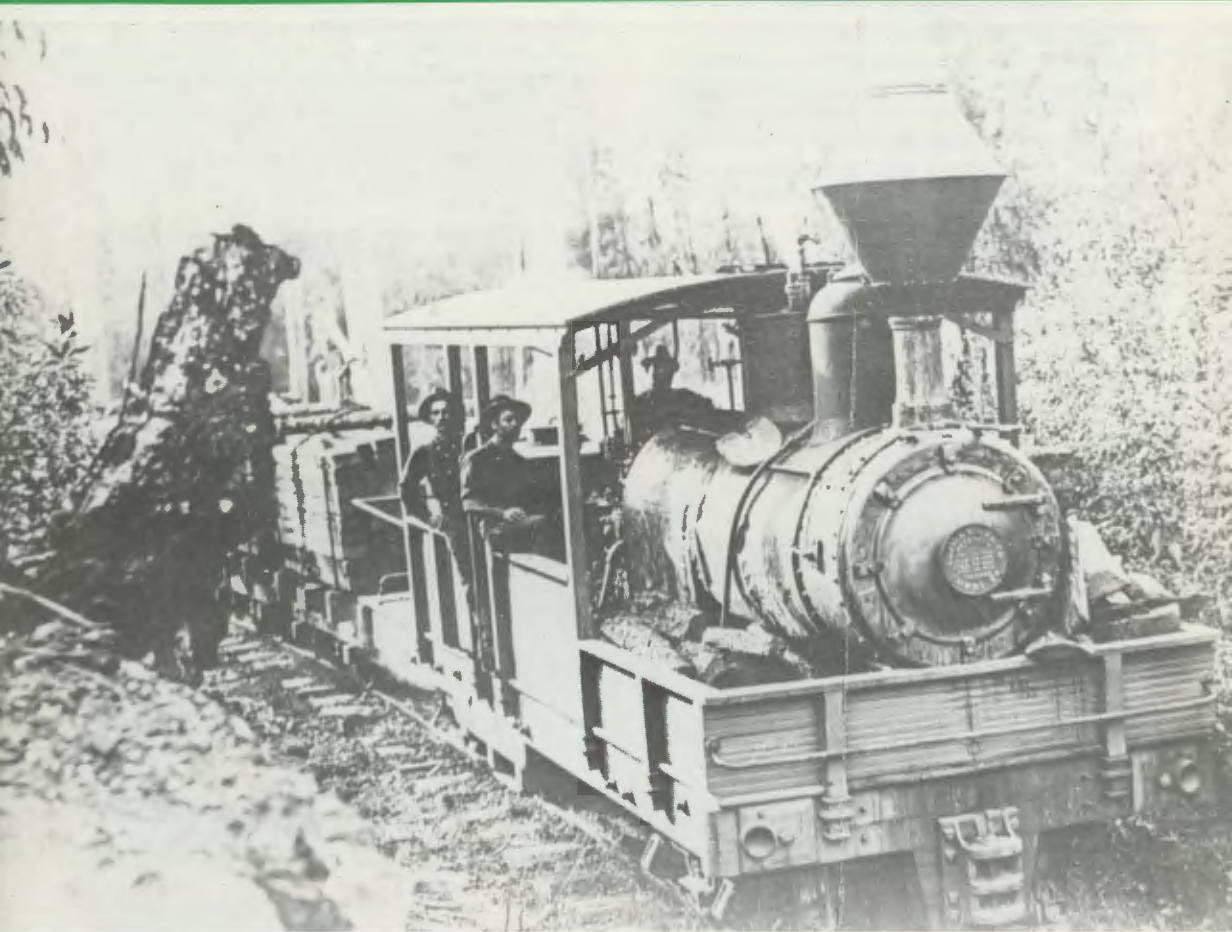


# **LIGHT RAILWAYS**

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Whilst every effort is made to ensure the accuracy of articles published in *Light Railways* errors may creep in. Additional information is being discovered all the time, and this sometimes contradicts previous information.

If you see any errors, or can add information, please contact the editor, and so help us to record the full history of Australia's light railways.

Historical references to sums of money in *Light Railways* are in Australian pounds (£). One pound equalled two dollars on changing to decimal currency in 1966.

Articles and news items are always welcome. It greatly assists the editors if they are typed or written on one side of the paper only and double spaced.

## Editorial

This issue introduces two professional historians to the pages of *Light Railways* with a short follow-up item on the Bootless Bay railway. With items on light railways from Papua New Guinea to Western Australia and topics from locomotive development to tunnel railways this issue offers ample variety. However, a number of readers have indicated a wish to receive some special issues of *Light Railways*. The next issue will be our 75th and it is intended that this will be of adequate stature to mark the occasion.

Cover: Alan Taylor's 'Climax' locomotive *Aleda* (1297/1913) with a train load of sleepers on the Mayers Point line.

Photo: Vic Newell Family.

## Baldwin Locomotive No. 6114

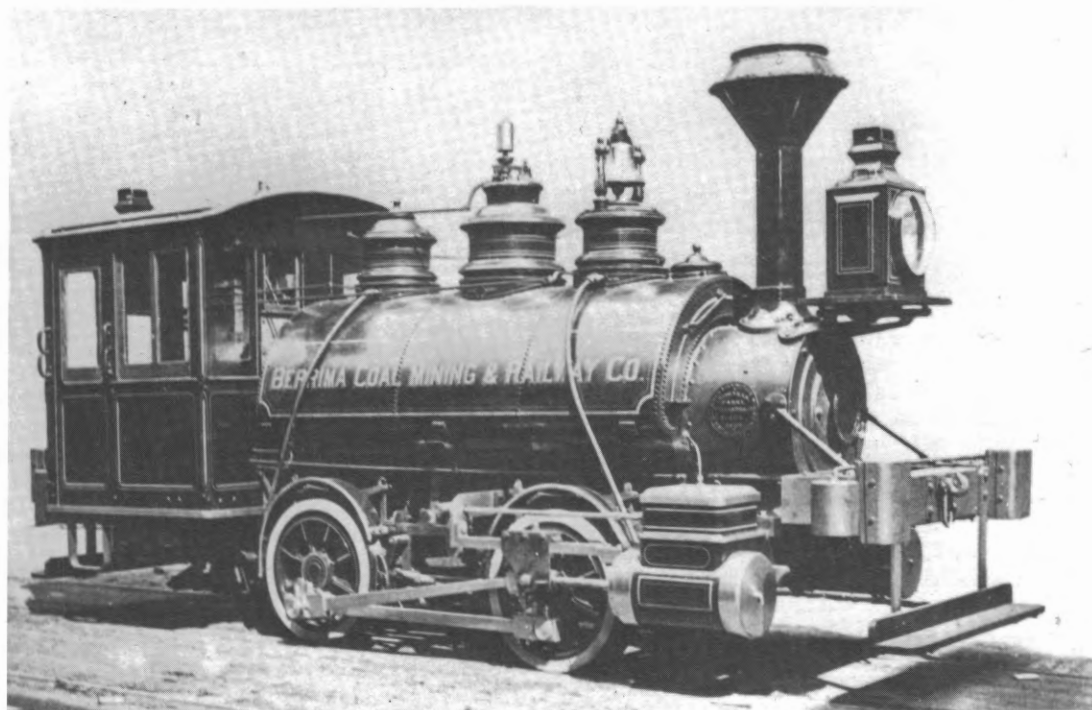
Prepared from notes by John Buckland

The Baldwin Locomotive Works, Philadelphia, USA built hundreds of small standard industrial cum shunting locomotives for railways all over the world during the late nineteenth century. A standard gauge 0-4-0 saddle tank locomotive of this type came to Australia in the 1880s and its subsequent history is an interesting one. It was given Baldwin's Serial No. 6114 of March, 1882.

The locomotive was imported into Australia for the Berrima Coal Mining & Railway Company. Under an act of Parliament passed in 1880 this company began the development of a coal mine and construction of a standard gauge railway in the gorge of the Wingecarribee River to the south-west of Sydney<sup>1</sup>. The colliery railway, constructed in

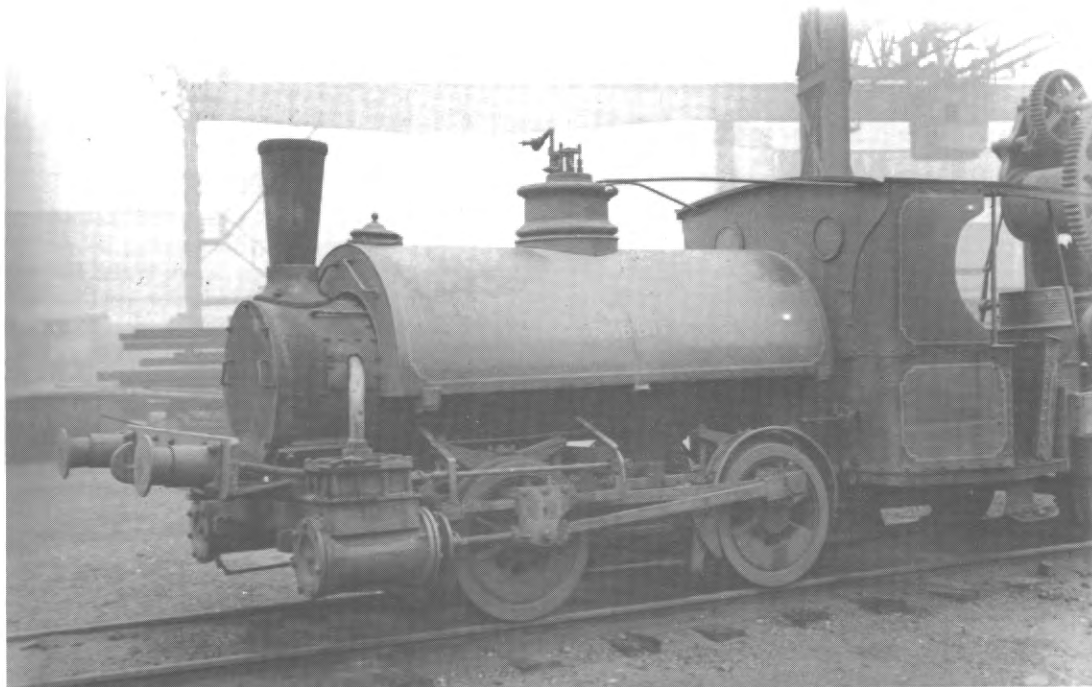
December 1881, bore generally from Austermere station (later renamed Bong Bong) on the main southern line of the New South Wales Railways. The transport arrangements for coal from the colliery were primitive: buckets suspended from an aerial ropeway carried coal across the Wingecarribee River where it was emptied into horse-drawn carts for a 200 yard haul to railway wagons<sup>2</sup>.

In 1883 the mine was taken over by Mr Ebenezer Vickery, but the transport arrangements proved to be expensive in a competitive market. After loss of a contract to supply the Victorian Railways in 1889 the company ceased operations<sup>3</sup>. The coal mine is reported to have produced some 800 000 tons of coal during its 7-year life. The siding to the



Berrima Coal Mining and Railway Company Baldwin 0-4-0 ST locomotive in original condition.

J.L.Buckland collection.



Rabbit resplendent in a green livery at the Port Kembla steelworks in December, 1938.

Photo: J.L.Buckland.

Government railway was removed on 10 January, 1898 although it is understood that the rails on the line were not lifted until well into the first decade of the present century.

It is probable that 6114 was stored at Austermere for a number of years after the closure of the Berrima colliery. Its subsequent history has been fairly well documented by the late Gifford H. Eardley<sup>4</sup>.

The locomotive was sold to the Bellambi Coal Mining Company through the agency of Henry Vale & Co., Auburn about 1898. Here it became Bellambi No. 2, but became better known under the nickname *NOBBY*. 6114 had rather a chequered career at Bellambi and was finally set aside and sold in 1912 to G. & C. Hoskins for use in shunting at their pipeworks at Rhodes in Sydney.

*NOBBY* was employed in shunting duties at Rhodes until 1930, being temporarily withdrawn for a new boiler and other repairs in 1925. In 1930 6114 was transferred to Port Kembla by its new owners, Australian Iron & Steel Limited, along

with the pipeworks formerly at Rhodes. After an overhaul in the Company's workshops 6114 emerged resplendent in bright green paint and bearing the name *RABBIT*. It worked at the A.I. & S. ore unloading jetty at Port Kembla until about April 1937, when it was set aside.

However, in January 1939 6114 was sold to Mackenzie & Company, Port Kembla for use by them on breakwater construction. With the completion of this task the engine was held in storage for several years. It was sold again in October 1941 to Commonwealth Rolling Mills Ltd., Port Kembla. It was noted working there as a shunter in 1942, but had been withdrawn by 1945. I noted *RABBIT* "set aside" near Cringila after the war.

Final disposal of 6114 is unknown to this deporent, save only that it was almost certainly cut up for scrap at the steelworks, probably soon after the war.

**DETAILS:**

Builder: Baldwin Locomotive Works, Philadelphia,  
Pa. Serial No. 6114, date March 1882.  
Type: 0-4-0 saddle tank, Class 4-16C.  
Cylinders: 11" dia. x 20" stroke  
Wheel diam.: 35" (wheelbase 6'0")  
Boiler Press.: 120 lb/sq. in.  
Weight: 16 tons (approx)

**References:**

1. Oberg, L. "Limestone Railways of the NSW Southern Highlands". *ARHS Bulletin* Vol. XXXI, p.29 (February 1980)
2. *BHP Review*, Summer 1968.
3. Oberg, L. *op cit*, p.29
4. Eardley, G.H. "The locomotive named *NOBBY*, alais *RABBIT*". *ARHS Bulletin* Vol. XVII, pp. 188-191 (August 1966).



AIS locomotive Rabbit on Port Kembla ore wharf c1937.

Photo: E.M.Stephens

**NEW SALES ITEMS.....**

TRAM TO WARBURTON..... by Jillienne & Arthur Winzenried. Price: \$2.65.

This is a LIGHT RAILWAYS style production dealing with tramways in the Warburton District of Victoria. 24 pages; 20 photos, double page map and tramway index. ( The map is available separately in a larger size, see Sales Dept order forms.)

MAP.. The Tramways Of the Deletite Valley, Vic.

Price: \$1.10.

As published in LR 71, but in a larger (A3) format. Size: 296mm x 420mm.

MAP ..Sawmills and Tramways of the Wombat forest, Vic.

Price: \$1.10.

As published with TIMBER AND GOLD. Now you can have a spare map for on-site investigations or replacing your torn and faded original.

All prices include postage.

Order from LRRSA Sales, PO Box 382, Mt Waverley, 3149.

## Bootless Bay Revisited

by Donald Denoon and Catherine Snowden

Port Moresby, administrative centre of Papua from 1884, and of Papua New Guinea since the Pacific War, has few obvious historical relics. The harbour which attracted administrative and mission personnel, is dominated by very new highrise office blocks; the melancholy *Macdhui* has decayed slowly since it was sunk by a Japanese air attack in 1942; the villages surrounding the harbour have all been rebuilt since they burned to the water-line during the war; even old colonial houses are scarce and often camouflaged by trees. Port Moresby reflects its colonial history all too clearly: traditional villages, supplemented by a few offices and churches, overwhelmed by war surplus petrol drums, and only growing rapidly since the 1950's and 1960's. To observe relics from before the war, it is best to drive down the newly-paved Rigo road to the South East, and to bring McKillop's admirable reconstruction of the Bootless Bay railway (LR 47). Also useful in such an expedition are a lot of cold drinks and a lively imagination.



Polygon, Andrew Barclay's 0-6-0T locomotive (B/N15144 of 1918) at work on the Bootless Bay railway.

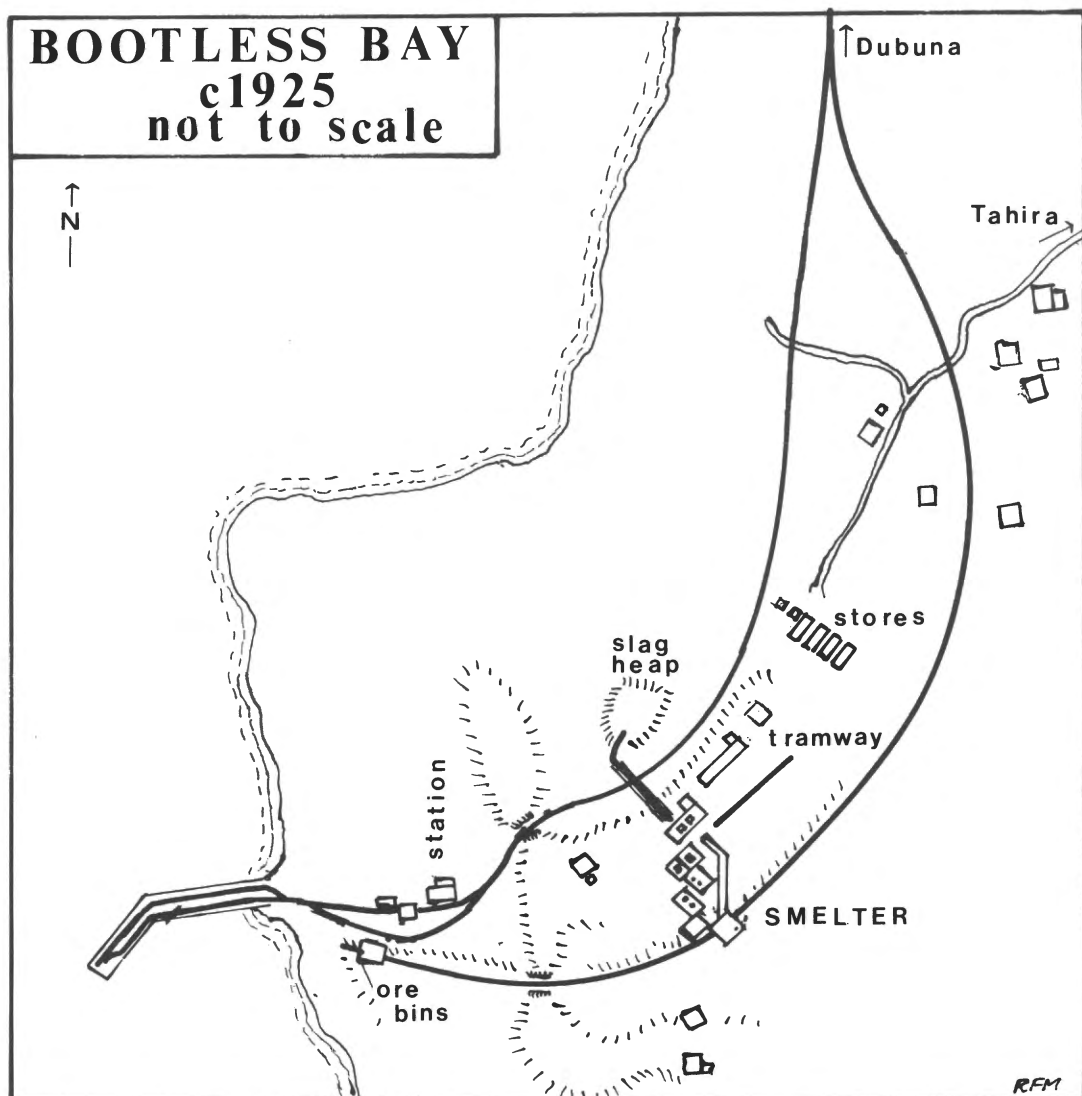
C.T. Wurth.



Unidentified group with one of the fettler's trolleys.

C.T. Wurth.

During 1980, history students from the University of Papua New Guinea did visit the mine sites and remains of the railway. Three strong impressions were formed by this experience. First the new Seventh Day Adventist high school at Mt. Diamond has collected some of the larger metal relics, saving them from complete disappearance. The cattle-grid at the main gate is made from some of the few remaining sections of rail; an old light harrow survives from agricultural demonstration work; one of the buttresses from the cable-way has



Map of Tahira area, c1925, showing railway lines. This map has been prepared from additional evidence provided by the Wurth photographs which indicate that the layout differs considerably from that suggested by the map in LR 47.

R. McKillop.

been transported to the school. If not for this ad hoc rescue operation, it would be easy to overlook the site altogether. The main Rigo road sweeps through the rail bed. The feeder road (to Mt. Diamond school and a chicken farm) is suspiciously level, until the visitor realises that the road is actually the railway formation. At Bootless Bay itself, a yachting marina is steadily erasing evidence of a port,

though the proprietor preserves photographs of the mining era. The reviving forest steadily obliterates the extension of the rail-bed beyond Mt. Diamond to Dubuna mine. Mt. Diamond is in the rain shadow which shelters Port Moresby from trade wind rains, so the rate of forest and grass recolonisation is slow. However, scrap metal dealers and souvenir hunters have removed almost all movable



Papuans pushing hoppers of copper ore out to a ship c1921.

C.T. Wurth.

metal, leaving a few gaunt cable buttresses and the concrete foundations for the larger buildings.

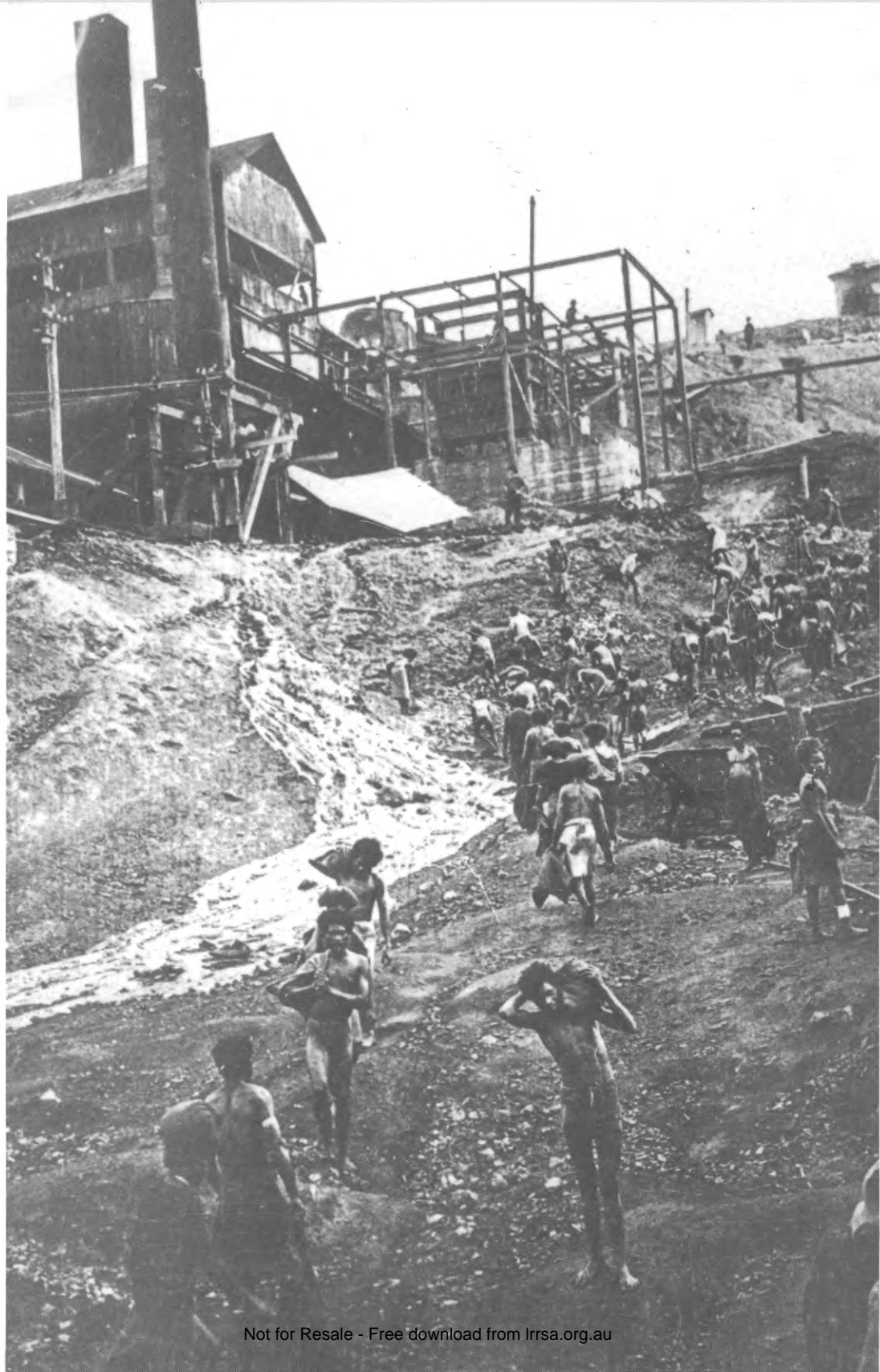
I have emphasised the sense of decay which must oppress any visitor: what we witness is the evidence of badly planned enclave development, which was linked to the needs of the metropolitan power and has had no discoverable consequences for the local area. Hundreds of labourers were employed on short-term contracts, but they acquired no usable skills and accumulated few savings. A handful of Papuans did acquire skills during the mining era - Joseph Aoae for example and Manuel Albaniei, both educated by Catholic missionaries at Yule Island. When the mine closed, these skills - car driving, engine driving, clerical abilities - were irrelevant to the plantation and peasant-production economy. No service industries seem to have flourished. As the grassland recovers and the metal decays, it is increasingly hard to believe that Bootless Bay was ever a thriving port.

The third impression is less tangible. Some mining companies evidently hold mining claims to the area. If copper prices were to increase, and if the

technical problems of a combustible ore were solved, then perhaps another mushroom town would appear on the brown hill-sides. Staff of Mt. Diamond school report occasional prospectors driving through the property, seeking a more intimate understanding of the ores. Presumably renewed mining would be better capitalised than before. The shafts which remain - narrow and supported by wooden pit props - speak eloquently of the poverty of the original venture. Presumably also, the ore will have to be conveyed in bulk to a smelting facility: in which case a railway system might well prove feasible again. It was not the railway, nor the cableway which let down the original investors. But there should be at least one major difference. The next time around, Melane-

Opposite page: Papuan labourers working on the construction of the Tahira smelters c1922. Note the construction tramway centre right.

PNG Collection, University PNG.





View of Bootless Bay during loading of copper ore. The photograph suggests that the ore was unloaded into the storage bins from where it was loaded into small, one cubic yard hopper trucks which were hand pushed onto the jetty for unloading onto the ship. A substantial railway station is also depicted.

Photo: C.T. Wurth.



Same view of Bootless Bay taken in 1976. The foundations of the ore storage bins are visible in the foreground.

Photo: R. McKillop.

sians will not be content with the role of pushing trucks to and fro. The Papua New Guinea government, increasingly competent and energetic in mineral negotiations, might even insist on rails and locomotives being produced on site. Yet even if that vision came to pass, would there not be another decaying heap of machinery in these dry valleys, a hundred years hence? The Bougainvillean students,

thinking of the likely long-term consequences at Panguna mine, almost shivered in the heat.

Editors Note: A number of the photographs accompanying this article were taken by Mr. C.T. Wurth who was Resident Magistrate at Buna during all of the 1920s. They have been selected from an album of his photographs and have been kindly provided by his daughter Mrs Jean Cox of Warwick, Queensland.

## Coffs Harbour Discoveries

LRRSA member John Kramer is researching tramways in the Coffs Harbour district. He has obtained a large number of very interesting photographs, of which four are reproduced here in the hope that readers may be able to provide additional information on their identity.

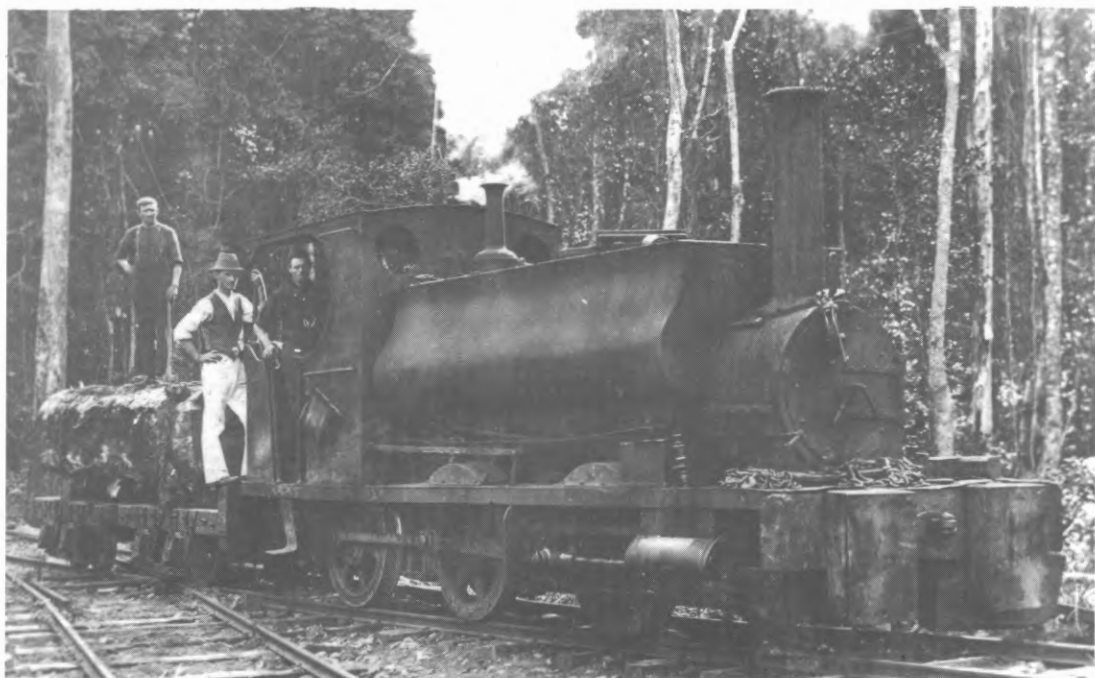
This first photograph depicts a Manning Wardle box tank locomotive at Coffs Harbour. It would appear that the train is engaged in the construction of the southern breakwater, which would mean that the line in the foreground is the North Coast railway. *ARHS Bulletin* of January 1981 indicates that two Manning Wardle locomotives were transferred to the Potts Hill reservoir in 1913 from North Coast construction work, but the photographs in the *Bulletin* depict different locos to the one shown here.

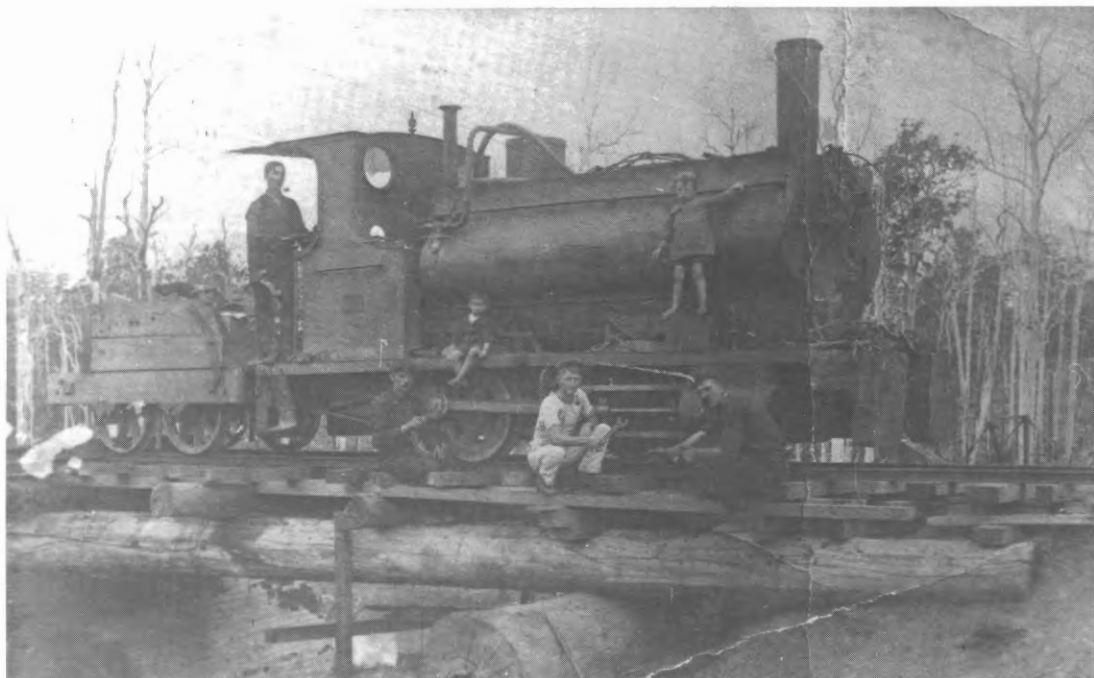
In *ARHS Bulletin* No. 496 (February 1979) it is stated that two of the Australian Kerosene Oil and Mineral Co. locomotives from Joadja went to timber tramways in the Coffs Harbour district. Andrew Barclay 222 of 1880, an 0-6-0ST, went to H.E. Day at Bonville. The photograph of the 0-6-0ST appears to offer an excellent view of this locomotive at Bonville. The other ex-Joadja locomotive, an 0-4-0ST, went to the Coffs Harbour

Timber Company at Boambee. This was once thought to be Andrew Barclay 237 of 1881, but subsequent advice from John Buckland indicates that this locomotive was built by Murray & Patterson (B/N 205) in 1886. Assuming that this is the locomotive depicted in the third photograph, certain differences to the Andrew Barclay product will be noted. The square builders plate on the cab side is clearly visible.

The fourth photograph is particularly interesting. The only identification obtained so far is "a locomotive in the Coffs Harbour district", although it has been suggested that it is on the BAT line. The locomotive is a characteristic Hunslet product and a comparison with the photograph of the Tasmanian Main Line Company locomotive No.5 on page 7 of *ARHS Bulletin* No. 327 (January 1969) provides strong evidence that this is one of the TMLCo engines. Published information indicates that Nos 3 (B/N 113) and 6 (B/N 116) were sold to contractors in 1889 and their subsequent history has not been recorded.

Any comments from readers on these photographs will be reported in the 'Letters' columns of this journal.





# Wungong Tunnel Railways

by David Whiteford

Two 762mm gauge railways are being used in the construction of a water supply tunnel under the Darling Range from the new Wungong Dam. The contractors for the work are Clough, Codelfa, Cogefur Joint Venture and after preliminary work, the first railway was operating in October 1980.

The Wungong Dam was completed in June 1980 and the 3.7 km long tunnel, which is being driven from both ends, should reach the 'breakthrough' point by April 1982. As at 31 March 1981, the main drive had penetrated 0.7 km under the hills.

The main drive commences from the Dam (East) end of the tunnel. Two 4 wheel EM Baldwin underground diesel locomotives (No. 1 *Jane* and No. 2 *Tarzan*) are in use and the rolling stock consists of:

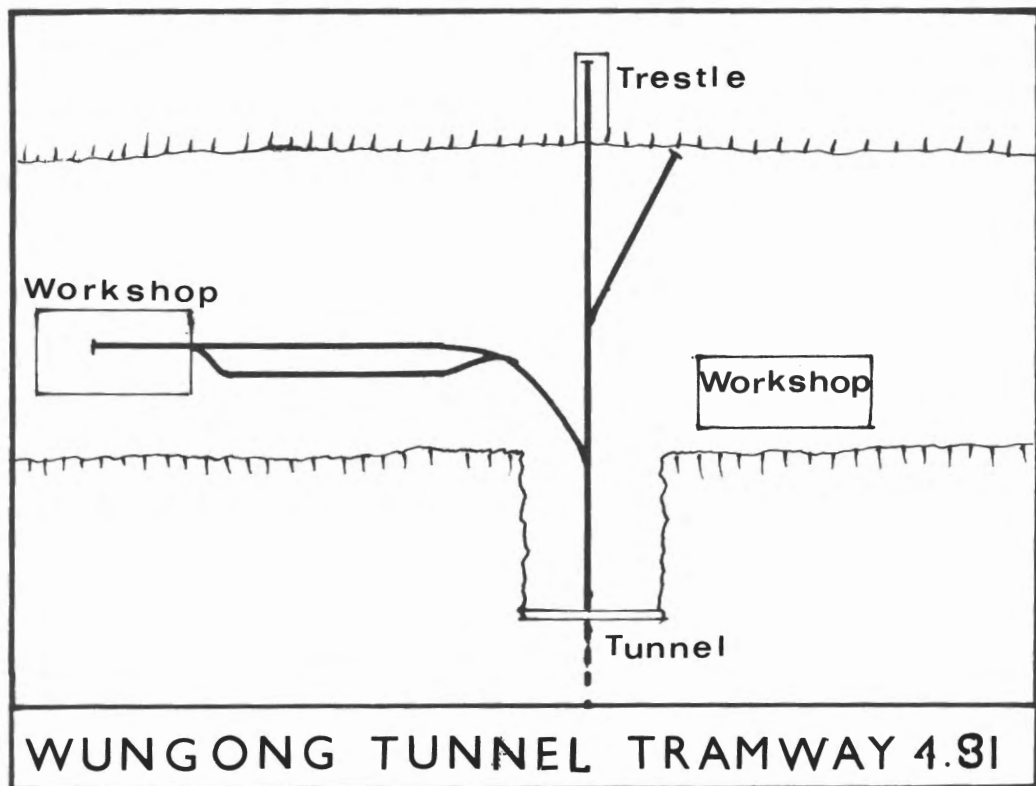
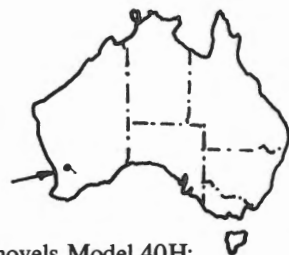
2 EIMCO rocker shovels Model 40H;

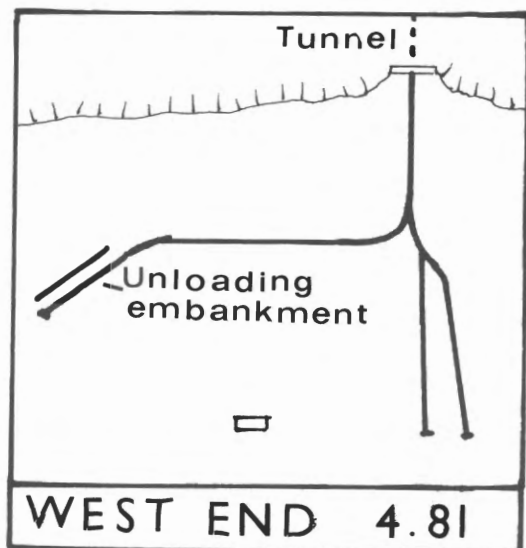
1 Swedish built drill unit;

2 Explosives wagons (only one was on site in November 1980 and it was out of use. Early this year a second wagon arrived and was put onto the wheels of the first and is now in use).

5 unit Shuttletrain made up of four 1980 built Haglunds (Sweden)/Atlas Copco units with a capacity of 9.0m<sup>3</sup> spoil each, and 1 Air motor power unit type PA 23. The spoil units are type HRST 90C with manufacturing numbers 6560489 to 6560492. The last unit was placed into service on 20 November 1980.

One locomotive operates the shuttletrain and the other the drill unit and explosives wagon. Work at the main drive is 24 hours/day 5 days a week with





an eight hour maintenance shift on Saturdays. Two rail trips are run per shift to remove the rock and spoil from the workface. The rubble is emptied from the leading unit by means of an internal conveyor system when the train runs onto a high trestle.

The depot consists of a one track workshop, two sidings and the main line. Most of the rail used is 45 lb/yard but some sections are less, and the rail is laid on wooden sleepers. The depot area was created out of the hillside and forms a small plateau between two steep slopes.

At the West end of the tunnel is a smaller rail system, because this drive will only continue for about 300 metres. One EM Baldwin locomotive (*Wungong Cannonball*), 1 rockershovel, 1 'flat-top' frame, and two Malcolm Moore side tip hoppers are the complement of rolling stock (though on 2 April 1981, only 1 hopper was on the rails). The unloading of the hoppers is undertaken by raising them by means of an air compressor side tippler unit which operates on an independent rail line alongside the main track. This rail system commenced operation in December 1980.

The locomotives are owned by Codelfa and possibly came from the Melbourne Underground project while the new stock is owned by the joint venture.

The last time a similar rail operation was undertaken in Western Australia was 1977 when a sewerage outlet tunnel was constructed from the Beenyp Treatment plant near Mullaloo.



Explosives wagon stored at the Wungong tunnel site, November 1980.  
David Whiteford



Locomotive No.2 entering the tunnel with the shuttletrain.

David Whiteford



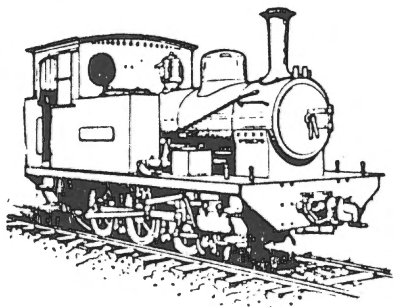
Another view of locomotive No.2 entering the Wungong tunnel.

David Whiteford



Locomotive and shuttletrain running onto the trestle, November 1980.

David Whiteford



## BOOK REVIEWS

### **PIONEER PAGEANT: A history of the Pioneer Shire** by John Kerr. Mackay, Pioneer Shire Council, 1980.

The history of Pioneer Shire is largely a history of the Australian sugar industry. Within ten years of settlement Mackay became Queensland's leading sugar district. In time, forty mills were built, but by 1924 only Racecourse, Pleystowe, North Eton, Marian, Farleigh, Plane Creek and Cattle Creek survived. These seven mills, together with Habana, Palms and Homebush mills, developed extensive 2 ft gauge tramway systems for the transport of cane. John Kerr's history explores the evolution of these tramways within a wider historical setting, including changes in technology and economic conditions. The result is an important milestone in our understanding of the role played by light railways in the development of one of Australia's major industries.

*Pioneer Pageant* traces the development of the various mill tramways and the Pioneer Divisional Board's own railway construction efforts beginning with John Spellar's 3 ft 6 in gauge tramways at Pioneer mill in 1879. There is an excellent photograph of a locally built vertical boilered locomotive on Spellar's River Estate tramway of 1880. However, the reader is left in some confusion over which of the tramways were of 2 ft gauge and which were 3 ft 6 in gauge railways. As the industry matured the mill tramway systems were extended to take over from Government railway haulage. By the 1950's Farleigh mill was a pioneer in the construction of modern high capacity 2 ft gauge tramlines with the opening of their 31-mile north coast line. In 1955 the Mackay district mills began to introduce diesel locomotives, Farleigh and Cattle Creek adopting Commonwealth Engineering models and the others opted for Clyde products. *Pioneer Pageant* gives an adequate description of most of these changes,

although readers of this review will probably feel that tramway operations have received an inadequate coverage. Where the book falls short as a history is in its failure to provide an adequate explanation of the reasons for the changes described.

The basic reason for the historical shallowness of *Pioneer Pageant* is the lack of a theoretical model for the interpretation of the very interesting and important facts recorded in the book. The Mackay sugar industry was originally founded on a plantation system using cheap coloured labour. However, the plantations were a temporary phenomenon. It was the reaction of the small sugar farmers to the large estates which brought the innovations which enabled the long-term survival of the sugar industry in Australia, particularly the formation of co-operative central mills and the introduction of sugar tramways, while the plantation owners contented themselves in noisy political activity in a last ditch attempt to maintain their supply of cheap labour. Kerr describes the rise of the central mills, the closure of the estate mills and the break up of the plantations into small farms. He does not, however, offer an analysis of the underlying causes of these changes including the inherent inefficiency of the plantation system. The closest we come to such an understanding is a reference to the "absence on the estates of that sympathy or reciprocation as between employers and employees which is so essential to the success of any concern" (p. 161).

A major difficulty faced by those commissioned to write "the history" of a particular institution or district is the problems an independent interpretation of the fact may cause when less attractive aspects of the history are presented to the client. This may be a factor in the rather descriptive history offered in this book, but, to his credit, John



Vertical boilered 0-4-0 locomotive built by Victoria Foundry, Mackay in 1880 for Spiller's River Estate tramway.

John Oxley Library.

Kerr has not overlooked the darker side of the Pioneer Shire's history. The attempted genocide of the aboriginal people and the ruthless exploitation of kanaka labour are given adequate coverage, though the quoted sources rarely give the victims point of view.

When I obtained my copy of this book the railway enthusiast salesman advised "there's not much on railways in there". He was wrong. *Pioneer Pageant* falls short of being the definite work on the history of Queensland's sugar tramways, but it is the best attempt yet to explain their evolution from a historical perspective. At \$9.75 (from ARHS Sales) and illustrated with a fine selection of historical photographs this is excellent value for a large-format, 232 page hardcover book.

**RFM.**

### **SILVERTON TRAMWAY LOCOMOTIVES**

Compiled by Steve McNicol

Published by Railmac Publications, 8 Walditch St., Elizabeth Downs, S.A. 5113

This is the first in a series of booklets on railways in South Australia designed for the 'enthusiast'

market, and the publishers hope eventually to extend to comprehensive histories of specific subjects in the field of tramway and rail transportation.

As we all know the Silverton Tramway was not located in South Australia, but it was connected with the 3'6" gauge Peterborough Division of the South Australian Railways and for operational purposes was more akin with the SAR system than that of its home state, New South Wales. "Tramway" is a bit of a misnomer for a line that ran 4,500 ton ore trains, however that is the name with which it was born and retained until the line was superseded by the across-Australia standard gauge link in 1970.

The Silverton Tramway, and its adjacent 'big brother' SAR were good customers of Beyer Peacock and all the ST steam locos came from that source. Dieselisation reared its ugly head in 1953 with a shunter from Barclay and later main line power came in the form of three standard Goodwin-Alco products. The steam fleet encompassed the 'standard colonial' 2-6-0 design, a 2-6-2T equivalent (first designed for South American service), a larger 4-6-0 version, and one of the best 3'6"

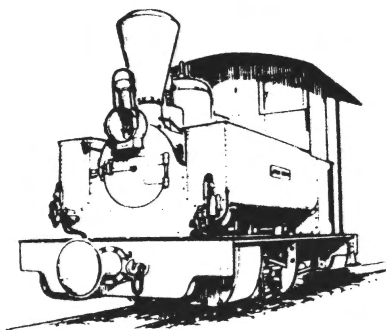
designs ever produced, the 4-8-2, which also saw service in West Australia as their "W" class and now to be found closer to Silverton's stamping ground, at Pichi Richi.

This is an excellent little booklet which gives a concise and complete history of the Silverton's steam and diesel fleet. The introduction gives a brief history of the line, a map places the line in its railway environment, and a short section on locomotive loadings shows that the Silverton was more than just a tramway. The Tarrawingee Tramway is

also included. The booklet is well illustrated, and the only criticism is the rather poor locomotive diagrams (obviously taken from the 'official' ones) which in outline are adequate, but for the serious modeller would be unsatisfactory.

Priced at \$1.80 (allow 50¢ additional for postage), this is good value for the 25 odd pages, and copies are available from the publisher at the above address.

RFE.



## LETTERS

### BRITANNIA CREEK TRAMWAYS, LR 68

My father was head engineer for Cumming Smith & Company and lived at Britannia Creek from 1910 to 1924. I was much too young to remember much of that era, but I do remember my father relating how when *Westward Ho* was bought he was sent up to Britannia Creek to do the alterations to fit it for the tram line.

In the books *Train to Warbuton* and *Light Railways* there are a couple of inconsistencies that I would like to point out. Whoever mapped the spot of Britannia Falls is way out in their estimation, for Britannia Falls were north east of the area called the Schute, above what is now known as Brownie House. Many picnics were held there and the falls were a sight to see with water rumbling down over the rocks in great splashes. The Falls are below what was Cumming Smith & Company's works. If you look near the roadside here there is a large deep circle of rusted iron. This was part of the boiler room and was probably the remains of one of the storage vats or huge drums which housed various liquids.

There was a fire in the area about 1922 and I can remember my father saying it was soon put out with

water pumped from the "Sluice" which was part of the creek where logs had been floated down in earlier days. At the time of one bushfire we were on our way to a function and the fire caught us just as we got near the bridge. Dad drove the car into the creek and the water was up to the floorboards. We were taken out of the car in case the fire hit the car and it exploded and we sheltered under the bridge until the fire passed. Then we had to rest on the scorched grass until the car cooled down enough to be safe to drive.

Britannia Creek in our day was much bigger than it now is. In the 1950's work was started at Mount Little Joe to tunnel through and form a viaduct to channel water from Mt Donna Buang and Mt Victoria. This no doubt caused the supply of water to dwindle to form the drain that now represents Britannia Creek and thus I guess the fine falls have been lost. They were there in 1943 and could be reached via Millgrove or Britannia Creek area above Guide house.

The wood distillation plant was the dream of the Cumming brothers. They thought that the establishment of such an industry here would save importing

the products and at the same time would employ Aussies. As you know they had travelled extensively overseas and brought out craftsmen from the United Kingdom and Germany. There was an area known as Pommy Town. I don't see this marked on the maps. The shacks there were erected by the firm to house the craftsmen and later other English families, hearing of their friends, joined them.

Another inconsistency is the reference to the Cumming family residence. I think someone must be confusing this with Mr Bedgood's original property which was burnt out in the 1926 fires. The residences for the official staff consisted of Mr Hirt's house (a German chemist), our house (now called Brownie house) and around the bend in the road was the official residence of the Cumming's which was kept for entertaining their overseas and interstate visitors. This is now Guide House. The elder Mr Cumming wanted to make his house the showplace of the district. He had railed or brought up exotic plants, Azaleas, Rhodendrons, Camellias etc. and there was a walk that had all these plants growing.

With the finish of the 1914-18 War the board of directors voted on closing the plant and the younger Cumming was no match for them. It was stated at the time that Germany, as a defeated nation, had to be helped back to economic security and that the firm could now buy and import cheaper than the home grown product. This was the reason for the closure of the plant. As they couldn't import wood cheaper the seasoning works continued for some years, thus keeping the loggers in employment.

**Mrs L. Collins (nee Barbour)**  
Reservoir, Vic.

## MAYERS POINT TRAMWAY LR. 70

David Burke's article on the Mayers Point tramway is largely based on notes which appeared in the *ARHS Bulletin* No. 130, August 1948, and which contains a number of errors. I wish to point out the necessary corrections rather than let them be perpetuated as they have gone uncorrected for so long.

I have copies of the *Manning River Times* article and also several others dealing with those said photos and rail disaster together with Mr Gregory's reply. It was another earlier report in the *Raymond Terrace and Nelson Bay Examiner* which set off my own research. There have been two serious accidents on the Mayers Point line, one involved the loss of life of the driver, Mr Alex Arkley, who was severely scalded when his locomotive *Aleda*

fell from a burnt bridge on 13 November 1939. He was conveyed to the Manning District Hospital by motor car but died there of his injuries. His son, Mr Percy Arkley, has supplied me with much detail of life and working on the line, as well as some priceless photographs for which I am most grateful.

Several historians seemingly have been led into a trap regarding Crole's tramway and Allen Taylor's line by accepting that Crole's was the predecessor of Allen Taylor whereas there were actually two lines, both operating at about the same time, both using horses (see p. 16, LR. 70). Crole's line ran inland along the Bulahdelah side of the small hill at Mayers Point, crossed the Bungwahl road on its way to the heavily timbered hills nearby.

Allen Taylor's line skirted the northern or Bungwahl side of Mayers Point hill, also crossed the Bungwahl road and ran across flat country to climb, on a very heavy grade and severe curves, the inland ridge forming the edge of the lake side plain, then proceeded to and beyond Wootton. Some very hair raising stories are told of the descent of this and other ridges with loaded trains and such are given explanation in the history of the Mayers Point tramway, now being prepared.

The first locomotive climax was named *Aleda* after Lady Aleda Taylor, wife of Sir Allen Taylor. The Barclay was nicknamed *Fanny*, the Clyde was named *Wootton* and the fourth locomotive (second Climax) was known as *Corrie Pa* (from Corrie Pennsylvania). It ended its days at Montague Swamp in Tasmania.

**Harry Wright**  
Belmont, NSW.

After reading LR 70 I was struck by the absence of photos to illustrate David Burke's article on Allen Taylor & Co Mayer's Point tramway in NSW, so I've been through my not-very-extensive collection of NSW private owner's loco photographs and come up with the following:

No. 2 *Fanny* 0-6-0ST Andrew Barclay No. 253 of 1882 (ex Joadja No. 4) at Mayer's Point Wharf prior to withdrawal in 1927. This is the locomotive as illustrated on page 50 of *The Shale Railways of New South Wales*.

No. 1, the Climax B-B locomotive hauling saw logs to the sawmill at Wootton, near Bulahdelah on Allen Taylor's Mayers Point tramway in the Port Stephens district of New South Wales. A-type Climax with 7in x 7in cylinders built in 1914.

**John Buckland**  
East Brighton, Vic.



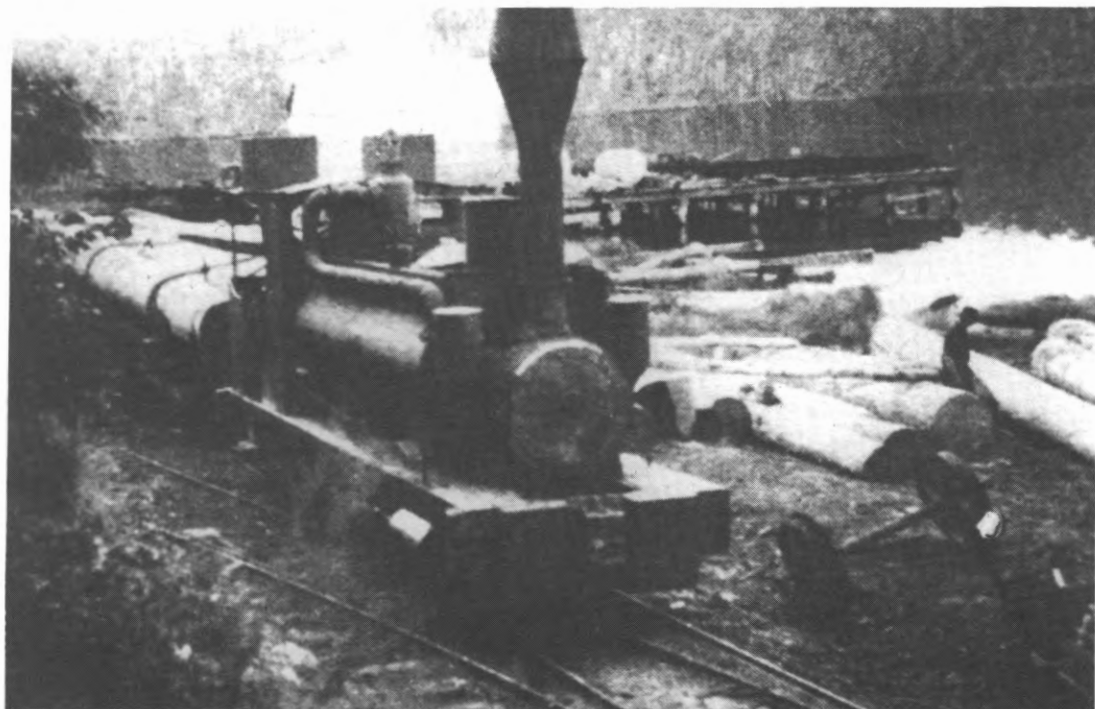
Corrie Pa after falling from the burnt bridge on 31 January, 1929.

Photo: H.B.Moyle.



Allen Taylor's A-class Climax locomotive crosses a bridge near Wootton.

J.L.Buckland collection.



Allen Taylor's Andrew Barclay 0-6-0 ST locomotive (253 of 1882) at Mayers Point wharf.

J.L.Buckland collection.

## PERRY ELECTRIC LOCOMOTIVES, LR 70

I have received the January 1981 issue of *Light Railways* and was very interested in David Griffiths' article 'Perry Electric Locomotives', but would like to add a few comments.

Firstly, I am always very upset as a photographer, when I see photographs wrongly credited, especially when the photographer is personally known to me. The photo on page 4 credited to the BHP Publications Department, was taken by Krischock Studios, as agents for the *Adelaide Advertiser*, in which it was originally published.

Secondly, with regard to the road numbers of the BHP electric locomotives, I hope this letter will straighten this matter out once and for all.

The locomotives at Rapid Bay were simply numbered 1 and 2, which were painted on the cab side. The '1' can be seen in the illustration on page 4, referred to above. Perry Engineering Builder's plates gave their Builder's Nos. as:

No. 1 — 2104 EL 1 42

No. 2 — 2104 EL 2 42

The locomotives at the Iron Knob, which eventually included the Iron Monarch quarry, all bore rather large number plates, which read:-

"BHP Co. Ltd.

Iron Knob

No. E. 1.", etc.

Builder's details taken from the plates on the locomotives were as follows:

Road No.	Builder	Date
E. 1	Metropolitan Vickers	
	Electrical Co Ltd	1928
E. 2	do	1928
E. 3	do	1929
E. 4	do	1935
E. 7	Perry Engineering Co Ltd	5999 - 54 - 1
E. 8	do	5999 - 54 - 2

With regard to the missing E. 5 and E. 6, I was told by a senior employee at the quarry on the 3rd August 1968, that these numbers were reserved to be allotted to the two locomotives at Rapid Bay, had they been relocated at Iron Knob. As they were built in 1942, between 1935 (E. 4) and 1954 (E. 7), this explanation appears logical.

Referring back to Rapid Bay, the following notes may prove to some interest to your readers. They are principally my personal observations.

**Xmas Holidays 1954.** In Quarry - 2 locomotives (1 and 2); 18 side discharge ore cars; 2 dummies to separate locomotive from train. 13 ore cars bore Perry Engineering Co Ltd maker's plates. Rails 94 lb plant.

**9th April 1957,** following hearing that the rail operation at Rapid Bay had ceased, I wrote to the Manager of the BHP at Rapid Bay, who advised that the locomotives ceased to operate on the 18th October, 1955.

**15th June 1959.** Locomotives freshly painted - officially stored. Electrician couples them up every week or so to an electric cable and switches them on to 'dry them out' and keep them in operating condition. Located 13 ore cars, 2 dummies, small flat car (with hook couplings - all other equipment had automatics) and a rail mounted spoil dumper - sheer legs mounted on a rail truck, which was anchored at each corner by a chain to the track on which it was standing. Trucks of spoil ran along a track on the edge of the cliff, between the edge and the track on which the spoil dumper was anchored. This enabled the spoil to be dumped into the sea.

**27th December, 1962.** Track removed from quarry and on the jetty ready for shipping out. Rails had been oxycut to a standard length, fishplates had not been removed. Rails bore mill marking "AS 94 LB (1937) A." "AS 94 LB (1937)" "AIS VII 1942 OH" and the fishplates "NSWR 92 BHP 1937".

**18th September, 1963.** Advised by Quarry Officer, BHP Rapid Bay:

1. Two locomotives still stored at Rapid Bay
2. 13 trucks shipped to Whyalla on the *Iron Duke* 10/3/60. Were reconditioned at Whyalla and are in use at Iron Knob.
3. Rail were removed from quarry in December '62 and February '63. 95 tons shipped to Whyalla on the *Iron Baron* 1.1.63 and 70 tons on the *Iron King* 13.3.63.

**18th July 1964.** Two locomotives at Rapid Bay were offered for sale by tender, closing Monday 10th August 1964.

No tender was received and the locomotives were not sold. Some time later, I received a maker's plate off one of the Rapid Bay locomotives from the BHP Co. at Whyalla, so I think it is reasonable to assume that the locomotives were cut up at Whyalla. Trusting that the above may prove of some interest.

**Arnold Lockyer.  
Dover Gardens, SA**

Editors Note: the photographs used for David Griffiths' article were stamped 'BHP Publicity Department' with the clear implication that they should be acknowledged in this manner.'

Back cover: An advertisement from The Australian Irrigation Colonies, London, 1896.

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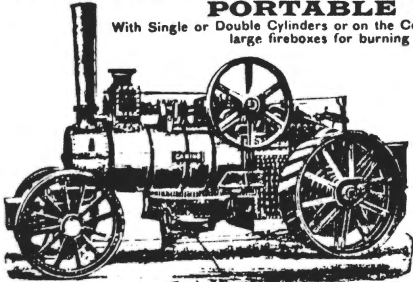
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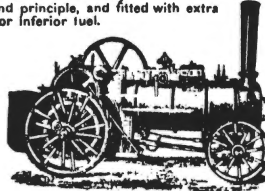
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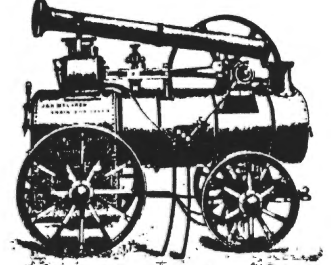
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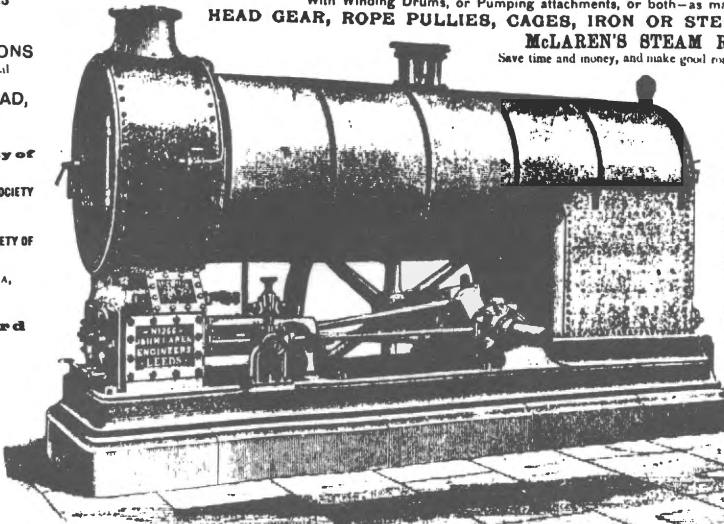
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