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# **LIGHT RAIWAYS**

Australia's Magazine of Industrial & Narrow Gauge Railways

Light Railway Research Society of Australia Inc.

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Australia's Magazine of Industrial and Narrow Gauge Railways

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PO Box 674 St Ives NSW 2075.

Research, Heritage & Tourist Editor: Bob McKillop,

c/o PO Box 674 St lves NSW 2075. Industrial Railway News Editor:

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Light Railway Research Society of Australia Inc. A14384U 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

South-east Queensland Group 54 Aberdare St, Darra, QLD 4076 Secretary: Bob Dow (07) 3375 1475

#### 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 metr |
| 1 ton             | 1.01 tonnes        |
| 1 pound (lb)      | 0.454 kilogram     |
| 1 acre            | 0.4 hectare        |
| 1 horsepower (hp) | 746 Watts          |
| 1 gallon          | 4.536 litres       |
| 1 cubic yard      | 0.765 cubic metres |

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#### Comment

The article written from personal experience has now become very much a part of our magazine's culture and, in this issue, Peter Ralph maintains the fine tradition with a fascinating account of his 1948 ride over the bumpy right-of-way of the New Federal Mill tramway.

Whilst this type of article generally does not provide a definitive history of its subject matter, it is nevertheless of considerable interest. After all, in the absence of a time machine, or a multi-million dollar *Titanic* style movie recreation, it provides the best means for the reader to vicariously experience a visit to a now long defunct railway, such as those at Moruya Breakwater, or Coffs Harbour jetty.

This is not to criticise the concept of the diligently researched history, for which our magazine has become justifiably known and respected, but even the most definitive history can be written from documents, whilst personal experiences cannot.

If you have one of these stories, please consider publishing it. Bruce Belbin

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

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

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

Material is accepted for publication in *Light Railways* on the 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.

As steam operation entered its final decade on the cane tramways of Queensland, five mills continued to carry the flag: Victoria and Macknade, in the Herbert River district; Marian, west of Mackay; and Millaquin and Qunaba, near Bundaberg. Here we present a few images from that era. Front cover: Macknade Mill No.4 (Hudswell Clarke 1553 of 1924) is seen crossing the Herbert River, on 26 August 1969, with a train of empty bulk sugar wagons from Lucinda Point. Upper back cover: Qunaba Mill's 'Flash' (Perry 6160/48/1 of 1948) and Jumbo' (Bundaberg Foundry 1 of 1952) double-head a loaded cane train towards the mill, in September 1976. Photos: Robert Kingsford-Smith. Lover back cover: In September 1973, Marian Mill's Perry 0-6-2T (2601/51/1 of 1951) pauses from its yard shunting duties to allow a Clyde DHI-71 diesel loco and train to pass. Its pointsman stands by, ready to do what his job description entails. Photo: Graeme Belbin.



The NK1 replica at Wangaratta station, 7 March 1999.

## Whitfield Centenary

On Sunday 7 March 1999 the centenary of the opening of the Wangaratta-Whitfield 2ft 6in gauge railway was celebrated. The event was organised by the local community, with little involvement from the major rail enthusiast organisations.

Just how do you celebrate the centenary of a railway which has been closed for over 45 years, and of which there are very few physical remains? And, would people be interested such a long time after the railway had ceased to be an active part of the community?

The organisers used a combination of symbolism, imagination, and a conscious effort to preserve reminders of the railway's existence to make the event interesting. As a result they attracted what many claimed was the biggest crowd the town of Whitfield had ever seen, and about three times the crowd they expected.

It all started at Wangaratta station where a rubber tyred replica of the mail trolley NK1 was on display outside the front of the station, near the spot where the original used to depart on its regular journey. There were also about eight vintage cars. The NK1 replica was then loaded onto the back of a truck, and began its way down the Whitfield road. It was followed by a car with loudspeakers playing steam engine sounds, the vintage cars, and a procession of interested spectators, all travelling at a sedate 50km/h.

The Whitfield Road was ideal for such a procession, since visibility is good, hazards are few, and traffic is light, especially on a Sunday morning. It was also appropriate, since the railway paralleled the road almost the whole distance.

*Light Railways* Nos 18 and 19 reported that most of the station signs had been restored, and where necessary moved to face the road. In the intervening thirty years many of the

Photo: Frank Stamford

signs disappeared, and one of the centenary committee's tasks was to restore those that remained, and replace as many of the missing ones as possible. This they have done very well; of the line's 16 stations, the only names missing are King Valley, Dwyer, Laceby, and Targoora. They would like to replace those as well, if they could get the missing cast-iron letters.

They have also repainted mileposts 150, 152, 154, 155, 157, 159, 160, 161, 162, 175, and possibly others. All of these face the road. In some cases they have been turned around or moved to do this.

As the procession made its way towards Whitfield it picked up more and more cars. It stopped at some of the station sites along the way, and at Moyhu, Edi and Hyem official ceremonies were held, with short speeches to unveil the newly restored signs. The sign at Moyhu, at the 162 mile post, is particularly well done with about 15ft of neatly ballasted 2ft 6in gauge track laid in front of it. Incidentally, at Moyhu the bodies of two very derelict NU vans still remain at what I think is the remains of the old butter factory. This is about 400 metres north of the 162 mile post.

At Whitfield a "Mallee shed" style waiting shelter has been erected in a picnic area in part of the old station grounds, and the "Whitfield" sign is attached to this. Next to it there is also a small stone cairn with a plaque commemorating the railway. During the speeches these were both officially unveiled, but before the speeches the NK1 replica trolley and its trailer made its grand entrance. About 1<sup>1</sup>/<sub>2</sub>km north of Whitfield NK1 had been unloaded from its truck, and at this spot all the vintage cars collected, whilst the spectators made their way to Whitfield.

At the appointed time NK1 made its slow progress down the road, followed by about 20 vintage cars, a number of horse drawn vehicles, and even a pack-horse. NK1 came to rest next to the waiting shelter, then the speeches began. To commence, the Very Reverend Don McLean, retired, Presbyterian Minister at Whitfield, 1951-54, read out a eulogy which he had originally read at Whitfield on Saturday, 10 October 1953, just prior to NK1's departure on its last trip to Wangaratta:

"It is with saddened sorrowful and suspicious hearts that we are assembled here this morning to pay our last respects and tributes to our much beloved and almost departed *Spirit of Salts.* 

"We lament the end of this noble and wonderful piece of rolling stock which has done such efficient service over a period of 28 years and the end of the line itself for over 54 years.

"Through much trial and many incidents, of being bumped off and jumping off the rails, through fire within and without, it has blazed the trail.

"Through floods it has paddled through on its multitudinous trips to Wangaratta, the suburb of Whitfield. Now it is entering its rest. We commend to the mercy of the Railway Commissioners our beloved Stamp family whom we have liked and respected very much, especially our friend George, that he might not go off the rails.

"For as much as it has pleased the nearly almighty Railway Commissioners to take unto themselves the soul of the *Spirit of Salts*, we therefore commit this train of its last journey eventually to rest.

"Rolling stock to rolling stock,

"Rails to rails

"Scrap iron to scrap iron,

"with no assurance or hope whatsoever of ever seeing it again.

"And we who are left and who sorrow with a sorrow that cannot sorrow any more because of our delivery service, of mail, newspapers, a multitudinous variety of goods, *including chooks*, now seek the comfort and solace of the Country Roads Board."



At Moyhu a short section of track has been laid in front of the name board. The painting of the train hides the 162 mile post. 7 March 1999. Photo: Frank Stamford

After a number of other speeches, Whitfield went into a carnival mode for the rest of the afternoon. There was also a display of photographs, but sadly there seemed to be few professional quality views taken in the early years of the line.

The old two-road engine shed at Whitfield still survives, with rails, inspection pits, and smoke vents still in place. Until 21 October 1930, when the mixed train service was withdrawn, it housed two NA class locomotives, usually the two compounds, 2A and 4A. In fact, this was the only line on which 2A worked.



The old Whitfield loco shed, which for many years was the home of NA locomotives 2A and 4A, still survives, complete with rails, inspection pits, and smoke vents. Photo: Frank Stamford



Train entering Whitfield station, probably in the 1920s.

The trains departed Whitfield six days a week in the morning, and returned from Wangaratta in the afternoon. By 1916 the service had been reduced to four trains a week. In 1928 the service was thrice-weekly, but by July 1929 was reduced to twice weekly. By 1932, after the demise of the mixed trains, the goods trains originated at Wangaratta, and the Whitfield engine shed became a motor garage. It is now used by an engineering firm.

The concept of the NK1 postal motor had its genesis in 1916. From that year a motor tricycle was used to carry the mail on days when the train did not run. With the withdrawal of the mixed trains a postal motor with fourwheel trailer ran daily, except the day the goods train ran. It originated from Whitfield, and could carry up to about eight passengers, with some riding on the trailer, as well as parcels



HERE'S ANOTHER claimant for the title of Victoria's smallest train. It was sent to The Herald following the publication on Friday of a picture of the tiny train which runs between Alberton and Port Albert. This little train is pictured complete ready for an actual run. It does five trips weekly between Wangaratta and Whitfield, the distance, return, being 60 miles. The driver is sitting between two passengers. Mails are carried in a tray outside the front compartment The engine is beneath the passengers. Freight is carried in the "goods van," at the rear and, since the picture was taken on a busy day, a passenger had to ride on the goods.

The original Wangaratta - Whitfield postal motor. From 'The Herald' (Melbourne) about 1933.

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Photo: Courtesy Ian Ward

and light freight. Locally it was originally known as *Chinese Express*, but after the *Spirit of Progress* began running through Wangaratta, it became *Spirit of Salts*.

The Whitfield line was not mountainous, with a ruling grade of 1 in 80, and the sharpest curve of four chain radius, which only occurred in one place at Edi. However, the country through which it passed is anything but boring, with mountains being visible in all directions. Had the line been extended to Tolmie, the extension would have been very mountainous. This extension came very close to being built. It was recommended by the Parliamentary Standing Committee on Railways (PSCR) in 1901, but rejected by the upper house. It was subsequently re-investigated on five occasions by the PSCR.

Many of the NA locomotives never visited Whitfield. Those known to have worked on the line, apart from 2A and 4A, were 1A until December 1902; 3A in the early 1930s; 6A, 7A and 12A for brief periods before 1921; and 13A, 14A, and 15A. Of the surviving NAs, 14A is the only one to have spent much time on the "Whitty", from 7 December 1934 to 17 June 1940. Locally the NAs were known as "Polly".

Whilst most sources give the opening date of the Whitfield railway as 14 March 1899; the Victorian Railways Annual General Report of 1898 gives this as its date of completion, and its opening date as 29 April 1899. It is probable that it was handed over from the Public Works Department to the VR on the latter date, and that the PWD were carrying traffic in the intervening period. It may seem odd that the 1898 report was reporting a future event, but those reports were often running late. *Frank Stamford* 

**Sources:** "The Proposed Tolmie District Railway", *Light Railways* 14, Spring 1963; "Victorian Railways Wangaratta-Whitfield Line" *Light Railways* 18, Summer 1966-67; "Relics of a Railway" *Light Railways* 19, Autumn 1967; "The Narrow Gauge Question", W. L. Hanks, *Light Railways* 135, January 1997; "One Hundred Years Ago", *Light Railways* 146, April 1999; *Speed Limit* 20, E. A. Downs, ARHS 1963; *Steam on the Tivo foot Six*, Peter Medlin 1992; *Memories of Oxley*, Graham Jones, Charquin Hill Publishing 1995; various VR Working Timetables.



Recoupling timber bogies to the Day's 0-6-0 Tractor at the bottom of the incline.

Photo: John Hayman

## A Journey into History, on the New Federal Mill Tram

by Peter J.O. Ralph

During the September school holidays in 1948, whilst on a camping holiday with a mate at Warburton, we decided to persuade the New Federal Mill management to allow us to travel over their 3ft gauge timber tram line from La La rail siding at Warburton to the New Federal Mill, situated on the Little Ada River, in the Upper Yarra State Forest 16 miles distant. We had heard this mill's operation was being closed down in six months time. The New Federal Mill's timber output was entirely devoted to supplying staves and other barrel timbers for the company's cask factory in Melbourne. The motive power for our journey was a 0-6-0 Day's tractor hauling timber bogies laden with provisions for the Federal Mill settlement, including the mail.

At 8:00am on a cold and frosty morning whilst seated on top of the freight, our tractor jerked into motion, the flanged wheels grinding over metal rails. Soon after leaving the yard we crossed the Yarra over a flimsy wooden trestle and followed it on the north side upstream before finally crossing back over the Yarra, on a monumental timber bridge, passing the old seasoning works containing piles of abandoned tramway equipment, before heading up the valley to the hamlet of Big Pat's Creek, commonly known as "The Points", where two other timber tram lines once converged – namely Richards' and Ezard's. We stopped here long enough to enable routine maintenance to be carried out on the tractor, and the loading of sand bags up front which were necessary to avoid wheel slip on the wet and greasy track on the incline ahead.

The route followed Big Pat's Creek to the crossing of Smyth's Creek and immediately commenced the long 1 in 12 gradient through cuttings for the next 7.5 miles up Mortimore's Creek Gully to Starling's Gap. The vegetation along the track varied from wet gullies containing tall treeferns and myrtle beech trees to majestic mountain ash forests on the higher slopes. In places the entire line was enveloped in a canopy of lush rain forest vegetation providing an ideal habitat for lyrebirds, which frequently dashed across the track in front of us, disturbed only by the roar of the tractor engine and the screeching of the flanges on the sharp curves, which echoed into the valley below.

Over this section, the track had deteriorated so much that it really was a very rough and jerky ride, so much so that we were forced to hang on firmly for fear of being thrown off. Along these sections the driver had to carefully ease the tractor and its load over the uneven tracks. In places where wooden rails had been used instead of steel, he had to make periodic stops to inspect the track alignment ahead to ensure it was safe enough to cross over without risk of derailment.

We finally burst out of the forest at the top of the divide, into bright sunlight and a clearing with huts at Starling's Gap between the Yarra and the Latrobe valleys at an elevation of 2,250 feet. Here we thankfully ground to a halt, the driver finding plenty of time for a smoko and a chat over a cup of billy tea.

It was then off again for the remaining six miles, following the contours of the Ada River Valley amidst stands of mountain ash forest regrowth, crossing numerous wooden trestle bridges before finally crossing the Little Ada River and heading north and arriving at the New Federal Mill settlement about midday. I will never forget the scene that confronted us on our arrival at this isolated settlement happy folk standing outside their rough timber paling houses waiting to collect mail, parcels, newspapers, - the tram being their only contact with the outside world, and the incredible sight of three water tanks above, erected on a platform 120 feet off the ground. They were on top of three tree trunks, the tanks being fed by a gravity pipe from upstream, for the settlement's water supply. From the mill the whirring sound of circular saw blades cutting up huge logs and the pungent smell of the smouldering sawdust heap filled the mountain air.



The Federal Mill water tanks 120 feet above the ground on a platform mounted on three tree trunks. Photo: the late H. Davis

The New Federal Mill settlement was situated at an altitude of about 2000ft and once had a Post Office (officially named Starvation Creek, after the location of the company's former mill), and also a store. From memory I cannot recall seeing either during our short stopover. After lunch we made an inspection of the mill and chatted to the timber workers. At 1:00pm it was `All Aboard' for our return to Warburton. The tram this time was hauling two heavily laden timber bogies of sawn timber. It was back over the wooden trestle bridges and, whilst crossing the highest of these bridges, the driver indicated where a derailment had occurred the previous week. Apparently the tractor had stayed on the line but the bogies derailed scattering the sawn timber into the gully below. I can assure you it was a great relief to have returned safely over this section of track back to Starling's Gap.



Brakeman "Wattie" Clinch firmly grasping the ropes as he brakes a load of timber coming down from the New Federal Mill. Photo: the late H. Davis

Before descending, the tractor uncoupled its load and then proceeded independently down the gradient, with us on board. The timber bogies then descended at a safe distance behind – propelled by gravity, the load being controlled by the brakeman, riding at the rear, firmly clutching ropes connected to the bogies' brake blocks. Every so often our driver would stop on a bend, to see that the loaded timber bogies were still following at a safe distance behind. It had been known for the system to fail – the brakeman jumping for his life as the bogies bolted down the hill at breakneck speed before derailing! This system certainly speeded up our return journey.



The New Federal Mill settlement. Photo: M. McCarthy Collection

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At the bottom of the incline the tractor and the load were recoupled for the rest of the journey. Then it was back past the hamlet of Big Pat's Creek, over the Yarra River and finally into to the yards at La La railway siding at Warburton at 4:30pm. This was an unforgettable experience!

The New Federal Mill finally closed its operation down in 1949 and during the recovery of equipment in 1950 the timber section of the bridge over the Yarra gave way and collapsed throwing the tractor into the river. Regrettably this brought the tramway to an abrupt end!

During July 1950, I joined a Youth Hostels Association bushwalking weekend into the area. The hike commenced at Powelltown, following the dismantled tram track out to The Bump and on to the Big Creek, and then down to the bottom of the "High Lead Incline" where we camped the night in a deserted timber hut. The following day we climbed the "High Lead Incline" past the old winch station at an elevation of 1600 feet and down Dowey's Spur past the remains of the old Ada No. 2 sawmill, burnt down in the 1939 fires.

Then back over familiar territory – the old tramway alignment to the site of the New Federal Mill settlement. All was gone, the mill, the workers and their houses, the water tanks and their platform on the three trees and the smouldering sawdust heap! Even the metal rails had been lifted back to Warburton.

The one thing that was left was the timber decking over that large trestle bridge and, as we walked across it, I well recalled the driver's tale about the timber bogies derailing at this point and our anxiety whilst our rail tractor cautiously made its way across during that one day in our September school holidays. Truly a journey I will never forget!



The remains of the Federal Company's tramway over the big wooden trestle bridge, July 1950. Photo: Peter J.O. Ralph



The Day's tractor hauls a load of sawn timber over the Yarra River near Warburton.

Photo: LRRSA Archives



Timber tramways of the Warburton district. The New Federal Mill Tramway appears thus: Map courtesy Peter J.O. Ralph LIGHT RAILWAYS 147 JUNE 1999

## In Search of the Woodlines

#### by Adrian Gunzburg

Following the publication of *Rails Through The Bush* in December 1997, Jeff Austin and I decided to visit Kalgoorlie and try and find what evidence remained of the existence of the woodlines that once radiated from that city into the surrounding countryside. The earliest opportunity I had to escape from work was in June 1998, so arrangements were duly made and airline tickets booked. The plan was to visit the former headquarter sites of Kurrawang and Lakewood, and with the kind assistance of the local CALM (Conservation & Land Management) office, to visit one of the rock water catchments at Cave Hill.

I arrived in Kalgoorlie on Sunday 7 June, where Jeff met me with his car. Following a long dry spell, the weather forecast in Perth was for storms that night. Therefore we decided to visit Lakewood first, as this area would be flooded after heavy rain. Our first stop was Boulder station, its red stone construction still preserved today, where it is home to the Eastern Goldfields Historical Society and the Loopline railway. Boulder is a separate municipality from Kalgoorlie, although often overshadowed by it, and people born there are very proud of it and are quick to draw the distinction!

By way of explanation, Kalgoorlie railway station, and the city centre, lie to the north-west of the long area of continuous mining leases that stretched away to the south-east and were known as The Golden Mile. The mines were served by extending the railway east of the station and curving south east, to follow a circular route that headed south to Boulder, then east through Kamballie and back to Kalgoorlie along the eastern edge of the mining leases. The southern portion of this route was quite wide at its western and eastern extremities, so to serve the mines in between, a branch ran from Golden Gate through Hainault and Fimiston, to Kamballie. Today, this branch and the entire eastern half of the loop line have disappeared into the "Super Pit", an enormous open cut which is devouring all the former mines in an effort to extract by brute force any remaining gold that deep underground mining had missed. The Pit is continually expanding and more historic sites will soon disappear.

In its hey day, Boulder was the starting point of a separatelyworked section of the electric tramway system, with three routes heading east, west and south from the junction of Lane and Burt Streets. The Fimiston route ran underneath the railway line at the north end of Boulder station, via a purpose-built subway, and remains of the over head trolley wire trough are still there today. Also in evidence, although disused many decades ago, is the ramp up from the subway, giving access to the island platform. Several of the stations along the Golden Mile had island platforms, accessed by subway, which was quite different to Perth, where overhead timber bridges were the most common form of passenger access. The use of subways in the goldfields would possibly have reflected the scarcity of structural timber and the use of other materials as a first preference, so that the available timber could be used for mining and fuel. At least this was probably true at the time the railway was built, before the local timber and firewood industry became well established.

firewood from the Kalgoorlie and Boulder Firewood Company and the WA Goldfields Firewood Supply were both handed over to the WAGR for distribution to the mines. The island platform and brick waiting room still exist, as do some sidings of the once-extensive yard, now overgrown with native grasses. Kamballie once had a signal box as well as a station building and overhead pedestrian footbridge. There were mines either side of the station and a narrow gauge mine tramway ran underneath the main lines at the south end of the station yard, although the presence of huge tailings dumps makes it impossible to trace these today. The platform facing shows the typical goldfields construction of large pieces of rock, probably mining rubble, held together with mortar, instead of the more typical smooth brick facing.

The outlook south of Kamballie is a decidedly flat, scrubcovered landscape, with no trees or other distinguishing features, once you are clear of the tailings dumps that dominate the scene around Kalgoorlie itself. A short distance south of Kamballie we found the site of Lakewood, the second home of the W.A.Goldfields Firewood Supply, from 1938 until closure of its successor, the Lakewood Firewood Company in December 1964. For people driving past on the road, there is nothing to indicate that this site once supported workshops, sawmills, shops and houses of the sizeable workforce that maintained the railway and was the operational centre of the company that provided fuel and timber for the entire goldfields.

When you get out of the car and tread warily over the red clay and look among the salt bush and blue bush, rusted dogspikes and assorted oddments of metal give clues to the former life of this place. Easily identifiable were the badly rotted remains of the low timber bridges at the north and south ends of the site, crossing what were normally dry creeks, although they turned into definite water courses after significant rainfalls. Also evident was the service pit of the loco shop, lined with sizeable timber baulks, now in an advanced state of decay. Some concrete footings are the only other visible remains at Lakewood. Looking south of the site, it is still possible to distinguish the main line formation, raised above the surrounding ground to keep it dry.

Old Lakeside, the headquarters of the Kalgoorlie and Boulder Firewood Company, was located just west of Lakewood, but was difficult to reach over fairly moist ground, and the site was covered with low bush. Lakewood was built on the slightly higher site of the former Lakeside racecourse. Nevertheless, although there had been no rain for some time, there was still quite a lot of water all over the ground at Lakewood, which turned the red clay into a slippery ooze and made exploration of the site somewhat precarious. In fact the whole area is most unattractive, with the ever-present tailings dumps still dominant a short distance to the north.

Although not connected directly with the Lakewood site inspection, our visit to Kalgoorlie did clear up a slight mystery about the extent of the Kalgoorlie and Boulder Firewood Company bush lines. When we compiled *Rails Through The Bush*, Jeff used a comprehensive CALM map of the woodlines as the basis of the maps, and a perusal of Map 17 on page 273 shows the main line heading south from Lakeside and spreading both east and west into the wooded areas.

When The Lakeside Firewood Companies combine ceased operation in 1924, the White Hope gold mine, which had used the woodline as its means of transportation, was stranded and was rescued by the WAGR takeover and reopening of the Kamballie-White Hope section. From the original map, the White Hope was on a spur line that branched off the Companies' main line about 5km out of Lakeside, headed

Heading south we were soon at Kamballie, where trains of

south across previous cutting areas to the White Hope mine, then headed east to the northern tip of Lake Lefroy and appeared to stop there. This always seemed odd.

However, a visit to the CALM office in Kalgoorlie revealed three maps unknown to Jeff, which indicated that the Combine had cut firewood over a much more extensive area than previously thought. For a start, their lines to the southwest of Lakeside extended right down south, west of where Kambalda is today, into the area bounded by the WAGR Coolgardie-Esperance railway on the west and Lake Lefroy on the east, almost to Widgiemooltha. These lines are shown on Lands & Surveys Dept Litho 25/300, dated 21 April 1920.

Next, Forest Dept Plan 154, undated, shows that the White Hope spur continued east, until it headed south along a narrow neck of land between Lake Lefroy and a neighbouring lake to the east. Spurs then headed into wooded country to the east and the south, labelled No.1 East Spur, No.1 South Spur and No.2 South Spur. The only date shown on this plan is at the southern end of No.1 South Spur, which says 'Cutting Permit 31.5.22', with the end of the rails on this spur shown as '69 miles' (111 km). The WAGR Weekly Notice reported the length of the Lakeside woodline on the 22 September 1921 as '69 mile 19 chains'.

On the L&S Litho 25/300, the line heading east of White Hope has a notation "to 73 Mile. Cancelled 14.1.24", which is probably the maximum extent of the line, possibly one of the south spurs. The Kamballie-White Hope line was opened as a WAGR branch on 3 July 1924 and the Lakeside Firewood locomotives were all sold to the W.A.Goldfields Firewood Supply in July 1924. The third map, Lands & Surveys Dept. Litho 18/300, undated, appears to have been produced when the W. A. Goldfields Firewood Supply shifted from Kurrawang to Lakewood in 1937. It clearly shows that they reused long sections of the Lakeside formations to get out to the '52 Mile', past Lake Lefroy, into country untouched by the Lakeside operations. The area to the east of Lake Lefroy has a notation "Cut over by Lakeside Co." Only about 7 miles (11km) of new formation were required beyond the '24 Mile', to link onto the old Lakeside formation east of White Hope, where it turned south around Lake Lefroy.

Two new spurs are shown in the WAGFSL era, a short one to the south, just south of Golden Ridge ('10 Mile'), which has a cutting permit dated 16.7.37, and a longer one branching off to the north at the '21 Mile', dated 21.8.37. As the diamond crossing over the Eastern Goldfields Railway at Calooli was removed on 1 December 1937, these spurs gave early access to small wooded areas made available for firewood cutting until the new main line had advanced into the new permit areas beyond Lake Lefroy. Jeff's amended map, seen below, shows the complete picture.

Back to our field trip, luck was against us weather-wise. After a long dry spell, the weather broke during our first night in Kalgoorlie, and a torrential storm unleashed about 14mm of rain in a couple of hours! This covered the surrounding countryside with water, effectively cutting off access to any bush tracks, even for 4-wheel drive vehicles, and ending our plans to visit Cave Hill. Therefore Jeff and I collected our friend Tom Newby, who was born at Kurrawang in 1906, and was the Lakewood Firewood Company's last Engineer,



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and headed for Kurrawang. This site is easily accessible off the Great Eastern Highway, 14km west of Kalgoorlie, although it is not sign-posted, and you have to know where to turn off or it is easily missed. The Kurrawang native mission is some distance further down the highway.

Kurrawang is a much more attractive place than Lakewood. It is not low-lying and not water-logged. The ground was not soggy mud, but covered in grass and the area, surrounded by trees, was far from the industrial spoils of Kalgoorlie. In the company days, the area was completely cleared and bustling with the activities of providing firewood and supporting the railway operations. Looking at the early photos of Kurrawang yard, there were no trees to the horizon in all directions. Today, the site of the yard is covered with native grasses and small bushes, but the surrounding countryside has regenerated, with a fairly dense cover of Salmon Gum, Gimlet and many other varieties of eucalypts native to the Goldfields district.

The Kurrawang yard tracks were all on ground level, so formations are non-existent, but concrete foundations of the workshops remain, together with the rusted remains of the ashpan of a mill boiler. The most visible evidence of rail lines are some depressions in the ground at the site of the No.2 Mill, where wagons were run down an incline so that they were level with the loading platform. The formation of the main line is also clearly visible heading north-west out towards the bush.

On the Eastern side of the access road are the remains of Kurrawang station platform, with the old WAGR main line now an electric power pole route. The stone facing on the northern side is all crumbled away from the former neat vertical wall, but the southern edging is largely intact, the platform facing hidden by soil covered with grass. No platform buildings remain and there is no evidence of the signal box at the Eastern end of the platform that once controlled the diamond crossing at the Perth end of the station yard, where the Company line crossed the WAGR and headed for Kamballie. The formation of this line at Kurrawang was at ground level and is visible because it has been used by off-road vehicles. Closer to Kalgoorlie, where the Westrail line to Kambalda crosses it, the formation stands out very clearly in between the bushes.



Woodline formation half way between Kurrawang and Kamballie, looking towards Kamballie, 9 June 1998. Photo: Adrian Gunzburg

Heading west, we decided to visit the site of the Company's other diamond crossing at Calooli, 8km on the Perth side of Coolgardie. This was always an isolated place, with no nearby shops or any other population. In the woodline days there was an interlocking cabin, manned by the WAGR, and a ground level platform on the Eastern Goldfields Railway main line, with a loop and water tank on the woodline, south of the WAGR. Jeff had visited the area some years ago and fortunately knew where to look, as recent ground ripping by CALM, to promote regrowth of



The northern approach to Kamballie station. The platform is in the background. 7 June 1998.

Photo: Adrian Gunzburg LIGHT RAILWAYS 147 JUNE 1999

vegetation, has significantly disturbed the site. The WAGR formation has been largely destroyed, but the formation north of the Highway is quite distinct and the diamond crossing site can be located by lining up with this and heading towards the water pipeline on the south of the former EGR. South of the pipeline the area is heavily wooded with large bushes, but the formation of the woodline is still traceable as a clear gravelled track in between them. Still lying around were some dog spikes as evidence.

The next day, we joined forces with Bernie Morris, long time explorer of abandoned bush railway formations, who took us out to Kanowna, 20km east of Kalgoorlie and site of the original headquarters of the Westralia Timber and Firewood Company. This once-bustling gold mining town once boasted 16 hotels, 2 breweries, many churches and an hourly train service to Kalgoorlie to support a population in 1905 of 12,000. Today there is nothing to suggest there was ever any population within miles of the place and only the signs erected some years ago indicate the sites of streets and major buildings. The station platform remains, in quite good condition with concrete edging and gravel surface. The turntable pit is easily found, with concrete end abutments and the centre bearing foundation still intact.



Weighbridge foundations, Westralia Timber & Firewood Coy, just north of Kanowna, 9 June 1998. Photo: Adrian Gunzburg

However, the best find of the day was some distance beyond Kanowna station, swinging away to the north, where the wellpreserved concrete foundations of a weighbridge confirmed the former presence of the firewood tramway. As this site had been abandoned in 1907, over 90 years earlier, this find was quite pleasing.

Another interesting find 1.5km east of Kanowna, was the formation of a narrow gauge tramway from the former Lily Australis mine to the nearby treatment plant. This was probably either horse or man-powered. The whole area east of Kalgoorlie could be the subject of much research, with places like Bulong and Golden Ridge once alive with locomotive-powered mining tramways.

The site of the Westralia Timber and Firewood Company's second headquarters at Kurramia can be located beside the road back towards Kalgoorlie, the connection to the former WAGR Kanowna branch marked by a well worn vehicle track.



Engine shed pit remains at Lakewood, 7 June 1998. Photo: Adrian Gunzburg

There was no other evidence of the Company's yard that once existed at this point.

At the end of the day, I returned to Perth, having satisfied my curiosity that there is still tangible evidence to be found of the woodlines, although a lot will disappear in the near future, as a result of mining and forestry activities. Although we didn't make it this trip, advice from locals is that the rock catchments at Wallaroo Rock, Cave Hill and Burra Rock still catch water to this day and form an unusual destination for some tourist operators. The other tangible piece of evidence of the woodlines is a mobile Police office from the Lakewood woodline, preserved at the Museum of the Goldfields in Hannan Street, Kalgoorlie.



Portable Police Office, Lakewood woodline, at the Museum of the Goldfields, Kalgoorlie, 9 June 1998. Photo: Adrian Gunzburg

## Notes on the Bendigo Gas Company Tramway

#### by James A Lerk

The first gas company in Australia, the Australian Gas Light Company was formed in Sydney in 1841. By 1856 Melbourne began to enjoy the superior lighting benefits of gas. Gold towns soon followed in Melbourne's wake, Ballarat in 1858, Castlemaine 1859 and Talbot the same year. Before the economic depression of the 1890s, fifty gas works were operating in Victoria.

Coal gas was made by retorting black coal with heat. This gave off a lighter-than-air gas, coal tar, ammonia, naphthalene and coke. All products from the gas manufacturing process were of economic value.

Some enterprising individuals in Bendigo had been variously lighting their premises with mutton fat and eucalyptus gas in the early years of the gold town's existence. Bendigo Gas Company was formed in 1859 by a group of local citizens who were desirous of bringing that sign of modernity, gas lighting, to the rapidly developing town.

After initial problems of finding a suitable site, construction was commenced. Components for the gas works, as well as the coal, were imported from Britain. The components were transported by bullock cart from Melbourne.

The opening of the Melbourne to Bendigo railway line in 1861 facilitated the more rapid delivery of coal supplies. Coal was delivered to the Sandhurst (Bendigo) railway station and from there transported to the gasworks by horse-drawn wagons.



Stone facing on the end of the spur line embankment. From this point on there was a wooden trestle for unloading the coal wagons. Photo: James A Leek, April 1998



#### **Bendigo Gas Company Siding**

Construction of the Inglewood railway through North Bendigo gave the opportunity to improve coal delivery to the gasworks site located near the new line. the Gas Company decidied to construct a horse-worked tramway to allow the coal to be discharged at a siding.

As the Inglewood railway heads north, it crosses Bendigo Creek close to the road to White Hils (now Weerona Avenue). The Gas Company siding was located where the mainline sweeps in a broad curve between White Hills Road and Thunder Street.

Mr Donavan constructed the siding under contract in 1876. The broadening of the embankment was commenced on the spur line. Normal fill was used for the first 55 metres of the broadened embankment. Thereafter, the last seven metres of the embankment was faced with stone, randomly placed and cemented in situ.

A wooden trestle then carried the line a further 47 metres. The railway embankment for this section was also faced with stone. Total length of the spur line was about 109 metres.

#### The Tramway.

The company purchased second-hand double-headed 60lb rail from the Government Railways to construct the tramway to the works. To enable a reasonably straight line to be laid, some land was purchased from Ah Sing, a Chinese market gardener of Irish Town (as that part of Bendigo was then called).

The tramline was 399 metres in length. A storage building was constructed over the line close to the road. This building also provided an area to house the tram. The cost of the siding and tramway was  $\pounds 2000$ .

It was not until 1885, eight years after construction, that the Sandhurst stationmaster, Mr Ramsey, sent a draft agreement to the Company to establish the status of the siding. The agreement sought to ensure that no Railways land would be alienated by the company in the long term.

After considerable correspondence betwen the Railway Commisioners and the Company, an amicable agreement was reached as to the status of the siding.

Coal was offloaded from the coal trucks in the siding to the wagons on the tramway. The horse-drawn tram continued to be used until 1923, when it was replaced by a tipping motor truck. Coal continued to be delivered to the siding until the closure of the gasworks in 1973.

If any reader is able to shed further light on the history of this horse-drawn tramway, the author can be contacted at 8 Mackenzie Street, Golden Square VIC 3555, Australia.



Our English-based Andrew Barclay expert, Richard Horne, has prepared our drawing of Andrew Barclay 0-4-0T 1973 of 1929 especially for *Light Railways*.

This handsome industrial tank

engine was imported new in 1930 and was given the number 78 on the PWD roster. The standard gauge box tank loco was fitted with 14 x 22 inch cylinders and the driving wheels were 41 inches in diameter.

No.78 was initially sent to the Coffs Harbour improvement works. A description of its time at Coffs Harbour and a photograph of the locomotive in pristine condition appeared

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in *Light Railways* 86, page 27. This photo also appears on page 31 of the April 1999 *NSWRTM Roundhouse*.

On completion of the Coffs Harbour works, No.78 was sent to Port Kembla, in February 1940,

replacing PWD No.25 on shunting duties. She was again on the move in August 1947, when transferred to the Moruya entrance works along with PWD No.30. Her time at Moruya was the subject of our articles in *Light Railways* 142.

Both locomotives were returned to Port Kembla in 1954 and offered for sale by tender. No. 78 was cut up for scrap by AI&S at Reid's Hill on 5 September 1955. Bob McKillop



Pufing Billy drivers Ron Picking (left) and Lyn Helsby. Between them, they have nearly 75 years experience driving steam locomotives Photo: Michael de Valle

## Victoria's Magical Mystery Tour

#### Michael de Valle

Michael de Valle interviewed Ron Picking and Lyn Helsby, steam locomotive drivers on the Puffing Billy Railway, about their friendship, their memories, the magic of steam trains and the reopening of the Gembrook extension. He reports as follows.

Like the steam locomotives they drive, Puffing Billy drivers Ron Picking and Lyn Helsby are part of living history. With nearly 75 years experience between them, they both have many memories.

"Everyday here something different, something out of the ordinary will happen," Ron said. "You come around a curve and there'll be a tree over the line, or a goat, or a cow. The train came up the hill the other week chasing two Herefords, quite a sight when you're virtually at the main street of Belgrave."

Ron and Lyn met in 1970 while working on the Special Steam crews for the Victorian Railways. They have been firm friends since. Ron, 50, joined the Puffing Billy Railway in 1967 and Lyn, 60, joined three years later. In 1982 Ron left Victorian Railways to work for Puffing Billy full-time. He became a superintendent in 1983.

Now in its 98th year, Puffing Billy is one of the few steam railways still in daily operation. But there is no shortage of people wanting to experience a little of the magic of the steam age. In the 1996-97 financial year, 238,247 people took a tour back in time on Puffing Billy.

"We get tourists from all over the world," Lyn said. "We meet people here every day from Germany, Canada, United States, New Zealand, the United Kingdom, Korea, Japan, Malaysia." Lyn said it was the magic of steam that captivated people. Ron agreed. "Even the sound of lighting them up, you can feel them coming to life. For all the world, it sounds like they're starting to breathe, and they're coming to life for another day's work."

There are around 900 members of the Puffing Billy Preservation Society. The railway is run by 500 volunteers and 35 paid staff. Both Ron and Lyn are paid engine drivers, but they also volunteer their services for a certain amount of time each day. "Quite often you'll be here for ten and a half hours, but when you see a train load of young kids with smiling faces and big kids varying from 8 to 80, it makes it all worth while," Lyn said.

After 45 years of closure, Deputy Prime Minister Tim Fischer and Victorian Transport Minister Robin Cooper officially reopened the 11-kilometre extension of the line between Emerald Lake and Gembrook on 18 October 1998. Both Ron and Lyn believe the return of Puffing Billy to Gembrook will create even greater interest in the railway and benefit towns along the line.

"I reckon its going to be great for Gembrook," Ron said. "It's going to come to life. And of course, the scenery the other side of Emerald is completely different to this side. Once you climb up through Fielder and get out in the potato country it's magic."

The Puffing Billy Railway runs every day of the year except Christmas Day.



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**

Light Railways depends on you, the readers, to supply news items for the Industrial Railway News section. The last few months have been very quiet ones for contributions, so if you have news, please don't forget to send it in to me and so make this your magazine.

Your information can be sent by mail, phone, fax or e-mail and I am happy to write it up in a suitable form for publication. With an all-colour news section, your photographs would look great in these pages, so please send them in. All photos are returned if so marked.

Last month at the critical time, I was temporarily without the benefit of my home computer. Apologies therefore for the lateness of a couple of news items this time, and to anyone whose e-mailed report did not appear as fully as they would have liked last time. Normal service has now been resumed.

#### **NEW SOUTH WALES**

#### BHP LTD, Port Kembla

(see LR 145 p.20) 1435mm gauge

It was reported in early April that English Electric (Aust) Co-Co DE D34 (A197 of 1969) had recently been accredited again for the mainline and would soon be running to Elouera, normally in multiple with an ex-Goldsworthy English Electric. Red-liveried General Electric (Aust) Bo-Bo DE D44 was noted shunting the CRM works on 3 April.

Chris Stratton (ausrail newsgroup) 4/99; Brad Peadon 4/99

#### SILVERTON TRAMWAY COMPANY PTY LTD, Broken Hill

(see LR 144 p.19 1435mm gauge

A E Goodwin Co-Co DE locomotives ST35 (84133 of 1962) and ST37 (84128 of 1961) have been sent to Melbourne for cab modifications and repainting. Brad Peadon 4/99

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**Top:** Millaquin Mill's E M Baldwin B-B DH 751 (6104-1-8-75 of 1975) heads towards the mill, south of Bundaberg. 16 October 1996.

 Paynters Creek Road, on 17 October 1996.

#### SOUTH MAITLAND RAILWAYS PTY LTD

(see LRN 36 p.5) 1435mm gauge

South Maitland Railways moved its general office from East Greta Junction to the main business district of Maitland in January 1999. The move ends SMRs' long association with East Greta dating back to the 1890s. In its heyday, the SMR employed over 500 people and operated steam-hauled coal trains over a sprawling network of standard gauge lines that served over a dozen collieries. Since steam operations ceased in 1983, haulage on the line has been provided exclusively by "government" locomotives and crews. The SMR currently employs eight people: two in the general office, three signalmen at the remaining signal box at East Greta Junction, and three for per way activities. Major track maintenance on the 22 kilometres of line remaining is contracted to Barclay Mowlem. This company leases part of the former locomotive depot at East Greta, along with the Hunter Valley Training Company. The only remaining coal loader on the SMR is located at Pelton. Coal haulage from Pelton is carried out by FreightCorp and usually depends on coal contracts calling for a particular vessel to be loaded at Port Waratah. During loading periods, up to four trains can operate in a 24-hour period, though two are more general. *Railway Digest* 2/99 via Bob McKillop

#### QUEENSLAND

#### BABINDA SUGAR LTD BUNDABERG SUGAR LTD, Mourilyan Mill (see LR 146 p.16)

610mm gauge

The sugar box wagons reported as possibly for disposal in LR 146 are to be retained by

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**Mourilyan Mill** for the time being and so will not be available for disposal for at least twelve months. They are being made available to mills in the Bundaberg group for use as mill roller transporter wagons.

**Babinda Mill** is fitting out two more Com-Eng 0-6-0DH locomotives for multiple unit use for the 1999 season. These are 1 JOSEPHINE (A1821 of 1957) and 10 RUSSELL (A2027 of 1958). In addition, it is believed that Mourilyan Mill's Com-Eng 0-6-0DH No.6 (AA1543 of 1960) is also being equipped to run in multiple with these or other multiple-unit fitted locomotives. Peter Lukey 4/99

#### **CSR LTD, Herbert River Mills**

(see LR 146 p.17)

610mm gauge

Affected growers have continued to lobby for a 6.9km cane Victoria Mill railway extension at Sheahan's Road, Abergowrie. The growers and Main Roads are willing to pay the cost of a road/rail bridge over Midway Creek, but without a commitment from CSR to fund a rail line, the project is unlikely to go ahead. The creek crossing was closed by flood water five times last season, once for up to a week, and between 50 000 and 60 000 tonnes of cane are hauled across it each year. CSR have stated that financial provisions for rail infrastructure are prioritised jointly with the growers' organisations, and point out that current rail projects under way at the moment include Capillari's Road, Grasso's Road, and the major project at Elphinstone Creek.

Flood restoration work on **Macknade Mill** tramlines was going slowly in April, with the threat of further rain delaying some earthworks. Roller bearing side rods have been ordered for the pioneer Clyde 0-6-0DH 16 (DHI.1 of 1954), and it is expected that they will be fitted sometime during the crushing season.

It is reported that the old KMX-12T tamping machine (Plasser 255 of 1982) has been sold. *Townsville Bulletin Rural Bulletin* 4/99 & *Macknade Mill Newsletter* via Chris Hart 4/99; Chris Hart 4/99

#### **ISIS CENTRAL SUGAR MILL CO LTD**

(see LR 144 p.20)

610mm gauge

It is reported that the mill has obtained one of the four operational ex-QGR Walkers DH-class B-B DH 900mm gauge locomotives from Cook's Construction in Victoria. It is understood to have been delivered to the mill during April. Bob James 4/99

## MACKAY SUGAR CO-OPERATIVE ASSOCIATION LTD

(see LR 145 p.21) 610mm gauge The forecast crop for the four mills for the 1999



**Top:** Bingera Mill's E M Baldwin B-B DH GIVELDA (5800-3-7-75 of 1975) marshalls its train in what was the Wallaville station yard before starting a load back to the mill, on 16 October 1996. Notice the typical Queensland station building, now in use by mill crews. Cane from the area of the former Gin Gin Mill (closed 1974) is brought here to be made into rakes for the large locomotives to haul direct to Bingera. **Above:** GIVELDA tackles a hilly section on its way back to the mill from Wallaville. This line is built on the right of way of the former QR Wallaville branch. GIVELDA's sister locomotive OAKWOOD is operating on 'locotrol' mode, part way down the rake. Photos: Brad Peadon

season is approximately 8 million tonnes, with 900 000 tonnes standover cane which was not harvested in 1998 due to adverse weather conditions. A rationalisation within the group has led to the appointment of a group manager for cane supply and a group manager for factory operations. Transport and cane railway engineering comes under the Manager, Cane Supply.

A decision has been taken to have 75 large capacity bins coming into operations during the 1999 crushing season. A prototype was to be built following an evaluation of a range of designs, and following satisfactory trials, 75 are to be built and commissioned.

Slack season maintenance work at Marian Mill

includes the new Cattle Creek road/rail bridge at Gargett, between Marian and Finch Hatton, towards which \$1.133m is being contributed. Other projects include 134 new 6-tonne bins, siding works to extend the use of 6-tonne bins into the Kuttabul area on the Bruce Highway (\$920 000), siding replacement (\$254 000) and mainline upgrading (\$188 000). In addition, new hydraulic drives and associated equipment is being installed for the bin spotters at the weighbridge and tipplers.

A hot axle box detector installed at **Racecourse Mill** for the 1998 season was very successful in identifying faulty bin bearings at an early enough stage to avoid derailments. 1999 slack season maintenance includes \$400 000 to

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be spent on bin maintenance, the purchase of 120 five-tonne bins, relaying one kilometre of track at Munbura (north of Sarina), and upgrading sidings (\$325 000).

Maintenance work at Farleigh Mill includes \$250 000 on upgrading the St Helen's Creek bridge at Calen, \$335 000 on a hot box detector, and the provision of 222 6-tonne bins. At Pleystowe Mill, some sidings will be converted for tipper bin delivery, and 27 new cane bins will be provided. Two locomotives are being fitted with fire suppression equipment and a further two with wheel flange lubrication. \$300 000 is expected to be spent on bin maintenance during the slack season. Cane growers at Blue Mountain, inland of the Eton Range, will commence major cane production in 1999, with 30 000 tonnes to be hauled by road for delivery to Pleystowe Mill's metals at the old North Eton mill site

Mackay Sugar Newsletter 3/1999

#### MILLAQUIN SUGAR CO PTY LTD, Bundaberg (see LR 142 p.23)

610mm gauge

It is reported that work is proceeding satisfactorily on the new line to the south of the mill area, and that the bridge over the Elliott River is nearing completion. It is anticipated that the new line will be ready for use during the first few weeks of the season. Bob James 4/99

#### **TULLY SUGAR LTD**

(see LR 144 p.20)

610mm gauge

Two final drive assemblies with jackshafts for Com-Eng 0-6-0DH locomotives were seen on a truck in Brisbane in mid-April, bound for Tully Mill. It is reported that the mill has obtained a further ex-QGR Walkers DH-class B-B DH locomotive from Cook's Construction in Victoria, this time one of the four intact locomotives which had been converted to 900mm gauge Bob Gough 4/99; Bob James 4/99

#### VICTORIA

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

(see LR 145 p.23)

900mm gauge

A low-loader was noted on 18 March turning from Bell Street (heading west) into Sydney Road in the Melbourne suburb of Coburg with **Cook's Construction** Walkers B-B DH CC04 (610 of 1969) on board. The vehicle was seen parked in North Albury, NSW, later the same day, heading for Queensland. It is understood that this and similar locomotive CC03 (643 of 1970) were sold to Tully and Isis Mills, with one reportedly delivered to each by late in April. It is

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reported that the other two locomotives, CC01 and CC02 (Walkers 586 and 587 of 1968 respectively) have been in intermittent use by **Energy Brix** at Yallourn for brown coal haulage.

The Energy Brix ex-Tasmanian Hydro-Electric Commission Gemco 4wDH locomotives were reportedly regauged from 1067mm and converted for multiple-unit use by Skilled Engineering at Yallourn. With the top load for a single locomotive reported to be three wagons, multiple unit operation was obviously to be preferred. However, in spite of the remaining Cook's Constructions locomotives continuing to be called upon, it was also reported that brown coal loadings are well below estimates. If this situation continues it could lead to road haulage completely taking over the movement of brown coal and possibly the end of the Interconnecting Railway.

"Notagunzel" (ausrail newsgroup) 2/99; Sam Eades 3/99; Dan Grove 3/99 (both ausrail newsgroup); Peter Newett 4/99; Bob James 4/99; Editor

#### SPECIALISED CONTAINER TRANSPORT, Melbourne

(see LR 145 p.23)

1435mm gauge

Three English Electric (Australia) locomotives from Western Australia had arrived at North Dynon by the mid-morning of 10 April. They were two orange Co-Co DE K class and a grey Bo-Bo DE H class. English Electric Bo-Bo DE SCT101 (A.085 of 1964 - ex WAGR H2) has been painted in canary yellow and was seen at Dynon on 8 January.

Roderick Smith (ausrail newsgroup) 4/99; ARHS Bulletin 4/99

#### **WESTERN AUSTRALIA**

#### **BHP IRON ORE, Mt.Newman**

(see LRN 121 p.22)

1435mm gauge

The eight Model AC6000CW General Electric Co-Co DE locomotives were scheduled for shipment to Australia from Erie, USA, on 19 February 1999. The 6000 hp locomotives will be the first in Australia with AC traction motors. They are fitted with GE's new Mark II self-steering bogies. The locomotives were expected to be commissioned in late April or May. Numbered 6070 to 6077, they will carry nameplates from eight soon-to-be-retired locos originally built by A E Goodwin in 1968-70 and rebuilt to Dash 7 specification by Goninan in 1987-8.

BHP Iron Ore plan to fit electronic braking to its entire fleet of Pilbara iron ore wagons. With this cutting-edge technology, a brake application and release is initiated by an electronic pulse that is relayed through the wagon's antenna down the side of the train. The radio link through the train line antenna is also capable of relaying portable radio voice traffic as well as a host of car sensor information. This includes hot wheel/bearing, handbrake applied, empty/loaded status and similar information.

Railway Digest 2/99 via Bob McKillop; Editor



#### **MEETINGS**

#### **ADELAIDE:** "Victoria's Sacred Sites"

A discussion of various LRRSA weekend visits to light railway "sacred sites" in Victoria.

Location: 150 First Avenue, Royston Park. Date: Thursday 3 June at 8.00 pm. Contact Arnold Lockyer (08) 8296 9488.

#### **BRISBANE: "Shire Tramways"**

Members are invited to bring anything of interest on the subject. Also, a selection of early colour slides from the Peter G. Dow Collection will be shown. **Location:** 54 Aberdare Street, Darra. **Date:** Saturday 19 June at 7.30 pm. Contact Bob Dow (07) 3375 1475

#### **MELBOURNE: "Steam Railways of Java"**

Arthur Straffen will be presenting another rare video, from the Dutch archives, of the railways of Java, this time illustrating the extensive system of steam tramways which were used in east Java. **Location:** Ashburton Uniting Church Hall, Ashburn Grove, Ashburton.

Date: Thursday, 10 June at 8.00 pm.

#### SYDNEY: AGM / Members' Slide Night.

Bring a selection of slides (5-10) of your favourite light railway subject. **Location:** Woodstock Community Centre, Church Street, Burwood, (five minutes walk from Burwood railway station). **Date:** Wednesday 23 June at 7.30 pm. Contact Jeff Moonie (02) 4753 6302.

#### MEMBERS' ADS

#### **FOR SALE**

**600mm gauge** Wingrove and Rogers, B/N 1607 and 1608 of 1940, battery electric locos. Complete but not working. One motor type drive to two axles. ex-Silverwater Navy Depot. Price \$750 each. **610mm gauge** John Fowler 0-6-0DM B/N 16830 of 1926. Partly dismantled for restoration, now ready for reassembly. New wheel bearings made and machined. The 5-cylinder Gardiner Diesel motor has been completely reconditioned and fitted with an air compressor to supply new air brakes. Last used at Forresters Beach. \$9900 ONO.

**610mm gauge** A. Zinn 2+2wP, B/N 3 of 1974. In running order, powered by 6-cylinder Leyland Tiger Cub petrol motor. Fitted with air brakes. \$2000 ONO.

For further information contact Paul Simpson, PO Box 105 PANANIA 2213, or phone 9771 3929 evenings.



**Book Reviews** 

## Logging by Rail The British Columbia Story

#### By Robert D. Turner.

342 pages, 215 x 280 mm, soft cover. 33 colour and over 460 black and white photographs, several maps, diagrams and drawings. Published by Sono Nis Press, Victoria, B.C., Canada. 1990, fourth printing 1997. Available from LRRSA Sales, \$55.00 (\$49.50 for members), plus postage.

This book is one of those gems, a pleasure to read, and leaving you sorry you have come to the end.

It could be described as Canada's equivalent of our *Rails through the Bush*, for it describes the extensive logging railways which existed in Canada's western province of British Columbia. However, whilst the south-west of both countries hosted large sawmilling companies, the operating conditions were very different.

In British Columbia the terrain was mountainous, with many turbulent rivers and deep canyons, requiring huge timber bridges, one of which was 243 ft high. A deeply indented coastline, and sheltered waters enabled logs to be floated in rafts to the sawmills, but rail transport was still needed to get the logs to the water. Vast quantities of excellent timber were available, including western red cedar, Douglas fir, hemlock, and spruce, the latter being much used in aircraft construction.

Over 200 steam locomotives were used, threequarters of them being Shay, Climax, Heisler or Willamette geared locos. With one exception - a Manning Wardle 0-4-0ST of 1874 - all the locomotives were of north American origin. Nongeared locos included everything from 0-4-0STs to 2-6-6-2 mallets, with many 2-6-2s and 2-8-2s. In the early years a number of strange homemade locos were built, including an eight-wheel vertical-boilered cable winding loco which operated on 1 in 4 grades!

Whilst gauges included 6 ft, 3 ft 6 in and 3 ft, standard gauge predominated. This was partly because the size and volume of the logs to be moved did not suit narrow-gauge, but also because government regulatory authorities did not favour narrow-gauge, especially after a spectacular accident in the early 1920s.

High lead and skyline logging systems were widely used from about 1910, using large, complex, vertical-boilered steam winches. There were few cable inclines, but zig-zags were common. One main-line included fourteen switch-backs.

Except for inclines, all the above features are well illustrated and described in this substantial book, almost all the photographs being of very high quality. They date from the 1880s to the 1980s, and illustrate a wide variety of steam powered equipment in spectacular scenery. The coloured photographs date from the 1950s to the 1980s and include Shay, Climax, and Mallet locos, as well as conventional steam and diesel locos.

At the time this book was first printed in 1990 there was still one logging line in operation, using diesel locomotives. Whilst most lines closed in the 1950s, one continued to be 100% steam operated until the end of 1969, and a Shay loco was still in use for shunting until 1973. Having read this book, one cannot help but make comparisons between logging railways in British Columbia, Australia, and New Zealand. Those in British Columbia were on a much bigger scale. and there was a greater emphasis on safety, with the result that there is a lack of photographs depicting hair-raising operating procedures. Almost without exception, the equipment was well maintained, and it is unusual to see a battered or unkempt locomotive.

The text is very well written, and easy to read. It includes full references, a detailed bibliography, and index. There are many quotes from people who worked on the railways and the steam winches. It is not a dry technical approach, and discusses working and living conditions as well as the machinery. There is a very interesting section dealing with the relative merits of Shay, Climax, and Heisler locos. Whilst there are loco rosters of some of the major operators, generally locomotives are not identified by builder's number. No attempt is made to list every individual line or locomotive.

There is no glossary, which is unfortunate, since some of the terms are foreign to Australia. The author also assumes the reader has some knowledge of the geography of British Columbia, which again is unfortunate, since the maps are generally not very detailed. The majority of lines were on Vancouver Island, but there were a number of others in the south of mainland British Columbia, and a very interesting one on the Queen Charlotte Islands, just south of the Alaskan border.

Scale drawings of two enormous bridges are included. The quality of production and printing is very high, and there are almost no typographical errors. *Frank Stamford* 

### Victorian Railways Narrow Gauge G Class Garratts in the Otways, Part Two

*Edited by Emile D. Badawy & John Sargent.* 56 pages, 297 mm x 210 mm, 53 photographs. Published by Train Hobby Publications.

Like its predecessor (reviewed in LR 140) this is a landscape format book of exceptionally high technical quality, consisting entirely of colour photographs of G 41 and G 42 operating on the Colac - Crowes railway between 1958 and 1962. Whereas the previous book was confined to goods trains, this one includes passenger trains, including ARHS and PBPS specials, and the Last Train. Like the previous book, this one includes a number of views taken on rail recovery trains between Lavers Hill and Weeaproinah.

At first sight, and perhaps inevitably, some of the pictures might appear a little repetitive. But that is a minor criticism, for there are some beautifully atmospheric photographs, to name a few: the frosty morning at Gellibrand on page 38, Kincaid Water on page 33, the view on page 28 which tells so much about how the railway fitted in to the landscape, and the smokey haze at Dinmont on page 19.

The book could have benefitted from more generous use of white space in a few places. This applies particularly to the vertical format photographs. The view on the left hand side of page 9 is beautiful pictorially, but the only way to appreciate it is to cover the two photographs on each side with white paper. Otherwise the eye is constantly drawn away to the brighter pictures adjacent to it. It deserved a page on its own with plenty of white space to isolate it.

Two other very satisfying, and quite different photographs, are close-ups of the wheels and valve gear of both engine units of G42. Also included are gradient profiles, and reproductions of tickets provided for the some of the last passenger trains.

A beautiful book about a wonderful railway! *Frank Stamford* 

## Queensland Sugar Cane Railways Album

#### Bob Gough and Brian Webber.

A4 portrait size. 48 pages, card colour covers, 42 black & white and 47 colour photographs. Published by the authors, 1999. Available from the publishers at 365 Fairfield Road, Yeronga 4104 for \$19.50 post paid.

## Queensland Canefields Steam Era

#### A photographic profile 1955-1980

#### Edited by Lindsay Crow and John Sargent.

A4 landscape size. 48 pages, card colour covers, 54 colour photographs.

Train Hobby Publications, 1999

Available from LRRSA Sales for \$29.95 (\$27 for LRRSA members) plus postage for 280 grams.

The simultaneous publication of two yellowcovered A4 format books of photographs featuring sugar mill locomotives immediately invites comparisons. Superficially, there are many differences. The Cane Railways Album is a budget production in portrait format and packs a lot of photographs, both black-and-white and colour, into its 48 pages, concentrating largely on diesel power. The Steam Era book is a quality all-colour production in landscape format featuring steam locomotives, largely presented one to a page (again, there are 48 pages) and with reproduction that is technically close to superlative.

The quality of the photographs used in the Steam Era book is of an extremely high standard, with most being outstanding. Composition is wonderfully good, probably reflecting close attention to the "framing" of each shot as it appears on the page. Nearly all are action shots and even those that are not exude an atmosphere of immediacy. There is very little wasted space on the page with little in the way of white paper to distract the eye. These are rare shots of never-to-be repeated scenes. The photographs are quite simply luscious, presenting not only the magnificent machines of a bygone era but also the authentic surroundings of the Queensland coastal sugar belt as it is still to be seen and enjoyed today.

The aim of the Cane Railways Album is to provide a general modern survey, so that the quantity and range of photographs is an important priority. Even the best action shot of a diesel tends to lack the life of a steam locomotive in action, but there are more than a few fairly lifeless "shed" or "vard" shots in this book and there is little attention to the landscape in which the cane railway is to be found. Although there are some fine photographs technically, the quality is more mixed, and understandably some shots are included more for interest than for technical merit. Some photographs could probably have been better edited to present a more pleasing aspect on the page. Overall, design is somewhat stereotyped and there tends to be rather too much blank space on each page. Nevertheless, the book provides the general reader with a good overall coverage of locomotive types and scenes, and there is a useful overview of the industry and of cane railway operations in the introduction.

Both books suffer to some extent from a limited coverage geographically. Understandably, they both feature well the more southern mills, so much more accessible from both the southern states and Brisbane, with more than half the Steam Era book and more than 40% of the Cane Railways Album featuring shots from Bundaberg south. In both books, the Burdekin area and the "wet tropics" from Tully to Cairns are rather poorly represented.

Captions are a major challenge in books such as these. The editors of the Steam Era book appear knowledgeable in their fairly brief captions, but the details of locations (often very interesting ones) are sometimes rather vague, which would frustrate the intrepid reader who would like to make his or her way to the same spot to photograph modern motive power. Many locomotives are identified by builder's number, but not all. The Cane Railways Album has some extended captions but this technique could have been used for many more of the photographs featured to flesh out the story somewhat more. Locomotives in this book are not generally identified with builder's numbers or even model designations, and there is no acknowledgment that the "first generation" Australian Clyde and Com-Eng diesels were followed by heavier, more powerful designs from the same builders. In both of the books there is the occasional slip in spelling and factual information, but these are really only fairly minor blemishes.

Both these books should be welcomed as they will bring Australia's most varied (and to many, most interesting) sector of railway operations to greater prominence in the awareness of the general railway fraternity. As books, they vary in their purpose and their technical standards, as well as in the price you will pay. Keep these differences in mind and neither should disappoint you. To my mind, they are both well worth purchasing. *John Browning* 

## Video Reviews Darjeeling Delights

A Chota Gharis production from Railstuff PO Box 2155 Graceville East, Queensland, 4705 Australia. \$39.99 Duration: 53 Minutes

The famous Darjeeling Himalayan Railway ascends some 6800 feet in 50 miles through the foothills of the Himalavas, terminating at Darjeeling. The effects of road transport competition caused the demise of freight services while passenger services became unreliable and slow during the 1970s and 1980s. In the mid-1990s the Darjeeling Himalayan Railway Heritage Foundation was formed to ward off closure and dismantling. Its aims include restoration and preservation of the line, creation of a museum and improvement of services. India's Railway Ministry is playing its part in current preservation efforts. New and refurbished rolling stock and stations are planned. The DHRS (Australia) was formed in 1998 to help raise public awareness and offer assistance in the rehabilitation of the line and can be contacted via P.O Box 187, Croydon, Vic, 3136. The video is of a professional quality with excellent visuals and crisp sound.

It follows a train consisting of one locomotive, two carriages and a guards van as it traverses the steep gradients, switch backs and loops along the line. There are also some shots of a quaint trolley complete with garden seat and umbrella. Use is made of maps showing the next location of the trip with a voice over explaining the area covered. There is no voice over or music background during the train sequences which enables the viewer to enjoy the crisp bark of the locomotive as it travels the steep terrain and catch the noises from the local populace as the train travels road side and through towns. It also means the viewer cannot go and make a cup of coffee while keeping an ear cocked to the commentary; still, if you can't last 53 minutes between cups there may be a problem. The video has captured a feeling of life in a different area of the world.

An opening sequence shows the train approaching a road rail bridge as a cyclist crosses the bridge closely followed by a large truck trying to overtake him. As the train nears the bridge cattle wander unconcernedly across the track The train does not slow down through all this but continuously sounds the shrill whistle, no one seems to be unduly concerned, there is no road rage. In later sequences when the train leaves stations or reverses into switch backs the public do not seem to worry about boarding until the train has started to move, once again there is no concern as people clamber aboard the moving carriages, the train does not wait for them.

Recommended

#### Hugh Markwick

#### "Garratts in the Otways" and other V.R. narrow gauge. Edited by Greg Naylor.

Produced by Train Hobby Publications, P.O. Box 5005, Studfield, Victoria, 3152.

Duration: 40 minutes. Colour without sound. Price \$40.00

The video covers various enthusiast excursions on the Beech Forest line along with some regular goods train workings. The last train to Beech Forest with G42 is also included, the footage covering the period from 1956 to 1962. The program continues with NA class 7A in the last days of VR operations on the Belgrave line and finally some early Puffing Billy operations with 6A and 7A. Coverage is between 1955 and 1965. The tape is mastered from 8mm master film photographed by Keith Atkinson and is presented as it was filmed, without sound, music or voice overs, but the projector noise has been included. The Beech Forest scenes are of two distinct areas, firstly passenger traffic using the NBH vehicles from the Gembrook line which are obviously in original condition with tongue and groove wooden sides. There are lots of shots of passengers boarding and alighting. While there is no commentary, use is made of shots of the station name boards to inform viewers of the locations

The shots of the goods traffic working are a record of what the line was about: pulp wood, various farm/machinery loads, louvre vans, all in as-was condition at the end of their working life. The NA scenes are of passenger traffic from Ferntree Gully with 7A carrying what looks like the headlight from the Climax 1694. The light was stolen from Ferntree Gully during this period. Later scenes show work trains on the Belgrave-Menzies Creek section and show Menzies Creek as it was in those days as well as Belgrave without the locomotive workshop.

The video was enjoyable and is a visual record of the V.R. narrow gauge in its working state and its transition to closure and resurrection as a passenger carrying tourist railway. Provision of some printed notes with the video explaining the various aspects would have been a help to anyone not familiar with the history of the lines. Recommended Hugh Markwick



Dear Sir,

#### Quarry Tramway, Bungendore (LR 143)

In response to Ken Williams' query concerning the quarry tramway at Bungendore, I am able to advise that the line was privately built as a standard gauge ballast tramway during construction of the Bungendore to Michelago section of the Goulburn to Cooma railway. My research through the *Goulburn Evening Penny Post* has located a considerable amount of information on the interesting if short life of the line.

The first information about the intention of the railway contractors, Messrs A Johnston and Co., to construct a ballast tramway from Bungendore to Lake George, appears on 22 November 1884. Construction work started in July 1885, and the laying of rails had been completed to "within a short distance of the lake" by 29 September. It appears that the line was completed shortly after that date. The contractor used the locomotive *SEOGENHOE* to operate the line. Further information on this engine is being sought.

On the Queen's Birthday Monday in 1886 (1 June), some 30 ladies and gentlemen accepted the invitation of Mr and Mrs Alexander Johnston to proceed by rail from the Molongolo Bridge to Bungendore and thence along the temporary line laid to the ballast pits on the shores of Lake George for a picnic. *SEOGENHOE* and two trucks fitted up for the guests were used on that occasion. Again on 9 November that year, excursion trains from Queanbeyan and Goulburn brought passengers to Bungendore, from where they were conveyed in two trips over the tramway to Lake George.

By September 1886, Messrs A Johnston & Co. had commenced the survey of a temporary ballast line from Queanbeyan station to the large gravel bed on the Duntroon property, across the Queanbeyan River. Following completion of a temporary bridge across the river, gravel was obtained from Duntroon, and the gravel pits at Lake George were no longer required.

The popularity of excursion trains brought public agitation for retention of the Lake George line. In November 1886, the Treasurer, the Hon. GR Gibbs arrived in Bungendore accompanied by fellow members, and was presented with a petition asking the Government to make the line to the Lake permanent. Mr Goodchap accompanied by Mr Cowdery, made an inspection of the line by trolley a week later. A local delegation met with the Minister for Works in June 1887 to request that the line be purchased by the Government and retained for excursion trains. However, the Commissioner for Railways advised that the rails were urgently required, and that it would take 15,000 excursionists per year to make the line pay.

Messrs. Johnston & Co. commenced lifting the rails forming the tramway to Lake George in October 1887.

#### NSW Lime Company (LR 114)

In his article on Ben Bullen limestone tramways, Jeff Moonie surmised that the tramway constructed circa 1889 by the NSW Lime Company was horse drawn. Evidence that I have unearthed about this company does not resolve that matter. However, it does give some valuable insights into the company's operations.

The Sydney Morning Herald, 9 February 1894: THE NEW SOUTH WALES LIME

COMPANY, Limited In Liquidation

For absolute SALE by tender, the undermentioned property at Ben Bullen, viz: 15 acres mineral lease for Limestone Quarry, 3 miles of 18lb steel rails (about 100 tons) laid to Ben Bullen siding, 12 skips, 3 muck waggons [sic], 4 limekilns in good order containing about 200,000 bricks, galvanised iron office, ditto smithy and forge complete with tools and picks, shovels, hammers, drills and bars, steam drill, boiler, 4hp Tangye pump, powder magazine. The above forms a complete property, and operations could be forthwith commenced. Offers for whole property or part of it are invited... Apply Liquidators above Company, c.o. THOMAS J DICKSON, Solicitor, 127 King-street [sic].

#### Hungerford's Wollongong Harbour Tramway (LR 142, LR 144)

Whilst endeavouring (unsuccessfully) to establish the identity of the locomotive that featured in a c1899 photograph of Hungerford & Sons' breakwater construction tramway at Forster, I discovered information on their involvement in harbour works at Wollongong. Following completion of harbour works at the Port of Greymouth in New Zealand, the partnership of Hungerford & Mackay successfully submitted in 1892, a tender for jetty and breakwater works at "The Basin", Wollongong on behalf of the Wollongong Harbour Trust. A short summary of Thomas Hungerford's activities at Wollongong follows.

Shortly after work commenced in 1893, the partnership of Mackay and Hungerford was dissolved. The Trust accepted Hungerford's offer to complete the work alone. He quickly installed a small crane (apparently a product of Otago Foundry), and after some delay a large steam crane was brought from New Zealand. A "crane railway" of 3ft 6in gauge was built for the breakwater works with the Trust paying for the sleepers.

The large steam crane was used to place concrete blocks (manufactured on site), in

position, utilising the "crane railway". In mid-1895 the breakwater was close to completion when the work stalled for want of funds. Hungerford, whose contract had already been abruptly terminated, was sued by the Trust. As a result, his plant was probably tied up at Wollongong for some time.

One of the two cranes used at "The Basin" disgraced itself by plunging into the waters of the harbour it was helping to construct. The two cranes, and other odds and ends, were eventually shipped to Forster in late 1898.

The small crane features in a well-known Forster breakwater photograph (circa early 1899) standing alongside the reputed Narani locomotive. There is no evidence to suggest that Hungerford operated a locomotive at Wollongong.

This information should help fill in some of the blanks surrounding Thomas Hungerford's activities in Australia.

Ron Madden, Wagga Wagga NSW

Dear Sir.

#### Cobdogla to Loveday Light Railway (LR 145)

Regarding the disposal of the Bagnall loco at Cobdogla; I was unaware that, after its sale to George Woolmer, it was sold to Grant Teffler. This, I suspect, could have been a private sale of which the Department would have had no record.

The second sale of the loco by the Department (which did not own it) was to Bert Whitmore, as stated by Denis Wasley, but it was in Bert's capacity as Secretary of the Barmera Community Centre, not as a private individual.

After the loco was placed on the foreshore at Lake Bonney, I called on Bert at the Community Centre office, to point out that the loco was never owned, as stated on the plaque, by the Hume Pipe Company. I gathered from his subsequent comments that Humes paid for the plaque and contributed to the cost of moving the loco from Cobdogla to Barmera.

Arnold Lockyer Dover Gardens SA

Dear Sir,

#### Rails to Trails

Which closed light railways would make good walking tracks?

I am interested to learn which closed light railways would make good walking tracks or "railtrails". If members could write to me please (at PO Box 223, Keilor Vic 3036) with their suggestions, I will consider including them in future guides to Australia's railtrails.

May I also suggest that LRRSA considers producing maps of closed lines clearly showing the existing roads and railways so that members of the public can locate the remains of these lines.

#### Mark Plummer

Former Secretary of LRRSA National President of Australian Rails to Trails

LIGHT RAILWAYS 147 JUNE 1999

#### Dear Sir,

Light Railways in Children's Literature (LR 142, LR 144, LR 146)

Although fascinated by the three letters on light railways in children's literature (LR 146, page 24) one of them didn't strike the chords of memory that my wife and I thought it should. So, better check! Do we still have the copies of *Sandy the Cane Train* and *Puffing Billy* that used to be such cherished items in the libraries of our children, now in their thirties? Yes, they're there! We can relax, our ageing memories are quite correct after all. And so they damned well ought to be, given the hundreds of times we had to read those stories to our young railway enthusiasts!

Our copy of *Puffing Billy* by Esta de Fossard contains absolutely no reference to any criminal intention against the precious Mt Lyell carriage. To make my point clear I have to divulge the plot of *Puffing Billy*.

Plot: Puffing Billy is happy. Land slide! Line closed! Puffing Billy is sad. Mice have built nests in his coal fender (tender?). Volunteers fix track. Train runs again. Puffing Billy is happy again.

Obviously, we hold an entirely different version of *Puffing Billy* from that owned by Hubert de Guesclin. Both books have the same title and same author, but that's all. How many other versions are there? Will

the real *Puffing Billy* please stand up!

#### J.E. Bullen Weston Creek ACT

#### Dear Sir,

In *Light Railways* 146, page 24 there was a letter by Mr John Peterson about the book *Sandy the Cane Train*, and I would like to set the record straight on a couple of points and offer some further comments.

(1) *Sandy* was named after my uncle, Les 'Sandy' Plater (Sergeant, 2/15 Battalion 9th Division) who died of wounds on 2/9/42 following 'Operation Bulimba' near Tel el Eisa, Egypt.

(2) Les was one of four Platers who worked for the Moreton Central sugar mill prior to World War Two, the others being Charles (my grandfather), Edgar (my father), who clocked up 51 years with the mill, and Ivan (my other uncle).

(3) The loco is dispayed at the mill in a poor state of repair. I have made several approaches to mill management over past years to have *Sandy* join my collection at Eudlo, so that it can be restored to working order but, so far, it continues to languish.

(4) I was advised several years ago by the publishers that the book was 'out of print'. The book has never been sold at the mill, and the last time I recall seeing any copies on sale was about 25 years ago, when Bill Taylor had some at Sunshine Plantation (The Big Pineapple). I have three copies of the book, one signed by the author. I think the reference to the selling of the book at the mill, and the proceeds going to a Nambour charity, is a result of confusion with the 'Lorry Loco' books, now being published.

Clive Plater Eudlo Qld LIGHT RAILWAYS 147 JUNE 1999



Illustration of "Messrs. Aveling and Porter's Tramway Locomotive", from "Engineering" August 3, 1866. Courtesy Bruce Macdonald

#### Dear Sir.

#### Aveling & Porter Locomotives (LR 146)

With regard to John Kerr and Colin Harvey's reference to Aveling & Porter locomotives in Australia, the trade magazine *Engineering* described A&P locomotives in an article in the issue of August 3, 1866. It is of interest that it stated that "One for the 3ft gauge has been sent to Brisbane. The wheels for the pitch chains being in this case outside the carrying wheels".

It would seem that it could hardly be the one offered by Mr C. Walker in 1900, as he states that it is "nearly new". Could it have been a converted traction engine or road roller?

Nos 3831 of 1896 and 4067 of 1898 were both 10 ton rollers sent to Clark & Fausett, the Brisbane agents. However, I doubt if that gauge could be obtained because the combined width of firebox and gear train would have exceeded that figure. No traction engines were sent around that period. The other possibility is that it involved the radical conversion of a portable engine. Nos 2569 and 2576 of 1889 were received by Clark & Fausett.

Mr Walker's arrangment of water tanks is also difficult to interpret. In Aveling's fourwheel locos, one water tank was under the footplate and two beneath the boiler, between the driving wheels. A roller conversion would retain the one beneath the footplate and the single tank beneath the boiler, protruding both sides between the pair of driving wheels and the smaller leading wheels.

I am a bit surprised that the list held by the Stephenson Locomotive Society is "incomplete" because, in 1978, I had access to all Aveling's order books and found that locos were numbered in the same series as all other engines. I only extracted the references to engines which had obviously been sent to Australia, the earliest being in 1863. It is possible that the locos in question were shown as being ordered by an individual but, even so, I would have expected that they would have shown a reference "for export" or even "To Australia", which I would have picked up.

Perhaps this subject could be further explored in Brisbane and Charters Towers newspapers of the relevant times.

Bruce Macdonald Chapman ACT

Dear Sir,

#### Maritime Services Board No.2 (LR 145)

In reference to the article by B Belbin in LR 145 on MSB No.2 locomotive: There was another MSB No.2 loco, although it did not work at Coffs Harbour.

On the MSB locomotive roster during the 1970s were the following:

No.1 Motor Rail Simplex B/N 9021 of 1952 4wDM standard gauge

No.2 Motor Rail Simplex B/N 20560 of 1956 610mm gauge

No.3 F C Hibberd Planet B/N 3715 of 1954 standard gauge (ex-MWSDB Warragamba Dam project).

The accompanying photograph shows the lettering on the side of the 2 ft gauge loco, describing it as "MSB No.2 Diesel Loco".

The loco only weighs 2.5 tons, has a Dorman 2-cylinder 2DWD diesel engine, and is a hand-cranked standard design.

Its purpose was working on the reclamation trains at Homebush Bay (before the area obtained an Olympic flavour) sometime during the 1950s. So far no



photos have been found showing it at work. By the time the loco arrived, it had little use and was set aside in a shed at Rozelle Bay until disposed of by the MSB in 1975. The loco was advertised for sale in *The Sydney Morning Herald*, and I was the successful tenderer. It was moved to Panania, where it resided until sold this year. The new owner is taking it to Victoria during 1999.

#### Paul Simpson Panania NSW

#### Dear Sir,

#### Cameron & Sutherland Sale Catalogue, May 1911 (LR 143 and 145)

I am writing to add a footnote to the information about Hudswell Clarke 0-6-0T 271 of 1884, published in LR 143 and 145. The Public Works Department construction files for the TGR Burnie – Flowerdale (Myalla) line, which are now held by the Archives Office of Tasmania, include a letter dated 1 July 1911 from Henrickson and Knutson to the PWD offering to sell them what is clearly this locomotive.

The letter states that the locomotive had been built by Hudswell Clarke and rebuilt by the Mt Lyell Mining and Railway Coy in 1901 with a new boiler, motion, wheels and axles. The only work it had done since being rebuilt was on the Stanley breakwater contract, and it was available at Stanley for  $\pounds 600$ . The letter gives the same dimensions, in the same order, as those set out in the Cameron & Sutherland catalogue extract in LR 143. The letter also notes that many spare parts could be supplied with the locomotive, including vacuum brake gear. The PWD rejected the offer.

The Henrickson and Knutson letter supports Ken Milbourne's doubts that Hudswell Clarke 271 ever went to Hopetoun. The Hopetoun theory may have originated in Charles Small's very useful draft list of the locomotives of Tasmanian light railways, which circulated in the mid 1960s. It is possible that confusion arose with the Manning Wardle 0-4-0ST Stanley, which did go to Hopetoun. Ken Milbourne's history of the latter locomotive is in LR 119. Hudswell Clarke 271 reappears in Tasmanian PWD records in 1915, when Cameron & Sutherland again offered it to the PWD, this time for use on the Marrawah Tramway. In a letter dated 3 May 1915, Cameron & Sutherland described the locomotive as a Hudswell Clarke 3ft 6in gauge 0-6-0T weighing 15.5 tons, with 9in x15in cylinders, 30in wheels, 8ft 9in wheelbase, 160 psi boiler pressure, 400 gallon water capacity and 12 hundredweight coal capacity. The locomotive was "available in a neighbouring State". However, Cameron & Sutherland advised the PWD, on 17 May 1915, that they had been advised by their agent in the state in which the locomotive was located that it had recently been sold.

Can any reader complete the final South Australian phase of 271's history?

#### Jim Stokes

Curtin ACT



#### Blue Mountains Sewerage Tunnel Construction (LRN 96)

"Oops, so close!" This shuttle car, used in tunnel construction, just stopped in a balancing position after leaving the portal entrance and crashing through the gantry above the valley floor.

Sections of rail and steel had been welded to the end of the track to form a buffer. The tunnel was part of the MWS&DB sewerage system in the Springwood area, west of Sydney.

I was involved in the repair and maintenance of these shuttle cars for eight years and, in this case, my job was to report as to why the brakes failed. I cannot recall if the driver jumped, or stayed in the cab (the forward section, with the roof).

The average grade in the tunnel was 1 in 80. The car would crawl upgrade all the way, usually at about 3kph but, on the way out, it was a different story, especially if fully loaded, and they would be braking for most of the journey. Three separate braking systems were used, all controlled through a dead man control on the floor.

Some specifications of the Atlas shuttle car: • Two 8hp 96 volt dc motors, one on each

- bogie.
- 96 volt battery, weighing 1.5 tonnes.
- Top speed: 35kph.
- Length: 8 metres.
- Weight empty: approx 8 tonnes.
- Weight loaded: approx 20 tonnes.

Most of these shuttles have now been scrapped, after many years of service, and numerous rebuilds.

#### Geoff Murray

Winston Hills NSW

#### Dear Sir,

#### "The Railway Line That Schnapped" (LR 144)

I was recently given a copy of Randal Lockie's letter that discussed an incident on the German railway in Apia, Western Samoa, that appeared in *Light Railways*, December 1998. I have been researching the Apia Feldbahn for some time and, while I can offer no comment on the incident Randal describes, the line did finish on a wharf in the centre of Apia's harbour front. There may be a grain of truth in the story.

When the New Zealand Army occupied Samoa on 30 August 1914, they found a recently completed 60cm gauge Feldbahn that ran 10.5km inland from Apia to a wireless station south west of the capital. It was operated by an early model 0-4-0 Oberursel oil locomotive. Rolling stock included 12 bogie flat wagons, 12 hoppers and a brake truck. One of the flat wagons was later converted to an oil locomotive, by the Army, while the line was extended to 12.9km to serve two military camps built in Apia.

The precise origin of the tramway is a mystery, though it appears to have been built to assist with the construction of the wireless station. It may also have been an early stage of a tramway that the Germans planned to construct to the west coast of Upolu Island.

The NZ Army continued to operate the tramway on a regular timetable as the 'wireless' or 'telefunken' tramway, until at least 1918. The fate of the tramway and its equipment remains another mystery.

It may also be of interest that they were several other tramways on Samoa. Some served wharfs in Apia, while several plantations also featured tramways, though none employed locomotives; well not until well after World War One.

A detailed article on the Feldbahn was published in the December 1997 *New Zealand Railfan*. For back issues, contact New Zealand Railfan Reader Services, 785 Tremaine Ave, Palmerston North, New Zealand. I would welcome any other information that readers can provide on the Apia tramway.

#### Paul Napier

Waiouru New Zealand



Apia Light Railway, Western Samoa (see letter, opposite); clockwise from top: Oberursel oil locomotive, with members of the New Zealand Railway Engineers (NZRE). The locomotive had a single cylinder 11-12 hp oil engine with large flywheels on each side that drove the wheels via chains. Top speed was 5 mph hauling 5-10 tons. Photo: National Archives of New Zealand. Is this where Randal Locke's incident took place? The Apia whatf of the 'Telefunken Feldbahn'. Photo: Alexander Turnbull Library, Wellington, NZ. Map of tramway and environs, circa 1914 The locomotive constructed in 1914-15 by the NZRE utilising a flat wagon. A 27 hp, 3 cylinder kerosene engine from a harbour launch was used. Photo: Paul Napier Collection.



## RESEARCH

#### TOUR REPORT:

#### Wombat Forest Wanderings

Following from the rain-soaked Victorian LRRSA tour to Mansfield, the Wombat Forest tour was accomplished with fine weather and massive amounts of dust on 1 November 1998. Led by the intrepid Wombat Forest expert Norm Houghton, the tour visited several culturally significant sawmill and tramway sites near Daylesford.

Upon arriving at the meeting point at the Leonards Hill public hall, one would think they were in a used car yard as 60 people had presented themselves for the walk. There was a large local contingent, as well as members of the Great Dividing Trails Association, whose walking track passes through the area.

Our first site was the Telegraph Mill. Upon gathering around a large hole in the ground, Norm proceeded to outline the technological methods involved in the Wombat Forest and its pioneering importance in the birth of the Victorian sawmilling industry. The large pit at the Telegraph Mill was to accommodate the considerable depth required for the vertical saw blade to function effectively. This method of cutting logs would soon be replaced by the practical methods of round saws.

Our next stop was the site of a cutting on the logging line from the Telegraph Mill. On the way we trampled past a secluded bush camp set up by some young people. Imagine their surprise when 60 tramologists came wandering through the bush!

We all gathered at the entrance of the 100-metre long cutting, where Norm whetted our appetites by explaining what we were about to see. Into the cutting we went and soon had our own forestry version of a peak-hour traffic jam. The highlight of this site was that the workers who excavated the cutting in 1889 had carved their names/initials and the date in Roman numerals, a fascinating sight. There was also an outline of their slab-built bush huts, a remarkable reminder of the harsh living conditions of our early bush men. At the other end of the cutting, clearly imprinted on the hard ground, could be seen the outline of the principal and stringer type of construction of this broad-gauge tramway.

Rejoining our cars, we travelled in a large cloud of dust to a beautiful location known as the "Disputed Area". This location marked an area where timber firms battled one another and the Government for cutting rights. Norm explained the political manoeuvres that occurred in this section of forest. This location also marked the spot where the Anderson Bros broadgauge tramway terminated. It was one of the first enterprises to use steam locomotives in the Victorian timber industry. Norm noted that if anyone wanted to know what the terminus of a bush tramway looked like, well this was it. Most of us looked round and saw nothing. Oh well, off to the next tramway treat.

A short distance away we visited the site of the Anderson's tram over the Werribee River. Actually, one could take a big step and be over the river, which some of the more adventurous did. Standing on the embankment on the other side, full appreciation of the grandeur of the site was possible.

Back in our cars, we headed to the mill site of Wheeler and First on the Lerdererg River. Lunch was taken here in an adjoining historic picnic area and an inspection of the mill site could be taken at one's leisure. After lunch we visited the mill site of one of the pioneer sawmillers in the Forest, this being McGies mill erected in 1880. It was situated at the bottom of a falling slope. No tramways were employed and jinkers brought in the logs and carried away the sawn timber.

Our last point of call was to visit a section of Wheeler's broad-gauge tramway. It was located on a bench just above the road, and on the ground could be seen the imprints of a siding adjacent to the mainline. Norm positioned himself on a tree and explained the

significance of the site. He noted that the mainline was constructed by the principal and stringer method, while the short siding used the sleeper and rail section. Norm thanked all for participating in this most successful outing. Ed Butler of the Great Dividing Trails Association acknowledged the benefit of this new information in preparing walking maps for the association. A round of applause was extended to our tour leader. Norm Houghton and thanks were expressed to the organisers for the comprehensive tour notes. Tony Sedawie

#### FIELD REPORT: The closed wire works of BHP Ltd, corner of Blackwall Road and Parkview Road, Chiswick,

**Sydney** Situated on the banks of the Parramatta River, this factory site was formerly owned by Lysaghts and is closed and ready for demolition. Two recent visits were made, on the inspection day for a clearance auction sale (9 February 1999) and on the next morning, the first day of the two day auction. A previous visit had been made to this plant on 17 September 1996 (reported in *Light Railway News* 115), when permission was granted for a very brief inspection and access to "selected' areas for photography. Over the last five years, the plant has progressively been closed down, with its manufacturing functions being relocated overseas.

Hundreds of feet of track were found, disused for many years and often isolated from other sections by tar sealing, concrete and buildings. Over 20 turntable and steel skid plates were seen at the intersection of tracks. Because of the auction, a map was produced so that potential buyers could find their way around a jumble of buildings dating from pre-World War II up until the 1960s. The only problem was that not all buildings were named or labelled, making finding articles marked for auction a difficult task.

The main interest from a railway point of view was the variety. The area was generally served by a 2ft 6in gauge network, remnants of which remain on the wharf, up an incline, and within certain processing areas.

Barges with various supplies once tied up to the approximately 200ft



Seen in September 1996, the wharf with track and turntable remnants. Photo: Len King

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Track remains between buildings, February 1999.

long wharf on the south bank of the Parramatte River, which was not available for close inspection due to its deteriorating condition. The goods were unloaded from the barges using the crane (still in place) situated at one end of the wharf, placed in hand-propelled wagons, and taken to the base of the incline. There were two parallel wharf tracks, connected by at least 12 turntables. At right angles to the wharf, an estimated six tracks occupied a large open storage vard. Remnants of these lines could still be seen, ending at a large sandstone wall against which lay several lengths of 30lb rail.

The single track incline was located at the opposite end of the wharf to the crane. Because of some demolition work, the lower end of the incline has gone. The upper end has sleepers still in place on the sandstone formation. Several sleepers have a central metal plate with sheared off bolts (a location for a pulley?).

Just over midway there are the remains of a point, leading to a partly demolished wooden deck or hopper, former use unknown, placed beside the incline.

Within a pre-war corrugated building, used for small fabrication jobs and some machining, was a 111/2in gauge track, 86 feet in length. In a parallel building, five feet lower, was 115 feet of 3ft

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Photo: Len King

10in gauge track, cut by a brick wall and a sheer drop on the other side.

The catalogue showed item number 629, to be offered on the

second day of the auction, as a 5 tonne annealing pit slewing crane with flanged wheels, wire rope, hook, and annealing pit surrounds. This item was located in the Wire Store, one of the largest buildings on the site. A 5ft 6ins gauge track 300 feet long was fastened directly onto the concrete floor, below which was a storage area and, projecting to one side, the annealing pits. The 14 brick pits contained up to four steel drums. fitted with removable tops and lifting loops. The pits were originally coal-fired, evidenced by the fire doors and grates situated on the lower level, but around half had been converted to gas. Each drum could take a coil of wire placed into it by the travelling crane which was electrically powered at 415 volt 3-phase, and collecting current from an overhead busbar assembly with carbon brush collectors.

The crane's chassis (Dorman Long steel), structure, and jib-work had no form of identification, but on a brass plate on the control column were the letters BE. One axle was powered by a gearbox from the chassis-hung motor. All four wheels were doubled flanged. Item number 774 in the catalogue, also to be offered on Day 2, was described as a "Rail Car Transfer System with motorised winches." This was a four-track 3ft gauge, 400 foot long incline situated across, and at right angles to, one end of the rod storage yard. At the elevated end, about 20 feet above ground level, were sited the four winches and motors for hauling the wagons with their steel billets from the rod storage yard to the breaking down building.

Each of the four tracks held a pair of 4-wheel wagons, welded together with large bars between the inner ends, and fitted with cradles for carrying the steel supplies. Rail was of 30 to 40lb, welded to RSJs. There seemed to be small "dump" brakes fitted midway on each wagon's chassis, consisting of a hinged steel bar with the top end activated by the towing link becoming slack and the lower end with a flat plate resting on the rails.

It was noted that around the rod storage yard, small pieces of Barlow rail had been used as wedges for the storage of steel bar on the racks. *Len King* 





Heritage &Tourist Your editor is currently reviewing the preservation scene across Australia in preparation for a new edition of the *Guide to Australia's Heritage Railways & Museums* (publication October 1999).

A number of changes have occurred over the past two years, with several preservation groups no longer operational and others struggling to survive. The lack of volunteers to conserve heritage items and man services on open days is a common theme.

On the other hand, new operations have emerged with innovative ideas and services more in tune with changing markets.

I note the President of our most successful heritage operation,

the Puffing Billy Railway in Victoria, has highlighted the importance of keeping ahead of the competition. Writing in the March 1999 issue of the PBR Monthly News, John Robinson states:

The Railway is now operating in a fiercely competitive tourism and recreational environment and we need to make every post a winner and capture every available revenue dollar. Serious challenges lay ahead as many new Recreational and Tourist projects are in the pipeline in Victoria which will increase even further the competitive forces which are aimed at us.

Our challenge is to ensure that Puffing Billy continues to attract the degree of popularity that it has in past years in the face of significant increases in competition. This will require some innovative thinking on the part of management to meet the challenges of the changing market place.

I commend this perceptive analysis to other preservation groups throughout Australia. Bob McKillop

#### NEWS

#### Queensland

#### **ARCHER PARK STATION,**

#### Rockhampton 1067mm gauge Capricorn Heritage Rail Association

The Billard 4wDM T75P (VM 227 of about 1948) was officially handed back to the Rockhampton City Council in March after overhaul by Queensland Railways at the Rockhampton workshops (see LR 145 p.27). [The previous report that the locomotive and other rolling stock at Archer Park is owned by QGR was incorrect, as a result of a misunderstanding by your reporter.]

The Billard is one of three similar locomotives which were imported to Australia by Citra and are believed to have first served in tunnelling work for the Trevallyn Dam near Launceston, Tasmania, one having been photographed there in 1950. The other two are in semi-derelict condition at Archer Park.

John Browning 3/99; *Rockhampton Daily Bulletin* 23/3/99 via John Browning

#### **New South Wales**

#### AUSTRALIAN WAR MUSEUM,

**Canberra** 1000mm gauge A converted jeep used on the Borneo *Jeep Railway* (see LR 135, p.15-18) features in the new Second World War exhibition at the Australian War Memorial. The display unit was a damaged jeeploco that was set aside and brought back to Australia in 1947. It helps tell the story of the Borneo jeep railway as a testament to the ingenuity of the men of the Royal Australian Engineers. Using only the machinery, vehicles and equipment they had on hand, they were able to restore a neglected and devastated railway system to working order and run it with a fleet of converted jeep-locos.

Bruce Macdonald, 3/99

#### RICHMOND VALE RAILWAY MUSEUM, 1435mm gauge Richmond Vale Preservation Co-operative Society Ltd

With the forthcoming closure of the BHP Newcastle steelworks, the collection of locomotives and rolling stock from its industrial railway operation at the RVRM is generating more interest. As reported in LR 146 (p.29), the restoration work on BHP Steel's No.5 construction crane is nearing completion at the museum.

There were five original rail cranes at the Newcastle steel works built by the Brownhoist Corporation of Bay City, Michigan USA, which were used for construction work at the plant.

Nos. 1 and 2 (B/N 2677 and 2967 of 1913) were originally 60-ton construction cranes and were fitted with 40ft long riveted lattice jibs. In 1919 BHP designed and fitted 70ft long jibs to these cranes. They also built a 20ft extension than enabled the cranes to lift 1-ton at a radius of 70ft. Cranes No. 3 and 5 date from a similar time and were originally 15-ton construction cranes fitted with 50ft long riveted lattice jibs. Crane No. 4 was much smaller and was mainly used around the iron foundry.

Following the purchase of 'Lima'

heavy lift cranes in the 1960s, the Brownhoist cranes saw less use. Nos 1 and 3 were taken out of service and scrapped in 1972 or later. The last boiler certificates for No 2 expired in March 1976 and for No 5 in July 1981.

Both these cranes were purchased by the RVRM in 1982. It is expected that No. 5 will be returned to service in 1999.

Other items from the BHP Newcastle steel works preserved at Richmond Main include: Goninan GE Bo-Bo DE No. 34 (currently undergoing bogie repairs for return to service); Goninan GE centre-cab Bo-Bo DE No. 42; Coles diesel rail crane No. 5; Jordan spreader; 4-wheel bogie match truck for steam crane (CB227): bogie general purpose side-tip wagon (DC259); bogie hot metal ladle wagon (HMC1); bogie BOS slag ladle wagon (SL8); and bogie blast furnace side-tip slag ladle (S6)Jeff Muller, 2/99

#### STATE MINE RAILWAY HERITAGE PARK, Lithgow 1435mm gauge

Easter Sunday saw the first of the regular monthly operating days [see LR 146, p. 29]. Despite inclement weather, there was a

inclement weather, there was a regular flow of visitors, who were given guided tours over the site and the specific displays. With many volunteers absent due to the Easter break, steam equipment was not operating and work was suspended on the skip restoration project. Four completed skips were on display and a mine transporter provided regular trips around the site. Barbecue lunches were available. On display outside the museum building is a narrow gauge Jenbacher Werke 4wDM with a JW20 engine [see LRN 105, April 1995]. Information on the history of this interesting locomotive is being collected and we hope to have a future report on this unit. Editor, 4/99

#### **TIMBERTOWN**, Wauchope

610mm gauge

Further to the editorial and H&T story in LR 146, the Timbertown auction on 13 March raised \$100,000. This revenue will be used by Hastings Council to implement the next stage of the business plan to get Timbertown operating successfully. The \$35,000 paid for John Fowler 0-6-0T 12271/1910, THE GREEN HORNET, was the top figure of the auction. It is understood that the loco was purchased for a tourist railway at Taree, but unconfirmed reports indicate that it will remain at Timbertown for the time being. It may yet see additional use on the Timbertown railway.

*Port Macquarie Express*, 17/3/99 via Michael Marczan; Bruce Belbin, 3/99

#### 1999 NATIONAL TRUST HERITAGE AWARDS

The winners of the National Trust Heritage Awards for 1999 were announced on Thursday 22 April.

Of Light Railway interest was Newcastle Regional Museum's win, in the Electronic Media category, for its CD-ROM "A History of the Greta Coal Measures".

The Sydney Morning Herald 23/4/99



The Billard diesel loco goes through its paces at Archer Park station, Rockhampton. Photo: courtesy Dennis Sheehan



Restored mine skips at State Mine Museum, Lithgow. 4 April, 1999.

Photo: Bob McKillop



The reconstructed tramway trestle bridge at Marysville, Victoria.

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#### Victoria

#### **KERRISDALE MOUNTAIN** RAILWAY 610mm gauge

Further development of this private railway in the foothills of the Tallarook Ranges (see LR 142, p.25) is taking place. By the end of January 1999, earthworks had been completed taking the formation to the summit via a switchback, rising a total of 32m in 600m. The bottom road grade will be 1 in 12.5, the middle road 1 in 15 and the top road 1 in 40. Siding works near the loco shed, which will be a two-road affair, have been carried out, with a service pit planned adjacent to the shed.

About 350 red gum sleepers are being cut ready for the extension in the autumn. About 400 track metres of 20lb rail has been obtained but more is still needed. Andrew is keen to hear from anyone who could help him locate suitable supplies (RMB 5810, Kerrisdale 3660 - Phone 03 5797 0227).

An unidentified Malcolm Moore 4wDM locomotive has been acquired from Mourilyan Mill in Queensland and arrived complete with a spare final drive gearbox and axle/wheelset assemblies. Numbered 5 at the mill, it is receiving a heavy overhaul and will be finished in its mill livery of red, yellow, black and white. A screw type brake will be substituted for the lever type currently fitted, as well as track shoe brakes in view of the steep grades on the line. Andrew would like to acquire a cast iron diamond-shaped Malcolm Moore plate for this locomotive, or failing this, a loan of an original for copying.

The Ruston & Hornsby 4wDM (285301 of 1949) is now a rolling chassis awaiting the provision of an electric start for the overhauled Lister 30hp motor and a suitable coupling between motor and gearbox. Andrew Forbes 1/99

#### MARYSVILLE TRESTLE BRIDGE WALK

A short distance from the centre of Marysville is a tourist track signposted the Trestle Bridge Walk. Expecting to find the rotting remains of a trestle bridge, the stroller is

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surprised to find that the bridge in question is actually a reconstructed pigsty tramway trestle.

The bridge formed part of the Vic Oak Sawmilling Company tramway, which was a horse-powered log access line. A Conservation & Environment information board notes that the bridge was restored using the original foundation logs in 1986. This is an interesting site, as on one side the slowly decaying tramline can be seen disappearing into the bush.

The reconstructed bridge is an excellent example of preservation efforts undertaken by the Dept of Conservation & Environment that

denote our timber tramway heritage. The location is easily accessible from Marysville, and is well worth a pleasant walk. It is one of the few examples of a restored timber tramway bridges in Australia. Tony Sedawie, 2/99

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

The WGR has appointed Mr Stephen Bell as Project Manager for the rebuilding of the six bridges between Walhalla and Happy Creek. The work will be undertaken using as much volunteer input as possible. Details of the bridges are (starting from Walhalla): No.1, originally nine 15ft timber spans, height 15ft, to be rebuilt like the original; No.2, originally seven 15ft timber spans, height 19ft, replacement to have longer spans to avoid piling into creek bed; No.3, originally twelve 15ft timber spans built along creek embankment, height 17ft, replacement to have longer spans and extended abutments to shorten overall length: No.4, originally nine 15ft timber spans, 11ft high, replacement is to have longer spans and longer abutments to shorten overall length; No.5, originally seven 23ft iron spans, height 21ft, replacement will have longer abutments to shorten overall length; No.6, originally twelve 23ft iron spans, height 32ft, replacement to be similar using the original iron girders. Bridge No.4 will be built first, followed by No.5, No.6, No.3, No.2 and No.1. This sequence is designed to facilitate access to the work sites. After bridges 4, 5, and 6 are rebuilt it is intended to relay and complete the track up to Bridge No.3. The modifications to some bridges have been inspired by the need to keep down long term maintenance in locations which are very difficult to access. The bridges to be modified are not easily visible either from the train or the main road. Purists who may be disturbed by these compromises should look on the bright side - the rebuilding of this railway is something of a miracle, and compromises are probably needed to ensure its long term success.

At Walhalla the Star Hotel, which was burnt down in 1951, has now been rebuilt in the original style, and it looks excellent. Overnight accommodation is now available at Windsor House, the Old Hospital, the Star Hotel, and Walhalla Lodge Hotel.

Dogspikes & Diesel April 1999

#### 4th AUSTRALIAN NARROW GAUGE CONVENTION

The 1999 Easter Weekend saw over 70 people gather in Brisbane for the 4th Australian narrow Gauge Convention. On Saturday 3rd and Sunsy 4th April, delegates attended a range of prototype and modelling sessions held at the Queensland Railways Institute Convention Centre, directly above Brisbane's Central Railway Station.

For the Australian narrow gauge railway enthusiasts, the highlights were presentations by E M Loveday on his time working for the Mossman Central Mill and the Douglas Shire Tramway during the 1940s and 1950s. George Hadley, the cane railway engineer from the Nambour Sugar Mill, discussed current operations and developments at the mill. Historical aspects were well covered by David Mewes'

keynote address on the development of cane railways, and John Kerr presented his "research in progress" report on lesser known timber tramways of Queensland. As a prelude to the Monday visit to ANGRMS' Durundur Railway, David Mewes' talk also gave an overview of the history of the Society and the developments at Woodford. Mr Paul Blake, Executive Director, Land Transport and Safety, Quensland Department of Transport was the guest speaker for the Convention Dinner on the Saturday night. His entertaining talk included an outline of the implementation of Rail Accreditation in Queensland and future proposals for the redevelopment of the former Queensland Railways' Ipswich Workshop into a major museum and tourism development.

Whilst these conventions have traditionally focused on railway modelling, delegates at this Convention were treated to the rare combination of being able to listen to and meet with narrow gauge railway practitioners, historians, preservationists and regulators in an informal and relaxed environment.

In conjunction with the Convention, a special running day



*Ex-Pleystowe Mill No.5 enters Woodford station with its train, which includes No.56, a Grover's bogie wagon from the Douglas Shire Tramway, and ex-QGR railmotor trailer PL 111. Photo: Lynn Zelmer* 

was arranged at ANGRMS' Durundur Railway for Monday 5th April 1999. Around 60 people representing delegates and their families took the opportunity to visit the railway, where they participated in tours of the workshop to view locomotives under restoration. Tours were also conducted of the extensive collection of locomotives and rolling stock stored for future restoration. A highlight of these tours was the discussion of the history of the locomotives and some of the incidents involved in their aquisition and transport.

The 0-6-2T steam locomotive, ex-Pleystowe Mill No.5 (Bundaberg Foundry 5 of 1952) provided a regular service between Woodford Station and Storybrook Cottage - the current terminus of the railway. Delegates inspected the progress on the restoration of ex-Victoria Mill *MELBOURNE* (Hudswell Clarke 1701 of 1938). Whilst this 0-6-0 tender locomotive had passed its steam trials, some work such as installation of boiler cladding and sheeting remained to be completed. Unfortunately, some issues relating to Workplace Health and Safety, and Rail Accreditation Registration had not been resolved, which prevented the locomotive from being steamed on the day.

The ex-Marian Mill 4wDH "GEMCO" was placed on display, along with a 2w-2PM inspection trolley formerly from Pleystowe Mill, Mackay, and the recently restored hand-pumper trolley from the former Brisbane City Council's Luggage Point Tramway.

ANGRMS members arranged an informal barbecue lunch and the visit to the Durundur Railway provided a grand finale to a true weekend of narrow gauge railways in Brisbane in '99. The 5th Australian Narrow Gauge Convention will be held in Melbourne in 2001.

Greg Stephenson (on behalf of the Organising Committee).



750mm gauge 0-4-0T GAZA 1 (Couilett 1219 of 1898) preserved at Maputo railway station, Mozambique, 7 March 1999. Photo: Bob McKillop

#### South Australia

#### PORT DOCK STATION **RAILWAY MUSEUM**, **Port Adelaide**

610/1067/1600mm gauge

Preliminary planning has been undertaken for an Industrial Pavilion on the Port Adelaide site. This would allow the Museum's extensive collection of industrial locomotives and rolling stock (see LR 141, p.26 for list) to be put on public display. Additional land has been transferred to the Museum, and the boundary fence has been relocated accordingly. This in turn has provided an opportunity to realign the 457mm gauge Museum railway, undertake additional landscaping with picnic areas and provide for a broad gauge passenger platform for trains coming into the Museum.

Catchpoint, 3/99

#### Western Australia

#### **CARNARVON JETTY AND** LIGHT RAILWAY 1067mm gauge

Carnarvon's famous One Mile Jetty [LR 141, p.27] is open to the public again and the jetty tourist railway is operating on a regular basis. The jetty has been replanked and re-railed prior to its official reopening in July 1998. Since then, there has been a dramatic upsurge in tourist activity. The jetty tramway is operated by the Carnarvon Express, a converted Mini-Moke

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hauling two passenger cars (see LRN 91), which was withdrawn in 1992. An ex-WAGR carriage serves as a kiosk selling train tickets (\$4), an inventive range of souvenirs and refreshments.

The Carnarvon Light Railway Association operates from a station on Babbage Island over 1.6km of track. Trains are normally operated by Andrew Barclay 0-4-0T KIMBERLEY (1754/1922) on Thursdays to Sundays during the April-October peak tourist season. The line is being extended back to Carnarvon town, providing visitors with a transport link to the jetty.

The Carnarvon Heritage Precinct master plan envisages and investment in tourism infrastructure of some \$3.5 million. A feasibility study is being undertaken for an extension of the railway from the jetty to Ten-Mile Bridge over the Gascoyne River.

SkyWest Destinations, Nov/Dec 1998, via Arnold Lockyer

#### **Overseas**

#### **GAZA RAILWAY, Mozambigue** 750mm gauge

This local railway system from the provincial capital of Xai-Xai to Chicomo, with a branchline to Manjacaze, opened in 1909. The pioneer 750mm gauge locomotive, GAZA 1, a classic Decauville 0-4-0T (Couillet 1218 of 1898) is preserved in the forecourt of Maputo's classic railway station, which was designed by Eiffel and

opened in 1910. The Gaza Railway is still operational, but trains are reported as stopped due to lack of fuel. There are five US-built steam locomotives: 2-6-0s 081/2 (Alco 55840/1916 and 56023/1916), 2-6-0 013 (Alco Cooke 61465 of 1919), 2-8-0 06 (Baldwin 58180 of 1925) and 2-6-2 No.5 (Baldwin 59204 of 1926). No.6 is operational,

with No.5 under repair. In October 1998, a shipment of 19 600mm gauge locomotives from Mozambique was unloaded in the United Kingdom. It comprised 13 Feldbahn 0-8-0Ts, a Henschel 0-4-0WT and five Fowler locos.

## Heritage &Tourist

They were placed in storage until a second shipment of locos from Mozambigue arrived, when the locos were to be placed on the Market in the UK.

Editor 3/99; CRJ No. 117, Spring 1999; Railway World, January 1999

#### SCOTT WICKERT, Centralia,

WA. USA 1435mm gauge Scott and his father are undertaking restoration of Stimson Mill Coy No. 23 (Lima 169/1887), the world's oldest standard gauge Shav locomotive.

The loco operated at the Coos Bay Lumber Company, Oregon until 1926, when it was set aside. It was dismantled for scrapping by students of Powers High School during WW2, but the parts were not removed until 1945, when a collector recovered them.

The Wickerts are restoring No. 23 to operating condition for service at the Chehalis-Centralia RR Association and special events at the Mt Rainier Scenic RR.

This latter group has a Broughton Lumber Coy 42-ton Heisler locomotive for sale. It requires a crankshaft and big ends, and most appliances are missing. Asking price is US\$15,000.

Geared Steam Locomotive News. 1/4/99

#### **Coming Events**

**JUNE 1999** 4 State Mine Railway Heritage Park, Lithgow NSW. Operating day, with steam equipment, mine transporter rides, demonstrations of mine skip restoration and (subject to availability) passenger train rides to Lake Pillens. Phone (02) 6353 1513. Operating days also on first Sunday of following months.

4 Durundur Railway, Woodford QLD. Steam-hauled 610mm gauge trains every Sunday, 1000-1600. Phone 07 3202 6330.

12-13 Richmond Vale Railway, Kurri Kurri NSW. Coalfields Steam weekend celebrating coal and steam heritage in the South Maitland Coalfields. Steam trains running 1000-1600. Phone (02) 4936 1124.

13-14 Alexandra Timber Tramway & Museum, VIC. Steam train operations 1000-1545. Phone 015 50 9988

13 Cobdogla Irrigation & Steam Museum, Barmera SA. Museum Pump and Steam Day; Phone 08 8588 2323

26 LRRSA SE Old Group. Tour to Pidna Tramway (Brisbane Valley). Phone Bob Dow (07) 3375 1475.

#### **JULY 1999**

 2 Puffing Billy Railway, Belgrave VIC. "Jingle Bells in July", Christmas Dinner at the correct time of the year! Also on 10 and 31 July. Phone (03) 9754 6800 for information.
 3 Cobdogla Irrigation & Steam Museum, Barmera SA. Steam Day, "Loveday Flier" train rides: Phone 08 8588 2323.

9 Alexandra Timber Tramway & Museum, VIC. Steam train operations 1000-1545. Phone 015 50 9988

8 Alexandra Timber Tramway & Museum, VIC. Steam train operations 1000-1545. Phone 015 50 9988

<sup>4</sup> Bundaberg Botanic Gardens Railway, OLD. Steam-hauled 610mm gauge trains operate every Sunday in the Botanic Gardens, 1000-1600. Phone 07 4159 3341.

