleads understanding of what light railways were really like in the past. But surely to insist on such a dry technical approach to what is a form of art, is priggish pedantry¹. The past (when most light railways operated) is gone. The past cannot be recreated no matter how strong the desire for what the tourist industry calls authenticity. The argument is somewhat ingenuous as little could be less authentic than the light railway museums or tourist railways currently in operation around Australia. Many of the relics are authentic in themselves, but the location where they are displayed is not, nor is the relationship between and amongst the eclectic collection of displayed artefacts.

For some as yet unarticulated reason, images of railways, heavy or light, real or imaginary are powerful signifiers, signifying other places and other times. The relics are symbols of the past, but they are stripped of meaning and a new meaning is injected into them by the surrounding tourist industry into which they have been subsumed. Yet as people enjoy the fantasy of the tourist railway or heritage train experience, so can children enjoy books that encourage creating a fantasy world populated by trains, their attendants, and adventures.

The image of the light railway may act as does a prop in a play in a story about some other character, alternately the train may become the main actor in the story.

Children’s stories about railways have a long history in English literature, and remain a popular topic to-day. Many readers will remember books such as: *The Little Engine That Could* (1930), *I Think I Can*, *The story of the Little Red Engine* (by Ross & Wood, 1969), *The Little Train* (1973), *Tootle* (1945), and many others. There have been dozens of children’s books on trains or railways published overseas over the last ten years or so.

Some recently published Australian books featuring railways (railways appear in numerous other books as incidental to the plot), aimed at primary aged children, include: *The Steam Train Crew*. McLean A&J. 1981. Oxford University Press, Melbourne.

• *The Tram to Bondi*. Hathorn L. 1981. Publisher unknown. The watercolour illustrations took Australian picture book art a giant step forward. The documentary style of its illustrations is a remembrance of past times. • *Whistle Up the Chimney*. Hunt N & Smith C. 1981. William Collins, Sydney. The darkness of the illustrations is appropriate to the inner cosiness of the story, where life never runs out of adventure. • *The Train*. Generowicz W. 1982. Publisher unknown. A concertina book that uses its physical format to lure readers into actively participating in the story. • *An Eye Full of Soot and An Ear Full of Steam*. Hunt N & Smith C. 1983. William Collins, Sydney. • *The Train That Ran Away*. Cowley J. & Fuller E. 1985. Shortland Publications, NZ. Also published in 1992 by Murdoch Books, North Sydney. • *Puffing Billy*. 1986. Emerald TRB, Quest Travel Publishing. A small, boxed, concertina book, with cardboard pages. • *Puffing Billy Back on the Rails*. Elkins G & Matthews R. 1990. Ad-cell Media, Geelong. • *The Whistle Stop Party*. Hunt N & Smith C. 1990. Angus & Robertson, North Ryde. • *Choo the train*. c.1998. Five Mile Press, Noble Park. A cardboard book, complete with a push button electronic whistle. • *A Foreign Father*. Metzler P. 1978. Hodder & Stoughton, Lane Cove. A 190 page novel for older children featuring the Mossman & Nambour Tramway, including a pen, ink and watercolour illustration of a shay on the front cover. Understanding relies on reading the text, as illustrations are few. • *Runaway*. McRoberts R. 1983. L&S Publishing, Cheltenham. A primary aged reader featuring an adventure on Puffing Billy. The book uses staged photographs of Puffing Billy trains and children dressed in period clothes, rather than artists’ illustrations, to accompany the text. • *Mrs Munch and Puffing Billy*. Thiele C. 1967. Rigby Limited, Adelaide. A 32-page reader relying on a moderate reading age. True to the title, the book centres around an adventure with our famous Puffing Billy. Naive style of ink illustrations are typical of the period.

All these books feature colourful illustrations, short words, repetition of key phrases, simple sentence structure, simple story lines, use large easy to read print, clear typeface, uncluttered page layout, and are printed on stout paper. Many can be understood from the drawings, without the need to read the written text. The Hunt and Smith trilogy feature large, absorbing, detailed, and colourful illustrations which are carefully integrated with the text.²

All the above books revolve around the distinctly non-prototypical adventures of Australian light or heavy railways. The book makers plunge the reader into a pretend world of fantasy where the technically impossible is read as a form of reality.³ The function of fantasy in children’s books seems to be to express experiences of or insights

into the human condition without preaching.⁴ So if the book is considered as fantasy, then assumptions about technical detail may pass⁵ in making the story and thereby its value to learning more appealing to children. Most children's railway books also present a valuable moral lesson.

The book *Come Midnight Monday*. Burke D. 1976. Ashton Scholastic, Sydney, relies on the written text (with a very few illustrations) to tell the story, so is probably aimed at late primary to early high school age children rather than at primary aged children. The railway character is neither anthropomorphic nor is it involved metaphorically.

Desmond Kennard (LR 142, p. 30) has a worthwhile suggestion of publishing books for primary aged children. While TV shows, video films, and interactive computer games would probably be more appealing to techno-heads and older children, they may as yet not be as available to the younger generation as an easy to pick up and read picture story book. Alternately get the children out from in front of the screen and explore a light railway formation. Go quickly before their remains are all cleaned up.

(And where are these books to be found? In the author's collection of books on Australian light and industrial railways, of course. They're much too special to be left on our children's bookshelves!)

Jim Longworth
Cheltenham, NSW

References: 1 Wilde O. 1891. *The Critic as Artist: a Dialogue, Part II*. 2 McVitty W. ed. 1985. *The PETA Guide to Children's Literature*. Primary English Teachers Association, Rozelle. 3 Saxby M. 1993. *The Proof of the Puddin'*, *Australian Children's Literature 1970-1990*. Ashton Scholastic, Sydney. 4 Saxby M. & Winch G. Eds. 1987. *Give Them Wings, the experience of children's literature*. Macmillan, Melbourne. 5 Classer J & Williams III G. 1979. *Introduction to Children's Literature* McGraw-Hill, NY.

Dear Sir,

Jetty Tramways of South Australia (LR 142)

Arnold Lockyer is to be congratulated for his article listing the jetty and wharf tramways of South Australia. Whilst there has been mention of these tramways in various issues of *Light Railways* and *Light Railway News* over many years, it is good to see a unified overview. This has obviously been an immense task; necessary to show the extent of the tramways and the former importance of the coastal shipping and ports.

There is, however, at least one jetty tramway not included in the list. On 14 March 1993, I visited Southend, near Beachport, and noted that the jetty had a 2 ft 6 in gauge tramway, with two steel wagons. The jetty forms an arc and the single track splits to a fork at the seaward end. The construction of the jetty appears very similar to the one located at Cape Jaffa, which has a tramway of the same gauge. Both jetties serve their local fishing fleets.

Southend is located on the southern end of Rivoli Bay, with Beachport on the northern end of the bay. Southend was originally named Greytown - later renamed South Rivoli Bay, then Rivoli Bay South, then South End and finally Southend - and



The seaward end of Southend Jetty, South Australia, 14 March, 1993

Photo: Greg Stephenson

was proclaimed before Beachport. Due to safer anchorage at Beachport, it became the major port for the area and its development far outstripped Southend.

I trust that this information may add another small part to the overall picture of jetty tramways of South Australia.

Greg Stephenson
Fairfield Gardens, Qld

Dear Sir,

Moruya Breakwater Railway (LR 142)

The articles in LR 142 on the Moruya Breakwater railways recalled some fleeting childhood memories of my own.

For a period during the early 1950s, the family used to holiday at Batehaven, driving down from Canberra via the mainly unmade road and, much to the joy of the younger brigade, over the small Nelligan and much larger steam-operated Batemans Bay car ferries. Boiling radiators and various minor problems were quite normal.

Somewhere around 1950 or 1951 the car was a pre-war Chev beetle-back sedan, quite a commodious vehicle by the contemporary standards. On this occasion, the car broke a spring on the way down to the coast (replaced with a chock of wood to complete the journey) but it had to be fixed for the return. Butler Airlines flew into Moruya thrice weekly, so that was the obvious way to get a spare from Sydney.

On the appointed day we headed to the airport, located on the north side of the river, between the quarry and the heads, to wait. While picknicking nearby, much to my delight, we saw a chunky little locomotive come trundling along, heading toward New Zealand. I distinctly remember it stopping until we were far enough away that any falling rocks would not be a danger. The loco, I feel sure, would be PWD 78 rather than number 30 pictured as working in 1954. It wandered past a couple more times before Butlers' arrival temporarily diverted our attention.

A brief stop outside the quarry was rewarded with a view of a 'tug' (I remember it as steam also, but would a real

tug be employed on such duties?) and a barge of rocks setting off downstream. Further investigation revealed a narrow gauge tramway loading rock from the barge and then propelling it along the south breakwater to dump its load. The loco, to my juvenile mind, was a "Hornby", which presumably gives some clue to its real identity. I also remember feeling a bit uninterested since it was the only non-steam bit of machinery in the whole operation.

Although I may be getting things mixed between visits, I also remember a 'steamer' tied up at Moruya wharf, upstream nearer the town on the south bank. Batemans Bay used to have a weekly or fortnightly (it is hard to tell when you are a child on holiday!) ship in port, mainly collecting timber, including large stacks of sleepers.

Periodically, a dredge would be in port clearing the sand bar, while on one famous occasion, the fully loaded car ferry broke its cables in a storm and floated onto the same sand bar.

Anyway, perhaps these memories may add something to the story of a long gone, somewhat rustic, and by the standards of today's economic rationalists, hopelessly inefficient piece of industrial history. I am rather pleased to have made its acquaintance.

Max Mitchell
Cherryville, SA

ERRATUM, LR 142

Pages 6 and 7: In the article on Jetty and Wharf Tramways of South Australia, Franklin Harbor and Outer Harbor were incorrectly spelt with a 'u' in 'harbour'.

The 'our' spelling for words such as harbour came into use in Britain in the 1840s (as a result of the German influence of Queen Victoria and Prince Albert) and most of the English-speaking world followed suit. However, over the past 150 years, various South Australian Colonial and State Governments have chosen to retain the original spelling, so South Australian 'harbours' remain 'u-free zones' to the present day.

