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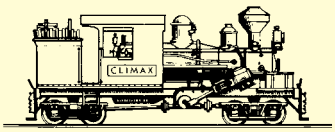

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Conversions:

1 inch (in)	25.40 millimetres
1 foot (ft)	0.30 metre
1 yard (yd)	0.91 metre
1 chain	20.11 metres
1 mile	1.60 kilometres
1 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
1 super foot (sawn timber)	0.00236 cubic metre

Contents

Comment

Among many other things, my late father, Phil, had a penchant for good books. He would rarely deny himself anything that sounded interesting, be it a large leather-bound volume of *Dante's Inferno* or a pocket-sized *Railway Locomotives of Britain*.

However, as a child growing up in the 50s and 60s, a particular group of books really caught my attention. These included such classics as *Narrow Gauge Album* by Patrick Whitehouse, *The Maine Two-footers* by Linwood Moody, *Little Railways of the World* by Frederick Shaw and *Balloon Stacks and Sugar Cane* (later updated as *Cane Train*) by Peter Dyer & Peter Hodge – which fired up my interest in cane railways. If copies can still be tracked down, all of these books are highly recommended.

When I was in my late teens, a family friend (a Govt Railways driver) lent me a book that really did change my outlook. This was Tom Rolt's *Red for Danger*, a meticulously researched and engrossingly written account of major British railway accidents from the 1840s to the 1950s. I've recently re-read it for the umpteenth time (I bought my own copy in the 70s) and, in view of the current government emphasis on (some say obsession with) safety, it continues to make fascinating reading.

As with all forms of transport, trains are only *perfectly* safe when they're not going anywhere, so over the years government regulators have had to compromise between allowing effective operation and keeping risks at an acceptable level. What this level should be is of course purely a matter of opinion, and it has varied considerably over time. What hasn't varied since the earliest days, however, is the determination of railway personnel to make the safety of those in their charge their highest priority. British Railways' driver John Axon was not awarded the George Cross for filling in his risk assessment form correctly, but for courageously sticking to his post when, through no fault of his, his train ran out of control. The point is that, although you certainly must have them, safety is not so much a matter of rules as a matter of attitude. And attitude is something you just can't legislate. *Bruce Belbin*

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

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

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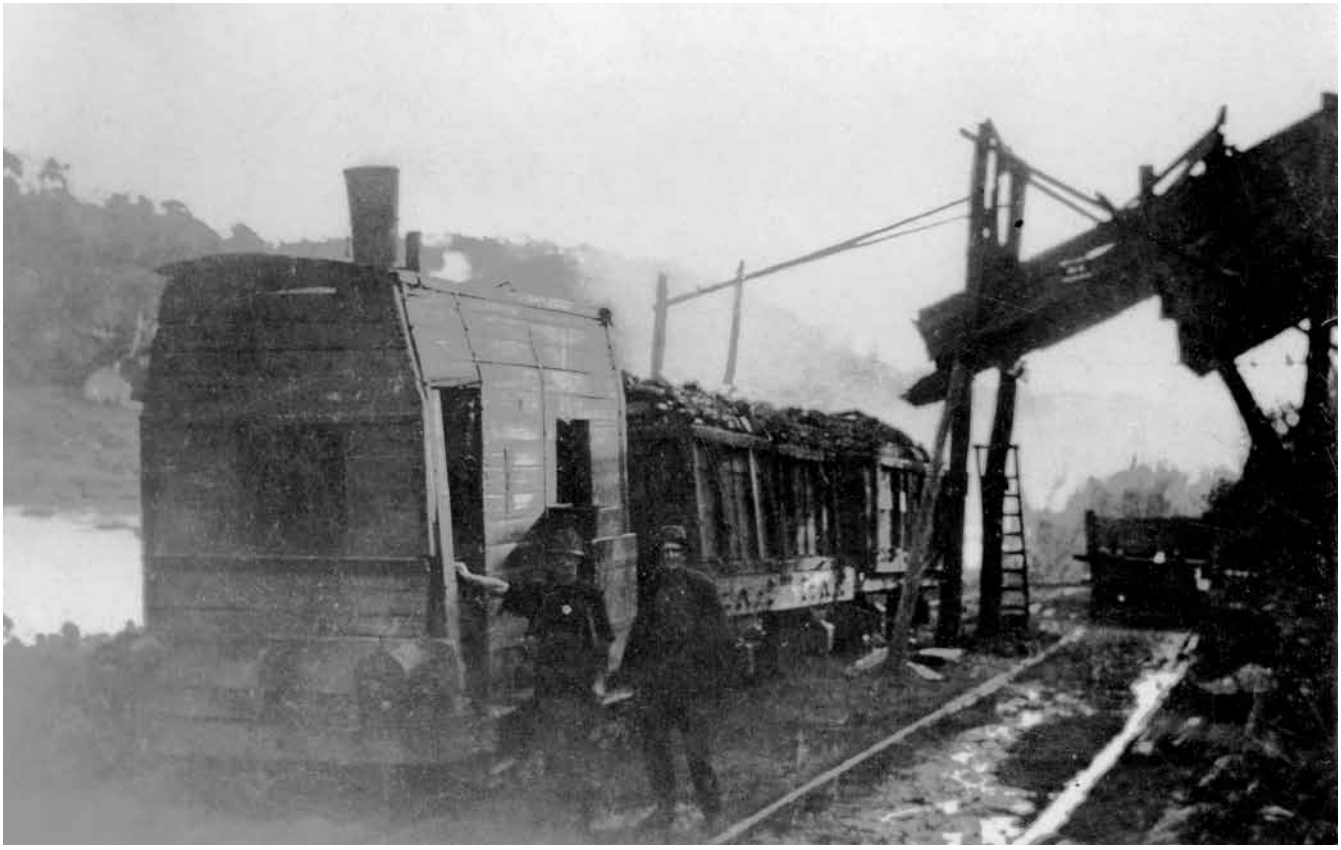
Articles, letters and photographs of historical and current interest are welcome. Contributions should be double spaced if typed or written. Electronic formats accepted in the common standards.

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

Front Cover: *At Glenrock Colliery in the 1940s, the Pacific Ocean and the headlands to the south form a backdrop as Fred Howley takes a spell during shunting while the Manning Wardle loco regains boiler pressure. In the foreground, some derelict coal hoppers have been pushed off the end of the small coal road. Photo: ARHS Railway Resource Centre*



A bleak day beside Glenrock Lagoon: *On a dreary wet day, two of the men who ran Tom Howley's trains pose in the mud beside the 'Coffeepot' at the original Glenrock Colliery loading point. Shortly they will set off to brave the southerly seas along the exposed track beside the ocean. A poor photo which, however, epitomizes a hard life.* *Photo: ARHS Railway Resource Centre*

Running Tom Howley's trains

The Glenrock Colliery railway

by John Shoebridge

Introduction

Some six kilometres south of Newcastle NSW, and right on the coast, the Burwood coal seam outcrops on either side of the low ridge rising from the northern shore of Glenrock Lagoon. Over the years there have been a number of small mines beneath this hill, the largest and longest-lasting being Thomas Howley's Glenrock Colliery, which worked from 1903 until 1944.

For almost forty years, Howley's worn and battered locomotives hauled coal trains along the semi-derelict railway between his mine and The Junction. The history of these machines, based on notes from an ongoing research project, was recounted in *Light Railways* 209.[1]

This article builds on their story to focus on the work, and memories, of some of the men who ran the trains through the hungry thirties and into the bleak wartime years.

Early history

The first coal tunnels beside Glenrock Lagoon were opened in 1862 by the Newcastle Coal and Copper Company, which built the Red Head Railway along the coast to this remote location. Made bankrupt by the high costs of the work and associated litigation, within five years the firm had yielded its assets to the original land owner, Dr James Mitchell, who formed the Burwood Coal Company to work the mine.

By 1894, the coal and railway rights had passed to the Burwood Coal Mining Company and subsequently to the Scottish Australian Mining Company. This firm extensively worked the underlying Borehole seam, but abandoned the coastal railway, opting instead to haul their coal over the New Redhead Estate Company's line, further inland.

The rails along the sea front thus lay idle until 1903 when William Foreshaw and Thomas Howley negotiated a sub-lease of the Glenrock Colliery holding from the Scottish Australian Mining Company.[2] Their agreement included the use of the old railway, with the lessees required to provide rolling stock and the lessor accepting the responsibility for maintaining the right-of-way in good repair. Howley eventually bought out his partner's interests and the Howley family worked the mine until it closed in 1944. BHP Collieries Limited took over the rights and obligations of the Scottish Australian Mining Company in 1935, with Howley's Glenrock Colliery Ltd continuing as their tenant. Under this arrangement, their 'big brother' performed much of the basic maintenance on the line.

The drivers

Around 1910, Howley and Foreshaw bought their first locomotive to replace the horses that, until that time, had hauled their coal trucks from the mine to The Junction. This was the Hudson-built 'Coffee Pot' and it is reputed that for a time, it was driven by George Wardell who had been the Coal and Copper Company's original engine driver way back in 1857. Subsequently he had run the locos for the Burwood Coal Company and the Burwood Estate before leaving to go to Minmi as an engine driver in 1872. [3]

In 1919, Tom Howley's son Fred returned from the Great War.[4] He took over as engine driver and, by all accounts, for the next 15 years or so ran the trains and maintained the locomotives virtually single-handed.

By 1935, amidst the Depression, one trip per day sufficed for the mine output.[5] Indeed at times, a single wagon comprised the 'train'.[6] With the outbreak of another war, demand for coal increased, and by 1940 three trips were generally run each day, each conveying between six and ten trucks.[7] By now, Fred, suffering the effects of his military service, had become less active, and a series of teen-aged youths, designated as a 'shunters', were employed to assist him.[8]

First there was Jim Bates, and then Pat Sharkey.[9] Pat left in 1939 to join the Government Railways, so Ken Drew did the job during 1940.[10] He departed to go to sea and was replaced by Dave Hinchcliff who stayed on until the mine closed in '42. Bob Jefferson, aged 14 in 1935, felt that he was fortunate indeed to gain employment manning the weighbridge beside the loco shed, even if he was required to assist with the shunting.[11]

These young men took over much of the heavier work from Fred and, on days when he was unable to attend, they often ran the trains on their own. At the same time there were a number of juvenile train watchers, boys like Dennis Hinchcliff, John Norris, Graeme Mowett, Ray McCook and Jack Richardson, all raised and schooled in Merewether. From time to time they trespassed on the line, hitched rides on trucks or even accompanied the drivers on the footplate, and those who are still with us retain keenly observed memories of the railway at work.[12]

Shunting Howley's Junction

The Junction is now a trendy shopping centre. In the past, often referred to as 'Howley's Junction' or 'Howley's Siding', it was where the Glenrock branch joined the Newcastle Colliery Railway, and where the line's engine shed was located.[13] From 1900, onwards, the NSW Government Railways (NSWGR) worked the line between the Great Northern Railway and the Glebe Valley, dropping off and collecting Glenrock traffic as required. Trains ran under the authority of an Ordinary Train Staff for the section Brown Street to Newcastle Colliery.[14]

Those who can recall the line toward the end of its days can be forgiven for thinking of it as a quaint backwater, but at one time it was busy indeed, with six to eight trains each way, every working day. In fact, The Junction once had fixed signals and a manned signal box, but by the 1930s, all this had changed. The big pits were long gone and a daily shunt from Newcastle (usually worked by a 19 class 0-6-0) was sufficient to handle the traffic from Glenrock and the few small mines in the Glebe Valley.[15] By 1940, the traffic had fallen off to the extent that the train only ran on alternate days.[17]

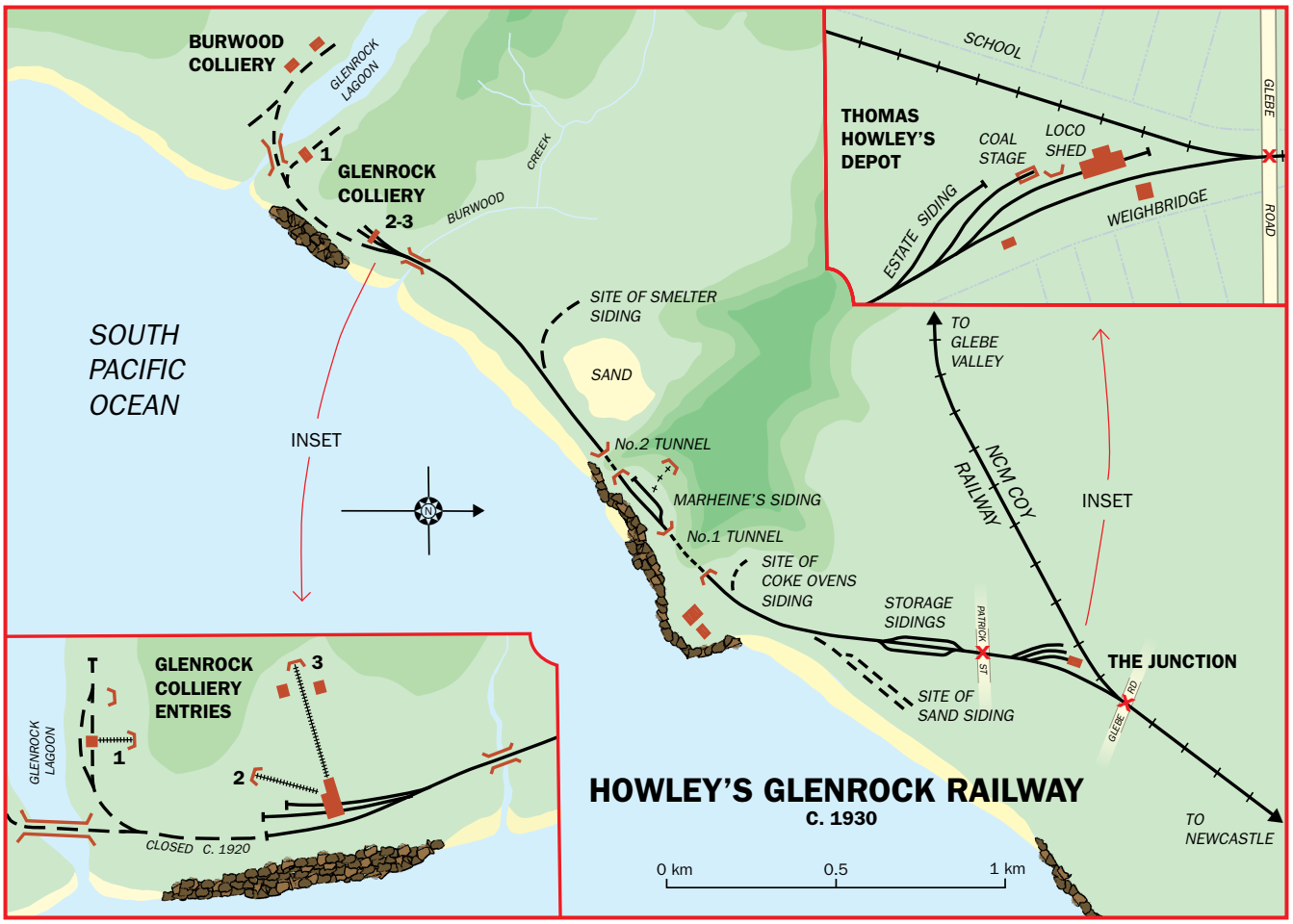
Thus it was that on weekday mornings, the young shunter, having risen around 3 am, would unlock the shed doors and have the locomotive oiled and in steam by the time the NSWGR train arrived. In order to reduce obstruction on the busy Hunter Street tram crossing, this working was scheduled to be back off the branch before six.

The Burwood Coal Mining Company had utilised twin exchange sidings near Berner Street, but by the time Howley took over, the track had deteriorated to the extent that NSWGR locomotives were not permitted to venture onto the branch. As Howley's Siding could only be worked by trains headed towards Newcastle, the exchange of traffic for Glenrock Colliery required the following shunting movements:

• Empty trucks for Glenrock were taken to the Glebe Valley and when the loaded trucks were attached, the Glenrock empties were marshalled behind the brakevan as the train set off back towards Newcastle. Reaching The Junction it would be halted right on the Glebe Road level crossing;

• The loaded trucks were uncoupled in front of the van which was left stationary while the engine drew the remainder of the train forward, then backed it onto the branch to collect the Glenrock 'full'uns';

Howley's Junction: *Despite its interest to railway historians, photos of this location are rare. This one was taken looking due south from the Glebe Road level crossing. The Glenrock main line curves to the east between Marheine's weighbridge office and the locomotive shed. The outline of the Manning Wardle locomotive can just be seen in front of the shed and at the rear (towards the camera) the remains of 'Coffeepot' are discernable, as is the silhouette of a hopper wagon atop the coal stage. The rail track in the centre of the photo heads off to the Glebe Valley, with some local residents exercising their legal right to walk along the line. Further west is the Junction Public School. Photo: ARHS Railway Resource Centre*



• Again it drew forward, then set back onto the van and hauled it past the points where another brief stop was made while the guard uncoupled the empty trucks and reversed the point lever;

• The train was again shoved back to place the empties beyond the catchpoints. A couple of brakes were pinned down, then the guard waved the driver forward, changed and locked the points and hastened to rejoin his van as they set off towards Newcastle.

The whole affair involved a series of shunts to and fro across the public street. In the more leisurely 1920s, no one appeared to really mind if a major suburban road was blocked for half an hour or so whilst it all went on. By 1939 however, motorists were becoming more impatient. Delegates from Newcastle Council met with the Trustees of the Merewether Estate to discuss the issue, but gained little comfort.[19] Eventually the Railway Department's safeworking regulations were relaxed to permit Howley's locomotive to proceed onto the main line '*as far as necessary*' to assist with the shunting.[20]

Generally, at this early hour, it was the teenage 'acting driver', under the watchful eye of the Government guard, who ventured forth to collect the empties. If Fred Howley had still not arrived, he then proceeded on his own to take the train out to the pit.

First train of the day

With the empties hooked on and the sun rising over the ocean, it was time to depart for the colliery. The trucks set out by the Government engine were pulled behind the loco, those which came from the coal stage or the Watkins Street Sidings, were propelled ahead. [21]

Opposite the loco shed was the weighbridge office, but it was a bit early for the clerk to be there. He would start work around eight as the first lorries began to arrive from the Happy Valley mines. Adjoining the depot was a nondescript area, strewn with rails, sleepers and abandoned wheelsets. There were three dead-end sidings. One ran onto an elevated coal stage where 'landsale' coal could be dumped from rail trucks into drays or lorries for door-to-door delivery. The second terminated in the engine shed; and the third was where the Merewether Estate's remaining open wagons were stowed. A lorry ramp was located beside the shed siding, over which coal, delivered by road from pits without a rail siding, was tipped into rail wagons.

Although a derelict semaphore still gave the 'all clear' to proceed across Patrick Street, it was long out of use. At that time of day there was no need to look out for school children and during the wartime years, motor traffic was pretty well non-existent. The driver still had to be alert for the early morning Merewether Beach tram, which ran along Patrick Street. Although this was a busy road, no one I spoke to could recall any confrontations or near-misses.

To the left, just past the tram-crossing, was the line's water standpipe but with the loco's tanks topped-up last thing the day before, there was no need to pause. Opposite, beyond the Merewether Estate Office, the line's flat-top trolley was stowed and it was just as well to check that it was there beside the track. If not, it had probably been borrowed by fishermen to take their gear to Smelters' Beach and may well have been abandoned along the line. [22]

Next the train passed the old Burwood Company's exchange sidings, one either side of the main line.[23] They were still in use, although toward the end, one was almost always blocked-out with crippled trucks. Now the line turned south to head beside the ocean, past the long-forgotten site of the extensive Sand Sidings, removed around 1900.[24]

Clattering along the beachfront, the whistle warning the few early-morning 'icebergs' off for a swim and the sun rising over the ocean, was in summer a great way to commence one's working day. In mid-winter, with the sun still below the horizon, the long tunnel was often a welcome refuge when a freezing 'Southerly' whipped salt spray and sand into the loco's cab.

Just before the first tunnel was the site of the Beach Tunnel Colliery and its associated Coke Works. During the 1930s, whilst Fredrick Street was being extended to meet the new Scenic Drive, the remains of the coke ovens were unearthed and later reburied. Several of my friends could recall seeing the old foundations but no one had heard about the siding which served them. As records show that it was lifted in 1883, this is hardly surprising.[25]

The Tunnels

The No.1 or 'Long' Tunnel, some half a kilometre long, was a dark, wet and dangerous place, and over the years a number of men were killed here. When completed in 1862, the bore went straight through, but as years passed, the strata moved imperceptibly seawards.[26] This earth movement was accommodated by the routine replacement of the supports but by 1881 it is on record that the mid-section of the tunnel was in total darkness and known as the 'Dark Turn'. [27]

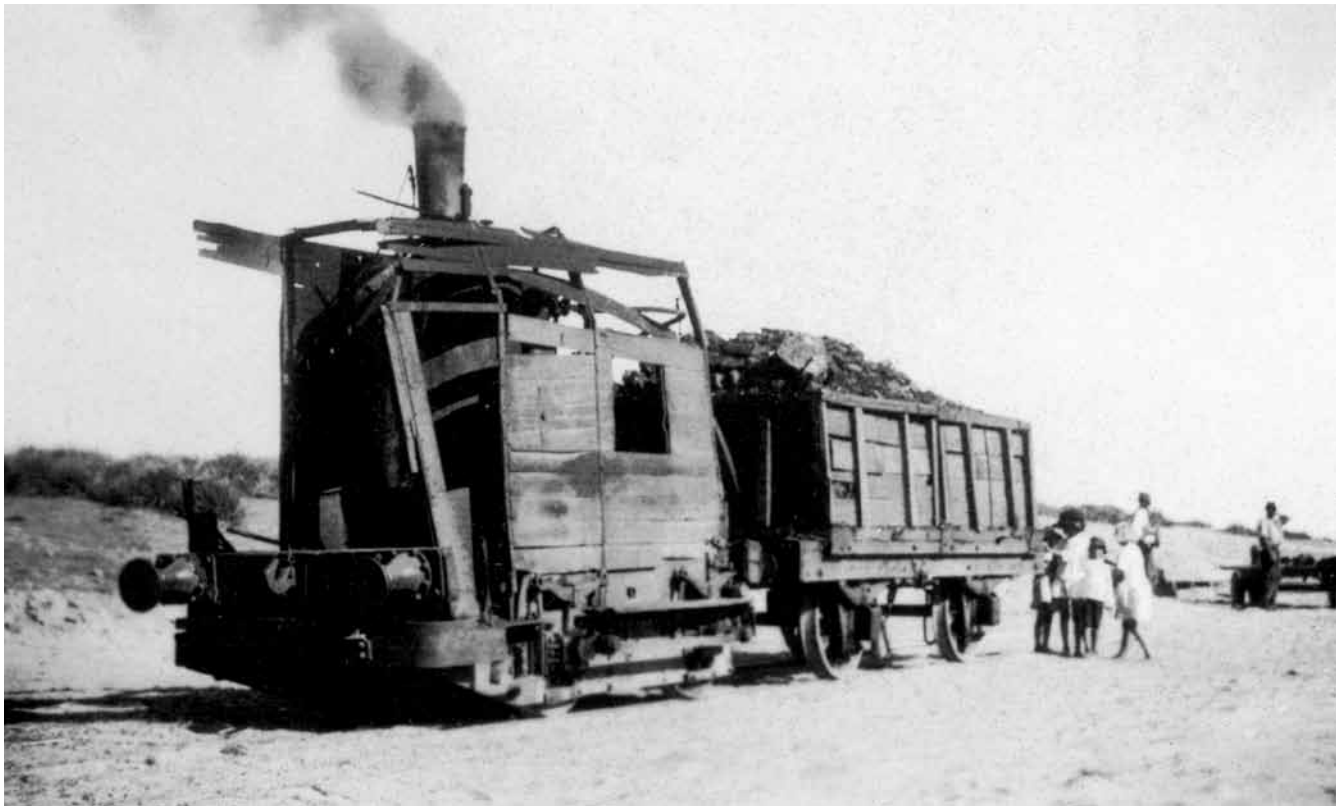
Displaced roof timbers played havoc with the locomotives, with the eventual state of the wooden enclosure on the Hudson engine and the steel cabs of the others, bearing mute testimony to the brutal battering they received.[28] According to local legend things had become so bad and the risk of collision with the tunnel timbers so great in the 'Coffepot years' that the driver took the train to the tunnel portal and jumped off, leaving the throttle set and the engine proceeding at a walking pace. The story continues that a second person then clambered on at the other end.

It has always been the author's view that the luxury of an extra hand was not the way this line worked. This was verified by Patrick Sharkey when he was interviewed in 2004. He concluded an account of problems in the tunnel, by saying that old Fred Howley had often told them how he had to be especially lively in sprinting around the rocks to catch up with the train as it emerged at the other end![29] It is also claimed that this practice arose from the driver's fear of being trapped in the tunnel. More likely, given the vulnerable location of the safety valve, should some mishap occur, there was very real danger of the driver being scalded.

Towards the end of the 1930s things had become very bad indeed. Even in dry weather, water seeped into the tunnel, pooling on the floor. The earthenware drain below the track had long been blocked and after rain, the water in the tunnel would be knee-deep for days at a time. This deterred those who would trespass, but did the track no end of harm. With side clearances virtually non-existent, even at a walking pace, the swaying engines gouged the timbers, and it was not unusual for an axe to be used to let the trains through.

After the abandonment of Happy Valley No.4 Colliery, the inflow of water from above increased, rotting the lagging and cross timbers.[30] Ken Drew recalled with clarity his engine cab striking a displaced baulk with such force that all six wheels were derailed. He then recounted struggling on his own with the traversing jack, over his boots in water, for the remainder of the day, to get the train moving again. Pat Sharkey, when shown a photo of the locomotive, was also quick to point out the same jack on the running plate and to remark how well acquainted he was with it!

By 1941, something had to be done and Bob Jefferson, by now working for BHP Collieries, was sent from Burwood Colliery to supervise the replacement of the worst of the cross-timbers with steel struts. Whilst the Merewether Ocean Baths were being built near No 1 tunnel, between 1932 and 1935, the materials were delivered in NSWGR 'S' trucks



Toward the end, 'Coffeepot' was becoming horrible to behold.: *When this photo was taken, in the sandhills close near the beach end of the Watkins Street sidings, 'Coffeepot' was near the end of its working life, the Depression was upon the community and cosmetic repairs were not considered essential to the haulage of coal.* *Photo: ARHS Railway Resource Centre*

Over the Tram Crossing: *Howley's Manning Wardle locomotive leads a loaded train towards The Junction sidings, clattering across Patrick Street and the Merewether Beach tramline. The building behind the locomotive is the Merewether Estate Office where until the 1950's rents were collected and land sold.* *Photo: ARHS Railway Resource Centre*

with the embargo on their running on the branch seemingly conveniently overlooked.[29] After all, with a consignment note made out to 'Howley's Junction', surely it was of little concern to officialdom what transpired next. Accordingly, single loaded trucks were regularly coupled to the rear of the coal empties and detached just before the tunnel portal. Here they were unloaded by relief workers between trains.

Pat Sharkey recounted how, on one occasion, the council men failed to unhook their load of cement, and when the wider Government vehicle was pulled part-way into the tunnel it jammed tightly between the uprights. With no clearance beside the train, Fred Howley, on his own at the time, had to climb over the bunker to exit the cab, then crawl back in the mud beside the wheels for the length of the train to release the coupling. Having spoken his mind to those responsible, he then crawled back to the engine and continued on to the mine. The abandoned truck was dislodged by a good shove on the return trip.

Just beyond the No. 1 Tunnel was Marheine's Siding, where coal from the Happy Valley No.4 colliery was loaded. Several of the men I spoke with could recall it in use. Here the mine skips were lowered down the hillside on a short, self-acting incline and dumped into a long steel-lined timber chute. Indeed Bob Jefferson worked for time here, operating the bottom door to load wagons. A 'cold hole' it was too, on a wet day, he said, with the only shelter a humpy made of branches and salvaged roof iron. By 1939 the mine had closed and the siding was occupied by a line of obsolete box coal wagons. On the ocean side of the line, dumped clear of the rails, was a similar line of derelict vehicles.

Next encountered was the short tunnel, which by all accounts posed few problems. It had a straight bore and, provided the sun was up, the driver could see right through. Just as well too; because near here, especially on the first trip on Monday, it was prudent to be on the lookout for a stray wagon or two. Ken Drew told me that it was not uncommon for local youths to un-chock empties in the mine shunt, allowing them at times to run all the way to the mouth of No. 2 Tunnel.

The Smelter sandhills

Emerging once more into daylight, the driver's troubles were not over. On windy days, sand often blew over the rails from the large drifts near the copper smelter ruins, as it had over the life of the line. Even the addition of corrugated roofing iron to supplement the brushwood fences was never a success and at times it was necessary to shovel a path for the train to pass and, in especially windy weather, to shovel a way to come out again with the load.

This is where sand for the locomotive was gathered, scraped off the top of the dunes, stored in kerosene tins and dried on the footplate. Similarly, if the Merewether Estate required sand for building work or the occasional sale, it was harvested from these dunes. One or two of the old open wagons would be dropped off and shovel-filled between coal trains. At one time there had been a siding here for the smelter but by the 1930s it was long gone and no one I interviewed could even recall mention of it. [32] The work was supervised by the Estate Foreman, Dan Lysaght, who engaged casual labour for the task. Several senior local residents have recounted, how as children, they accompanied their fathers on these excursions, and of their pleasure at being permitted ride home atop the load, well warned to keep their hands within the truck sides.[33]

Just beyond the 'Smeltings', the bridge over Burwood Creek appeared always to be on its last legs, but no one I spoke to can recall any problems. BHP from time to time added *ad hoc* reinforcements, and these, although scarcely adding to the aesthetic effect, seem to have averted collapse.

The Colliery

The colliery sidings were as basic as those at The Junction. Around 1920, the old line around exposed cliffs (referred to as 'Coalcliff') had been shortened to a headshunt, by placing a single sleeper across the rails. Beyond this point the line was eroded by the sea and totally impassable. Although no one I spoke to could themselves recall trains running beyond this point, Bob Jefferson well remembered his mother telling of

her excitement as a teenage girl, riding in the Estate's open trucks to picnics beside the Lagoon.[34]

If the empties had been propelled out to the mine, it was a simple matter to place them. Otherwise the ever-ready tail rope had to be used. One photo shows a caterpillar tractor shunting wagons near here, but no one I spoke to can remember it and it may well have been on loan as a trial.[35]

Once the hoppers had been placed for loading, the locomotive ashpan and smokebox were cleared and the bunker topped up. Then the driver and shunter filled in their spare time inspecting and greasing wagons and generally assisting around the pit top. As soon as a loaded train was ready, the loco set off back to The Junction.

Working the Glenrock Pit

Glenrock Colliery worked the Burwood seam by a number of entries, driven from the outcrop. The original tunnel where the loaded skips had run by gravity to the surface, closed in mid-1920 and the No.2 entry around 1934. The No.3 tunnel, on the hillside some distance from the railway, utilised a steam-driven main-and-tail haulage engine located on the surface.[36] The boiler for this haulage also supplied the fan engine. Electricity was introduced into Glenrock around 1933 to power a single coal cutter, one pump and an underground haulage.[37]

The mine fan was fitted with an electric motor but the steam haulage continued in use until about 1940. Then with the retreating workings approached the tunnel mouth, horses brought the coal out of the mine.[36] A single horse controlled the skips down the track from the new tunnel to the screens. After two of these animals had been overpowered and killed in runaways, a small winch was installed.

Two boys worked the surface. One ran the skips into the kick-up and pushed them back to the winch rope; the second lowered the standard-gauge wagons on brakes under the loading chutes and controlled the coal flow via a counterbalanced steel door.[37] Instructions were that all wagons were to be filled to maximum capacity. Those containing large coal were hand-packed around the periphery with 'toppers' to increase the loading.[40] The mine was worked on the conventional bord and pillar system and around 75 per cent of the coal in the holding was eventually extracted. Although an electric coal cutting machine was used in later years, shot holes were bored by hand and all coal was shovel-filled. The miners worked in pairs, but were not on contract. They were paid day-wages and each man was expected to fill 14 skips per day; if more than the tally were filled there was an extra payment. There was a weighbridge but no one could recall it in use and all employees, other than officials, used naked lights.[41]

Once pillar extraction commenced, Glenrock suffered from seepage water via subsidence on the hillside. Eventually it drained away through the old entries into the lagoon but it was not uncommon for the mine to lie idle after heavy rain. Individual working places were commonly kept dry by hand baling and 'Geordie pumps'.[42]

Recruitment at this mine was by word-of-mouth. Tom Howley was generally considered to be a good employer but he was selective of those he engaged. Anecdotally, the mine worked with a minimum of union involvement and, similarly, Howley was not a member of the Coal Owners' Association.

Men whose places could not be worked were usually found work, often fettling the railway. One unusual custom was that wages were not paid at the mine, but had to be collected on 'Pay Saturday' from the company office in King Street, Newcastle.[43]

Glenrock Colliery screens and sidings: *The basic nature of the screens and sidings for Glenrock Colliery No 2 and 3 entries is apparent in this photo taken, looking north, around 1940. Smelters Beach is on the right, and the southern portal of the No. 2 railway tunnel is clearly visible in the background, where the hills forming the Merewether Ridge sweep down to the ocean. Photo: ARHS Railway Resource Centre*

Between the Tunnels: *Between the twin tunnels, beneath the towering Merewether Ridge, a coal train hurries past the site of Marheine's Siding. On the right are the remains of the chute which once loaded coal from Happy Valley No. 4 Mine. The northern portal of the short No. 2 tunnel is just discernable behind the train.* *Photo: ARHS Railway Resource Centre*

Beachfront

By the time the first return trip was under way, the ocean baths and the beach were becoming alive.[44] One local resident claims to remember a flagman stationed at the tunnel portal to warn of the approach of the train. I am inclined to think that this was the shunter who, when the promenade was busy, preceded the train on foot. However it was done, over the years the railway and the pedestrian traffic managed to co-exist, the train barely moving at a walking pace out of the tunnel, behind the dressing sheds and along the beach front.

At the northern end of the beach promenade, at times, even the gentle incline from the old surf sheds up to Watkins Street would prove too much for the struggling engine and the loaded train would stall. Dave Hinchcliff recalls having to pause at this location to 'blow up; and then, when ready to move off, finding that some local larrikin had chocked the rear trucks. On such occasions, children were regularly chased away from the trains and Ken Drew too remembers being sent by Fred Howley to clear them off the trucks but, as he says, *You got them off one side and they climbed on the other!*

This slight rise between the promenade and street level was the only significant gradient on the line and by all accounts, well within the capability of the locomotive hand-brakes. Pat Sharkey was certain that initially the Manning Wardle composite engine had power brakes, but if so they did not last long and no one else could recall them. Similarly no one could remember any problems in stopping the trains although all I spoke with mentioned some degree of reliance on the reverser.

Indeed, as far as can be determined, the Hudson 'Coffee Pot' had no brakes at all, so Fred Howley must have depended solely on the reversing lever.

Personal recollections

It was on the same promenade, coming from the kiosk, that the author has vivid recollections of being stealthily overtaken by a locomotive: its hot breath on my bare legs; clutching my ice cream as I leapt aside; the grinning driver clad in greasy rags; the battered engine leaking steam from every joint. I stood awestruck as it creaked into the darkness of the tunnel, leaving a glowing trail from the ashpan. Then I discovered to my dismay that my ice cream had been dislodged from its cone![45]

Befriended by the loco drivers, young John Norris made a number of trips on the footplate out to the mine and can not recall any of them showing any undue concern about the passage through the tunnels. On the other hand, parents saw things in a very different light. With the limited clearance and the history of fatal accidents, children were sternly warned never to venture inside.

As a boy, the writer was also told of the fate of those who ventured into the tunnel. He also heard from several sources the local legend of cyclists surprised and overtaken in the long tunnel. They spoke of the locomotive emerging, draped with the mangled remains of bicycles and the riders retreating ahead on foot. When interviewed, Dave Hinchcliff gave substance to these stories, chuckling as he recounted sounding the whistle whilst pursuing such trespassers as they stumbled along, cycles over their shoulders. The flooded track made riding impossible and, whilst the owners could have safely sheltered between the timber uprights, their machines would have had to be abandoned to their fate.

Ken Drew recalls that short trains were generally propelled and that, as shunter, he rode on the front truck. He recounted one occasion when from this position he was able to halt the

train clear of a woman and her child who had strayed into the Big Tunnel. Longer trains, where the driver could not see the shunter's signals, were hauled.

As a boy, Graeme Mowett was wary of the tunnel. He did venture inside, being awed by the gloom, the confined space and dripping water. He recounts following other lads through subsidence cracks to emerge into daylight via the drainage adit.

Ray McCook who lived near the Patrick Street tram crossing when he was a boy, similarly recalled exploring, via subsidence in the tunnel floor, into the adjacent workings of the original Beach Tunnel coal mine, disused since the 1860's. Ray also recounted how, prior to the building of the dressing sheds, the dark confines of No.1 tunnel served some males as a change room. The whistle of an approaching train would at times see a scatter of semi-clad figures protecting their lives and modesty.

The running of 'picnic trains', mentioned in the earlier articles, was a tradition which Tom Howley permitted to continue. Few details of these have survived although several local residents have confirmed that they ran in conjunction with the local Sunday School, up until the Second World War.

When the threat of Japanese invasion loomed, access to the seafront was restricted and the beaches from Merewether northward were protected by tank obstacles and barbed wire. The trains ran unhindered past the several mobile guns sandbagged beside the track along the promenade, and a fixed battery near the old sand pit at Dixon Park. [46]

Back at the Junction

On the return trip, if the engine was single-manned, as the loaded train approached The Junction, the whistle for the tram crossing served to alert Marheine's weighbridge clerk. Once the train was clear of Patrick Street, the driver eased the engine, then clambered onto the bunker to lift the coupling with a piece of rope. Back in the cab he opened the throttle to outpace the trucks. The weighbridge lad put down his pencil and checked the road was set for the engine shed. As the engine ran past, he reversed the points. Then, lacking the weight to fully apply the brakes, he ran alongside the train, dropping the levers. The driver meantime, halted the engine in the shed doorway, then hastened across to pin down sufficient brakes to stop the trucks before they reached the catch points. Sometimes, if the brakes were a bit stiff or the driver a bit slow off the mark, it became a very close-run thing indeed.[47]

If trucks had to be put off in Watkins Street, this was generally done on the last trip of the day when there was often a 'rider' returning from the mine who would repay the favour of his lift by assisting with the shunting. Then with the day's work done, the engine was taken to drink at the water column before being put to bed in the shed, the fire banked and behind locked doors, to await another day.

On odd occasions when the Manning Wardle loco was over the pit for repairs, the shed doors could not be closed and the Hudswell Clarke, which did duty as the spare engine, had to stand in the open. Ken Drew and Dave Hinchcliffe, both confirmed that they occasionally drove the old Hudswell during the 1940s, with Ken stating succinctly that it *sounded like the Anvil Chorus.* All the men I spoke with stated that Fred Howley maintained the locomotives himself, and usually on his own. At times, a man from Goninans (presumably a fitter or boilermaker) would make an appearance for a day or so, but as boys they were not privy to the details. No one could recall any powered tools in the loco shed, nor even an oxy set!

Railway accidents

Right to the end, the Long Tunnel continued to claim its victims. In 1939, Jack Chamberlain, on his way to work an afternoon shift at the colliery, was run down by a train of empty trucks, the engine pushing at the rear. Unnoticed by the driver, he lay with a partially severed arm and foot until discovered by other mineworkers on their way home. Even then danger was not past; whilst awaiting the ambulance stretcher bearers, the returning train was heard, and his rescuers just managed to halt it at the south portal.[48]

One did not have to be hit by a train to be at risk. Jack Richardson, forbidden by his parents from entering the tunnel, clearly recalled watching in awe as potentially lethal 'toppers' of coal smashed and scattered as the trucks lurched past.[46] He was well advised to be wary, as many years before, miner Bob Brook encountered a train in the tunnel as he walked to work and, although he lay flat beside the track, he was seriously injured by falling lumps of coal.[50]

Despite the somewhat heroic methods of working the line, I have only encountered one fatal accident involving an employee in the course of his duties.

One Friday in May 1936, Fred Howley decided to have a day at the Broadmeadow Saturday Races. The matter of 15 loaded trucks scheduled for despatch on Saturday around mid-day was dealt with by offering James and Patrick Sharkey ten shillings to turn out and make up the train. Thus around eleven next morning the brothers were shunting wagons in Watkins Street. In the process James, aged 26, described as 'assistant shunter' was crushed between the buffers and succumbed to his injuries.[52]

At the inquest it transpired that the locomotive was being driven by Patrick, normally employed as a 'waggon packer'. He gave evidence that he usually drove the engine one day each week and considered himself quite competent. The loaded wagons in 'Berner Street Siding' were to be placed on the main line, then pushed to the The Junction to be collected by the Government locomotive. Berner Street was a loop siding but, at the time, the points at the Beach end were out of use. Two sets, each comprising five trucks, had been pulled out by means of a rope, then (presumably) with insufficient room for the engine, it was necessary to push the remaining five with a pole. A six-foot prop which was '*regularly used*' was held in place between the engine and the truck.[53]

As the engine *took the weight*, it lurched forward and Pat immediately reversed. The pole had slipped and James had been caught between the buffers. His arm was badly broken and he suffered internal injuries from which he died that night in Newcastle Hospital.

Bob Jefferson, then aged 15, was nearby when the accident took place. Hearing the commotion he ran towards the scene but was gently diverted by one of the older men, saying: *You don't want to see this, lad*! The following year, a schoolboy from The Junction School, skylarking on the gravitating rake, fell under the wheels and was lucky indeed that the same Bob Jefferson had a sufficient knowledge of First Aid to save his life, if not his arm.[54]

On a less sombre note, the same Patrick Sharkey was involved in a bizarre incident one evening in February. Walking home alone from the mine along the railway, he emerged from the long tunnel only to be shot in the leg. Two boys who had been firing at tins placed on the track came to his aid and the Newcastle Ambulance was summoned from the police call box on the beach. The injury did not prove serious, while the victim confiscated the weapon and handed it over to the marksman's father who took appropriate action.[55]

Closure

Thomas Howley died in 1942 aged 86, and two years later, without ceremony and despite the wartime demand for coal, Glenrock Colliery and the coastal railway were closed.[56] It would appear that the Howley family had no interest in continuing the operation even though several years' reserves of pillar coal remained.[57] More likely, they could not justify the considerable capital expenditure required to comply with proposed amendments to the Coal Mines Regulation Act.

The Government tramway authorities wasted no time, and in March 1944, the worn diamond crossing was removed from the Merewether Beach tramline, which itself was only to continue for a further six years.[58] Next year, the coastal rails were lifted and BHP Collieries had the tunnels blocked by poured concrete seals. A newspaper report stated that the tunnels were not in an unsafe condition but it was *considered undesirable that they be allowed to remain open without supervision*.[59]

The vertical-boilered steam crane from Civic Per Way Workshops waddled up the line and made short work of lifting the track down Watkins Street and around the loco shed.[60] For a time Dan Lysaght leased the property to run a riding school, using the old shed as the stable.

For a further ten years, coal trains from the mines in the Glebe Valley, (their frequency now reduced to a single Saturday trip), continued to pass Howley's old depot on their way to the port.[61] In June 1955, the last train ran, and shortly afterwards the shed was removed. Eventually in November 1977, the land was sold by the Merewether Estate to the NSW Education Department, to be incorporated into the grounds of The Junction School.[62]

As late as December 2006, the final and fitting act in the line's history was played out when the late E John Merewether, representing the Merewether Estate, presented the deeds of the beach-front land, along which the trains once ran, to the Newcastle City Council for incorporation in a perpetual Public Reserve.[63]

As these notes are being prepared (June 2009) Newcastle Council is preparing a permanent interpretive display to be placed at the intersection of Glebe Road and Watkins Street, setting out some of the history of the locality and including photographs of Howley's trains.[64]

Conclusion

Thus the men and boys went their separate ways and now the line itself is barely a memory, each year further obliterating the little that remains.

Many years later, sitting with the dignified, gentle old men who had worked on the line, I felt honored and humbled that they should so willingly share with me the memories of their youth. By its very nature, history is usually researched long after the event, with no one is left to tell the way things really were. Anecdotes make a poor substitute even for failing memories, and I am indeed fortunate that I had a brief opportunity to meet some of the men who actually ran Tom Howley's trains.

Endnotes

1. Shoebridge J W, 'Dr Mitchell's Coalfield', unpublished work in progress.
2. This was the right to work the Burwood seam only, over portion of the main Burwood Colliery holding.
3. Anecdotal information from a local resident. If the tale is correct, by this time he must have been a very old man indeed.
5. Fred enlisted in June 1915, giving his age as 24 years 10 months and his occupation as a carter. He served as a Corporal in the 7th Australian Light Horse Regiment.
6. From photographs.
7. Personal communication, Ken Drew.
8. Personal Communication, Pat Sharkey, who claimed that Fred Howley suffered from exposure to poison gas in France.
9. I never met Mr Bates, but interviewed Messrs Pat Sharkey, Ken Drew and David Hinchcliffe during 2004 and 2005.
10. Pat Sharkey joined the Government Railways in Newcastle, moving in 1940 as a fireman to Valley Heights. He eventually retired from Broadmeadow in the 1970s as a main line diesel driver. Ken Drew served on the coast in the Merchant Marine during the war, and then remained on tankers until retirement.
11. Over the years, I was associated professionally with Bob Jefferson, who retired as Chief Safety Officer for BHP Collieries.
12. The author too, although not a permanent resident, visited Merewether from time to time on Sunday-school picnics and on several occasions, during the Christmas school holidays, staying in a rented cottage near the beach.
13. Correctly referred to as the 'Newcastle Coal Mining Company's Railway', the line between The Junction and Newcastle was originally constructed as the 'Burwood Tramroad'.
14. Burwood Street Junction Signal Box was opened June 1870 and superseded by Brown Street Signal Box in May 1901.
15. The Newcastle Coal Mining Company's 'B' Pit had closed in 1910 and their 'A' Pit in 1921.
16. Ken Drew interviewed in the *Newcastle and Lake Macquarie Star* newspaper on 30 Mar 2005.
19. The Estate made it very clear, that, although the public had every right to cross the line, due to the precedence of the Burwood Tramroad they owned the crossing and thus the trains had right-of-way.
20. NSWGR Weekly Notice 32/1939. This removed the need for the fully loaded train to set back a third time.
21. Procedures appear to have been varied according to the time of day, number of trucks, and the urgency of the trip. The persons interviewed all had differing memories and what I have set down is a summation.
22. Ken Drew was quick to emphasise that most locals could be relied on to return the trolley.
23. These were the 'Watkins Street Sidings', also referred to as the 'Racecourse Siding' and the 'Berner Street Siding'. I have not worked out which was which.
24. The twin 'Sand Sidings' ran almost to Dixon Park beach and were once used to load sand mined from huge dunes. By the 1930's no trace remained and no one I spoke to could even remember any of the old hands mentioning them.
25. Burwood Estate Correspondence: Scott to Merewether, 19 Oct 1883.
26. A photograph of the newly-completed tunnel confirms it was driven in a straight line.
27. Burwood Estate Correspondence: Scott to Merewether, 19 Jan 1881.
28. Even in Coal and Copper Coy days the account books record the replacement of several locomotive funnels, normally a quite durable component.
29. Water over the track in mid tunnel meant running in the dark ahead of the train was too risky.
30. With some of the workings of this mine immediately above the tunnel, pillar extraction allowed an inflow of surface water after rain.
31. The work was done by Merewether Council as an unemployment relief project. When complete they were the largest ocean baths in NSW.
32. This siding was probably removed around 1910 after the failure of the final attempt to recover copper from the slag dump. In 2007 its course was still apparent amidst the vegetation.
33. In the tough Depression years, their fathers were no doubt glad to get a day's work.
34. See references to Picnic Trains in 'A Locomotive Named Burwood', *Light Railways* 200, April 2008.
35. It appears similar to those at one time employed at The Dyke.
36. The Author saw it *in situ* after the mine closed.
37. NSW Mines Department Report 1933 indicates it was a 30kW generator; more likely it was a transformer from NESCA supply.
38. Personal Communication, Dave Hinchcliff, confirmed by John Norris.
39. It appears there was no attempt to pick stone from the coal on the surface, no doubt the miners were paid to throw it back.
40. Personal Communication, Dave Hinchcliffe, who did this job.
41. Fuelled by tallow in the early days, acetylene (carbide) towards the end. These were forbidden by legislation around 1945 and it may be that the anticipated capital cost of their replacement by electric cap lamps hastened the closure of the mine.
42. A 'Geordie Pump' comprised a drum or cask mounted on a stand, with a pipe connected to the bottom bunghole. Water filled into it by means of a kerosene tin, ran by gravity along the drain pipe.
43. Probably the Company accountant's office and reminiscent of the Coal and Copper Coy's practice.
44. Usually three trips per day sufficed (Ken Drew).
45. I was ten years old, the year was 1943, I then lived in Weston and was attending a Sunday-school picnic at Merewether beach.
46. Personal communication: Laurie Graham, who has researched the history of surfing at Merewether Beach. No details have been unearthed regarding military installations in Murdering Gully
47. Personal communication: Bob Jefferson, then 14, who was the weighbridge clerk.
48. *Newcastle Morning Herald*, 14 July 1939.
49. Jack Richardson, railway historian and publisher (*Along the Line* series, etc) spent his childhood in Merewether. Jack died in May 2007.
50. *Newcastle Morning Herald*, 16 January 1889.
52. Patrick Sharkey was 95 years of age when interviewed by the writer in 2004 and understandably declined to discuss the accident. Details quoted here are from the Inquest, reported *Newcastle Morning Herald* 10 June 1936, also from personal communication from Bob Jefferson.
53. It is probable that at this stage they were attempting to push the whole train.
54. Related to me with great clarity by Bob Jefferson who, as a patient for his father's miners' ambulance class, had absorbed sufficient knowledge regarding tourniquets to rapidly apply one. The incident was also recalled, but in less detail, by Patrick Sharkey who was driving the locomotive at the time.
55. When interviewed in July 2004, Patrick Sharkey stated he was back at work next morning and proceeded to show me the scar on his right calf.
56. Obituary, *Newcastle Morning Herald*, 3 Aug 1942.
57. The formal date of abandonment from the record tracing is 5 May 1944.
58. ARHS Data sheet. The Merewether Beach tramway closed, along with the Glebe line, on 26 February 1950.
59. *Newcastle Morning Herald*, 3 Jan 1945.
60. Personal Communication, Dennis Hinchcliffe, who watched the work being done.
61. The last Glebe pits were Hillside, Hillside Extended, Glebe End and Glebe Main.
62. Merewether Estate Archives Box 3 Mitchell Library (23 Nov 1977) The price paid was $9,900.
63. *Newcastle Herald*, 15 Dec 2006.
64. The display is the work of Newcastle City Outdoor Architect, Ms Amy Wood, the author assisting with dates and captions.

The tramways of Thursday Island

by Rod Milne

Introduction

Centre for the shire of Torres and for the Torres Strait as a whole, Thursday Island is a town of some 4000 people located in one of the prettiest settings imaginable. Surrounded by water and enclosed by an archipelago of islands as big as Muralug (Prince of Wales), Kiriri (Hammond) and Ngurapai (Horn) Islands and as small as Tuesday and Goods (Palliug) Islands, the town of TI (as the locals call it) is certainly scenic. It is a remote place indeed from the urban centres of Australia, despite its location several kilometres from the main international shipping channel.

Thursday Island is a centre for local commerce and business, with most government departments having offices there. It is a major base still for customs and pilot services, and its airport (located on nearby Ngurapai Island) is a major regional transport hub. Twice a week, Coastal ships operate from Cairns to Thursday Island, and these connect with barge services to the outer islands like distant Warraber, Erub (Darnley) and Moa Islands.

The traditional lands of the Kaurareg people, Thursday Island (the land mass) is known as Waiben, a word meaning 'dry place'. As a result of the lack of fresh water it was not permanently inhabited until European settlement. The island was actually first called Friday Island by the white explorers, but when the names were registered by the Admiralty in London, the names of Thursday and Friday were reversed to reflect the progress of the days of the week. Captain Cook had previously named Tuesday and Wednesday Islands, and so logic dictated the next island should be Thursday rather than Friday!

Most people assume that Thursday Island has never had railways, but this is not true. Indeed, a few metres still exists to this day of one of the five tramways known to have operated on the island. In its heyday as a pearling port in the 1930s, four (of the five) tramways were operating simultaneously at any given time. All five tramways were operated for maritime purposes associated with jetties and causeways.

All five tramways had limited rolling stock, the standard tramway four wheeled trolleys being pushed by people, or perhaps horses were used on odd occasions. The rail infrastructure of Thursday Island was sophisticated enough to warrant at least three sets of points, and there may even have been more. Some 800 kilometres away from the nearest Queensland Government Railway, and that an isolated one at Cooktown, these jetty tramways probably marked the northernmost extent of rail in Australia.

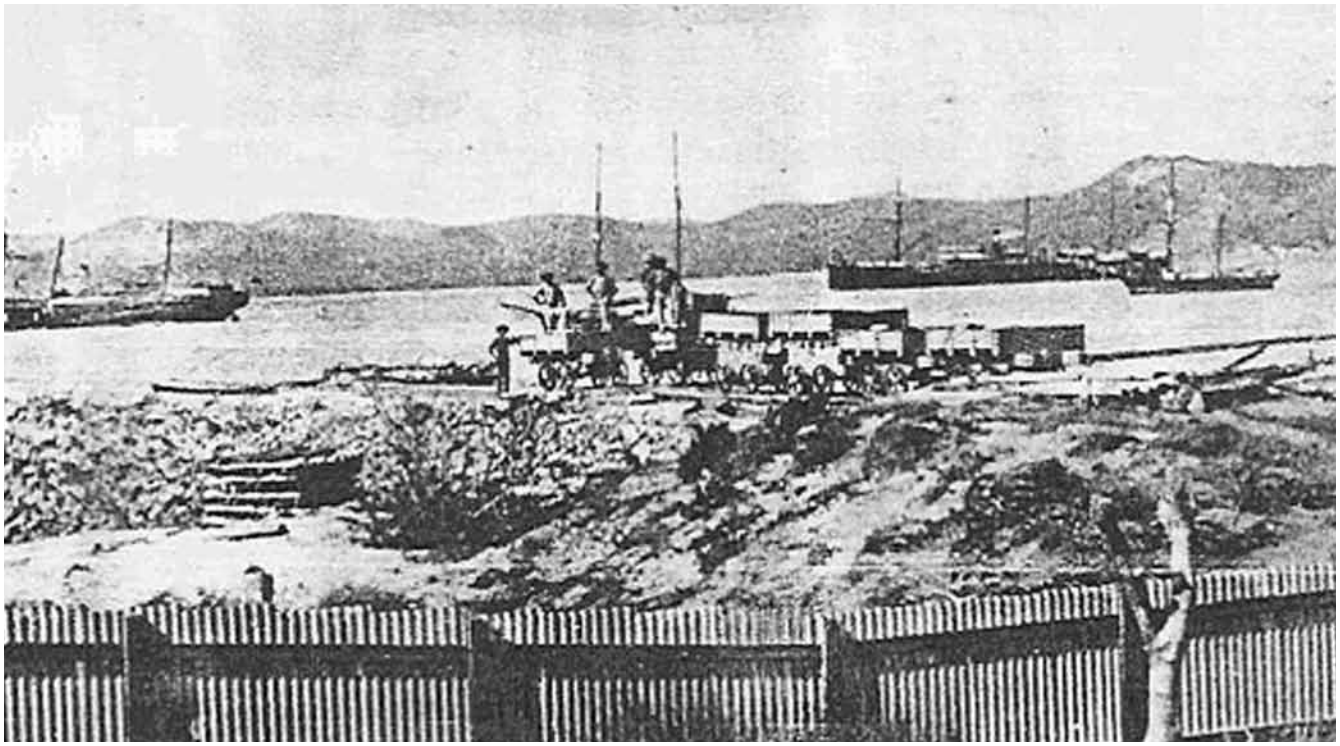
During the Second World War, when Thursday Island (TI) became a significant naval and army headquarters, and a garrison town to boot, no new tramways were built to the best of my knowledge. Indeed, the impact of the war was to see the existing rail infrastructure of the island decline. In at least one case, the tracks of a jetty tram line was covered up by planks to enable easier access by road vehicles!

One of the problems in studying these jetties and tram lines is the absence of information available on them in government reports, such as those from the Department of Harbours and Marine (DHM), and the Public Works Department. As its far flung northern outpost, TI was scantily referred to by the DHM in particular, a fact complicated by issues associated with the duplication of names for the various jetties.

This then is a brief history and inventory of rail activity on Thursday Island.

See Hop Beach Tramway

During the construction of the sea walls and main jetty complex at Thursday Island in the 1890s, a short tramway was constructed on the waterfront in the area in behind the later site of the Government Jetty. It appears it tramway was a construction tramway built by the colonial government of the day to prepare the site for the new port and the jetty.



The See Hop Beach Tramway in 1889, with a line of 4-wheel trucks. Port Kennedy behind and Marulug Island beyond. The photographer was evidently standing in the back yard of the post office. *Photo: Author's collection*

This area, which is located immediately to the south of the customs house and post office, and in the present vicinity of Jetty Street, adjoins See Hop Beach and See Hop Corner. These names honour the See Hop family, once a key supplier to the pearling industry, which continues to run one of the main island general stores.

The tramway was used to carry stone and other materials for the maritime construction works. A photo from the period concerned shows a rake of trucks on it with pearling luggers and the distinctive form of Muralug (Prince of Wales) Island in the background. Somewhat confusingly, that photo was printed back to front, making identification of the site somewhat problematic! Fortunately, Muralug Island has a unique profile and can be identified, even in reverse.

Research indicates that the See Hop Beach Tramway was very short lived, and indeed it is likely that the rails and trolleys from it were recycled for use on the tramway built on the Government Jetty. Nothing remains today.

Government Jetty Tramway

Once the pride of Thursday Island and an engineering marvel in itself, the Government Jetty was a splendid structure that for eight decades ran out into Ellis Channel, the focus of the town's maritime transport facilities. Built the Queensland Government in 1892, and operated by the DHM, the jetty extended from Jetty Street behind the customs house to a large cargo shed built on the T-pier at the end.

A tramway extended the full length of this jetty and also some of the way into Jetty Street. At the pier end, the main spine track divided at a set of points to run through the cargo shed, and at the landward end, there was a spur siding on the western side of the main spur. That latter dead-end siding terminated by a shed behind the customs house and was doubtless used to handle freight passing through the customs service. As the attached photo shows, point work at the town end of the jetty was decidedly basic!

While the Burns Philp Jetty was a gateway to the area for the private shipping services, the Government Jetty was the main facility for the town and was used by a wide range of ships of differing companies and governments. When the Governor visited Thursday Island, he would usually arrive on this jetty. Visiting warships like the original cruiser HMAS *Melbourne* would anchor in deeper waters off this jetty.

The proximity of the jetty to the post office was also significant and mails for the town arrived at this point. Indeed,

The Government Jetty, evidently during the 1920s. The tram line is in the foreground and the large cargo shed on the wharf proper forms the backdrop. *Photo: Author's collection*

Looking south along the Government Jetty towards the T-wharf and shed in 1909. SS Guthrie *had, shortly before, collided with the eastern side.* *Photo: Author's collection*

it is speculated that the tram line may have extended in Jetty Street to the backdoor of the original post office, which existed prior to 1934 on the corner of Hastings and Douglas Streets. The Harbour Master at Thursday Island reported very little occurring at the jetty in those years, perhaps the most notable work being that required to repair damage to the timber work sustained from heavy dockings of ships. In 1930, it was reported that the SS *Taiping* hit the jetty hard in November and repair work was necessary in December.

The golden age of rail transport on Thursday Island seems to have come to an end in the 1930s. Indeed, during the Second World War, when the Army and Navy began to use TI as a strategic base for their operations, the tram tracks on the Government Jetty were covered with boards to enable road vehicles better access to the ships. At much the same time, the cargo shed was removed, evidently to allow additional space for unloading and loading ships. After the war, the decking was removed, and the cargo shed at the jetty head was replaced using Commonwealth money paid as compensation for use of the facility during the war years.

1954 saw commencement of renewal and upgrading work by a gang of DHM employees. The express purpose of the work was to provide two lanes of motor vehicle access to the jetty, and although work ceased during the wet season, it recommenced again in June 1955 in the dry. In reports by the Harbour Master, it was noted that previously a trolley tram had been used, the inference being that the motorised transport first used extensively in World War II had become a permanent feature on the jetty.

In 1976, the old Government Jetty was demolished as part of a general upgrade of the main cargo facilities at Thursday Island. That work involved a new rock filled wharf with a T-pier on it half the size of the previous splendid jetty. No cargo shed was provided by the ship side as previously existed, but the new wharf (now known as the Main Cargo Wharf) gained a large storage shed in due course at the landward approach.

This shed is now operated by Seaswift, a Cairns-based shipping company, as its main Thursday Island base. Twice a week, on Sunday and Thursday, a Seaswift cargo ship docks at Thursday Island and discharges most of the supplies for the town. On docking days, Jetty Street is closed as a public thoroughfare temporarily to provide additional storage and manoeuvring space for the Seaswift operations.

Visiting dignitaries at the landward end of the Government Jetty in the 1930s. Muralug Island is in the background, with a set of 'stub' points evident in the foreground. Photo: Author's collection

Alas, since at least the upgrade work of 1976, nothing remains of the old tramway that once graced the magnificent Government Jetty. All rails may well have been removed completely during the earlier 1954-1955 work.

Burns Philp Jetty Tramway

In 1893, Burns Philp and Company, the great shipping company that once dominated the island trade in the South Pacific, established a long jetty at Thursday Island. It was built at the western end of the main town area, beyond Jardine Street where several of the town's hotels plied their trade.

A well-integrated transport facility, this jetty boasted a tram line that ran from the cargo shed at the head of The Esplanade where the Burns Philp Company built a store. To this day, that store, albeit modernised in the 1930s, remains on a site immediately east of the current Federal Hotel. It is quite probable that the jetty tramway extended across The Esplanade into the store to enable the direct receipt of freight transferred from the company's ships.

At the cargo shed (southern) end, the jetty tram line divided into two before reaching the head of the pier, one of the curious features of the jetty and tram line on it being a pronounced kink in the landward end.

This jetty seems to have suffered more than its fair share of woes associated with minor collisions of ships with the structures, and on one occasion, the jetty cargo shed was demolished in a collision with a ship. In 1908, the SS *Guthrie*, a well-known local coastal ship in the area, collided with the eastern side of the jetty, also causing damage.

Port Kennedy has always had a reputation for strong currents and this made docking and navigation at times a real challenge. In later years, there was subsidence of some of the piers supporting the jetty, resulting in a roller coaster vertical alignment for the jetty deck and the tramway it supported.

Perhaps its poor standard was the reason for its demise, for by the 1930s, it had been removed, its place largely taken by the Engineer's Jetty located some half a mile to the east. However, the Burns Philp store remained in use by the Esplanade for many years as a supply point for the local town and its pearling industry, and was in fact modernised in the 1930s.

The odd remains of a pier still stand at the site of the Burns Philp Jetty today as a reminder of one of the town's most important transport facilities. Curiously though, a stack of old rails remains heaped on a rocky headland some 400 metres west of the old site and in front of the Thursday Island Bowls Club. It would be indeed remarkable if they were rails from a jetty removed 70 years ago, my suspicion being that they were removed from the Government or Engineer's Jetty Tramways during their rebuilding 30 years ago. As can be imagined from their location in a highly saline marine environment, the rails are in very poor order and encrusted with marine life.

Quarantine Jetty Tramway

In 1912, the quarantine station previously located on Friday (Gearlug) Island was shifted, lock stock and barrel, over to the north eastern point of Thursday Island, a location later to be known as Quarantine Point, or Tamwoy. This station housed victims of leprosy, the location on Friday Island initially being selected because of misconceptions about the transmission of this disease. Difficulties operating a quarantine station on an island separated from the main centre for the area induced the move in 1912.

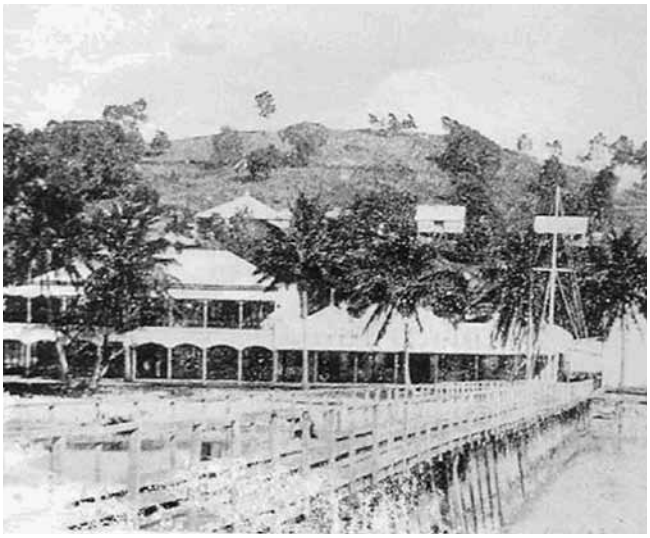
The Commonwealth Government constructed a new quarantine station on the hill to the south of a new jetty, which extended into the quick flowing channel that passes between Kiriri and Thursday Islands. Part of this jetty was constructed of timber and part of it rock, a rock quarry being located some distance to the west of the quarantine station site.

The tramway along this jetty was an odd gauge, and ran from the jetty end to terminate at the landward side by a steam boiler which was used to dispose of wastes from the quarantine station.

In 1913, several weeks after the facility opened, it was damaged by strong winds and seas, and repairs were made. With the reputation as one of Australia's windiest towns, Thursday Island has endured many a gale in its time, with the impacts of cyclones also problematic. From time to time, waterspouts were known to make landfall and create havoc.

By the 1960s, the quarantine station was in disuse. The decision was made to re use the site for housing for the local Islander communities, and for a while the old buildings were used for such accommodation purposes. In due course, these buildings of the quarantine station were pulled down and replaced by the housing of a new suburb called Quarantine. Oddly the jetty tramway, jetty and boiler remained untouched in a semi-derelict state as late as 2003.

In 2003 Torres Shire Council resolved to include the remains of the tramway on its heritage register as part of its



The Burns Philp jetty, looking north towards Victoria Parade, with the company store and the Federal Thursday Island Hotel to the left. Photo: Author's collection

Remaining section of the Quarantine Jetty Tramway, looking north west towards Friday and Good Islands. Photo: Author's collection

new town planning scheme, in an effort to keep the remnants of the last tramway on the island for the posterity. Most of this remaining section exists within the road reservation of Cook Esplanade, which is a gazetted, but unmade, public road.

As the last lengths of the tram line at this point are set in concrete and stone, maintenance is not an issue and it is difficult for them ever to be damaged or removed. To the best of my knowledge, this humble little piece of line is actually Australia's most northerly railway track.

Engineers' Jetty Tramway

In the 1930s, in association with the construction of a diesel power station to supply the town of Thursday Island, a new jetty was constructed on the southern side of Thursday Island between the old Burns Philp Jetty and the main Government Jetty. Its purpose was to supply fuel oil for the power station and in time it also gained a further role as an overflow jetty for the main Government Jetty immediately to the east.

A tramline was laid for the length of this jetty, extending from the cargo shed on the pier front to the Esplanade, where the power station was located cut into the hill below the Grand Hotel. This old diesel power station (operated initially by the Thursday Island Town Council before the Torres Shire Council was established) was notoriously noisy and smoky, chugging away as it generated the electricity for the entire town in a reasonably reliable fashion. The power station, according to the State Electricity Commission, operated on crude oil.

It is presumed that crude oil for the power station was offloaded in drums from the ships to the trolleys and then pushed the distance to the Thursday Island Town Council power station. Other supplies such as oils, grease and replacement machinery and parts, no doubt were trolleyed to the station that way. In 1935, the Auditor General visited Thursday Island and the purpose may have been related to the new jetty and diesel power station.

About 1988, a new power station was built on the northern side of Thursday Island and the old site closed down. But the building remained, and so did the Engineers' Jetty, upgraded to a wharf with a concrete docking area and used for local area passenger services.

Now known as the Engineers' Wharf (rather than Jetty), this is the main point of arrival for visitors to Thursday Island, who must arrive by connecting ferry from Wasaga on Ngurapai Island (location of the district airport). Macdonald's Ferries run ferry services to and from Wasaga seven days a week on a roughly hourly basis, while Peddells runs a twice daily fast ferry to the port of Seisia located on the mainland some 60 minutes sailing time away. Extensively used by travellers from the mainland as well as the local residents, this ferry service also is a significant function of the Engineers' Wharf.

Like the Government Jetty and Burns Philp Jetty tramways, all traces of the former rail access have been removed, at least since the rebuilding of the structure with a concrete deck.

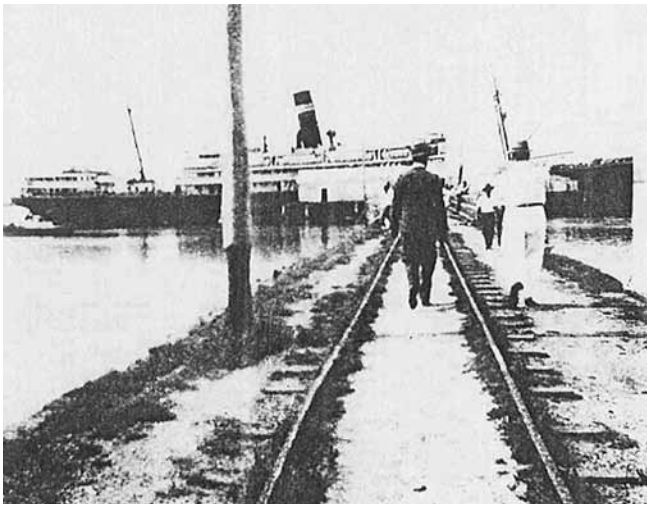
Other Possible Lines

In my exploration of the small island of Waiben, I have exhausted nearly all potential other options for tramways on Thursday Island.

An aerial photo of Thursday Island (taken about 1948) shows an unusual series of ascending embankments and cuttings leading east some three kilometres or more from the base of Milman Hill near Summers Street. At a point in the bushland Water Reserve at the eastern end of the island, above the suburb of Waiben, the cuttings suddenly end. During 2003, I walked the length of this route and was fascinated by it. In places, notably on the flank of Milman Hill above Sadie's Beach, the route looked suspiciously tramway like. However, I have been advised that this series of cuttings was constructed as a slit trench during the final years of the Second World War.

Aspects of this route and its supposed purpose are fascinating though. Near the bottom end, much of the route is on an embankment on a steep grade. Furthermore, there is a missing section to it in behind the so-called Navy Wharf. Abruptly, and for no apparent reason, the cuttings end on the highest point of the watershed above the town water supply dam, also constructed in the 1940s.

There was speculation that the route was associated with the creation of the town water supply dam. Perhaps it carried



The Engineers' Jetty in 1934, showing the 3ft 6in gauge line running along the causeway towards the timber jetty and wharf. Photo: Author's collection

Jetties on Thursday Island

a pipeline, and led from a long removed water tank at the summit of the divide, where the Australian Army had an encampment during the war. The route remains a mystery, one which I have yet to satisfactorily resolve.

One of the councillors of the local shire council has told me of a small jetty and tramway that once existed at Rosehill on the north eastern side of Thursday Island, to dispose of waste. However, I have found no physical evidence of this and nothing else to support the existence of a tramway here. Maps of various ages do not show a jetty at Rosehill and neither does the above-mentioned aerial photograph of TI in the late 1940s.

At Point Vivian, at the south western end of the island where it addresses Muralug (Prince of Wales) Island, a rock groyne was built during the early years of the 20th century adjoining the hospital grounds. A quarry nearby supplied rock material but again no evidence of a tramway has been found.

Likewise, the small quarry at Quarantine, about one kilometre south west of the old Quarantine Jetty Tramway, does not appear to have had a tramway in it or to it. Both quarries were worked for some considerable time and are now disused. In the case of the Quarantine Quarry, plant and machinery remain on site.

While it is still possible that tramways existed on the island other than the five jetty lines mentioned, my belief is that the likelihood is not high.

Finally mention should be made of the slipway tracks that existed east of See Hop Beach in the days when slipways functioned to service the luggers involved in the pearling industry. To a large extent, these days came to an end with the onset of the Second World War, and despite a brief return after the war, the nature of pearling changed forever thereafter. In the winter of 2003, only one of these slipways still remained, and was in use adjoining the Navy Wharf.

Conclusion

Long thought of as a place completely devoid of railways, Thursday Island actually boasted at least five, albeit in the form of manually worked trolley tramways in association with maritime activities. Their day was the heyday of the local shipping and pearling industry, but by the 1930s and 1940s, the role was being usurped by conventional road transport. In later years, the jetty tramways were little more than a curio from the past.

Remarkably, though, even in 2003, one of these five tramways still remained on Thursday Island in the form of the Quarantine Tramway. Moreover, it is to be protected as the last remnant of the island's rail infrastructure in the new town planning scheme for the Shire. They may have been bereft of locos and powered by humankind, but these jetty tramways were railways in the true sense of the word. Hundreds of kilometres away from the nearest main Government railway systems at Cooktown and Darwin, they were arguably Australia's most northerly railways.

Acknowledgments and References

Thanks are extended to the following as sources of material for this article: Bill Shibasaki • Liberty See Kee • Vanessa See Kee • Scott Jesser • Torres Shire Council • Thursday Island Public Library • Horn Island Historical Museum

The reports of the Department of Harbours and Marine (various years) were also a key source.

Steam locomotives on Victorian timber tramways – Part 2

by Frank Stamford

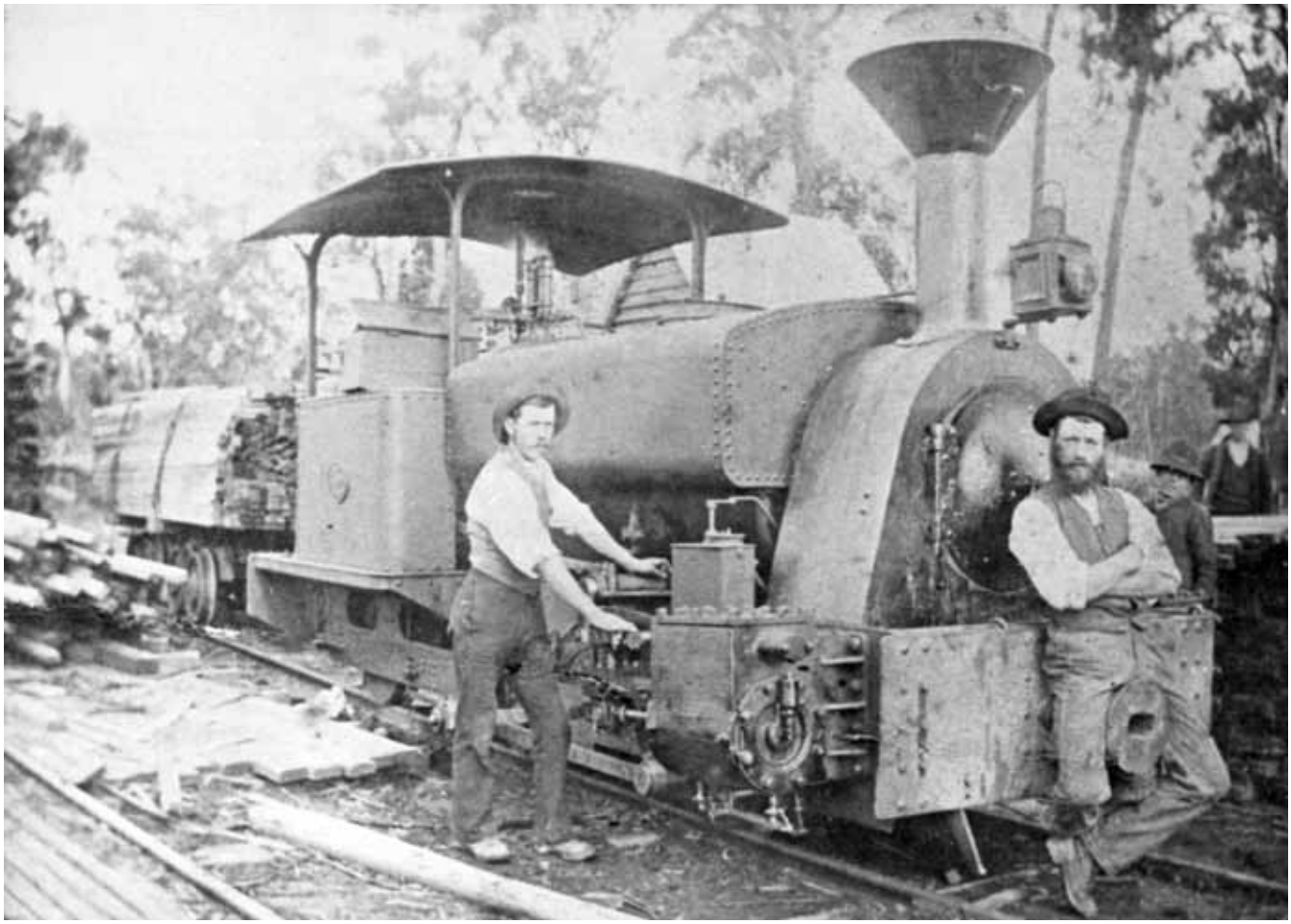
The first 'big' locomotive

The next venture into steam power was significant, since it appears to be the first to involve the purchase of a new locomotive from an established locomotive builder. In 1889 Cropley Bros took delivery of a 3ft gauge Fowler 0-4-2ST (B/No. 5851 of 1888) for use on their Darnum–Ellinbank Tramway in west Gippsland. It weighed 16 tons, had 9in x 14in cylinders, and 30in driving wheels. With those specifications it was much bigger than anything that had so far worked on a Victorian timber tramway. The tramway was substantially laid, using 50 and 60 lb/yd rails from the Victorian Railways, but that did not mean an easy life for the loco. By the time the mill and tramway closed in 1903 it was in very poor condition and it took a long time to find a buyer. It was eventually sold for £194, having cost £1118 fourteen years earlier. It went to Penrose & Oddy's firewood tramway at Mitchellstown, where it was used for a couple of years before going to the Warburton Steam Tramway Syndicate in 1909. They must have been desperate for motive power, for the firebox sides and crown were bulged, and the crown showed signs of collapsing! Engine driver E Totterdell was so concerned about its condition that he resigned.[1]

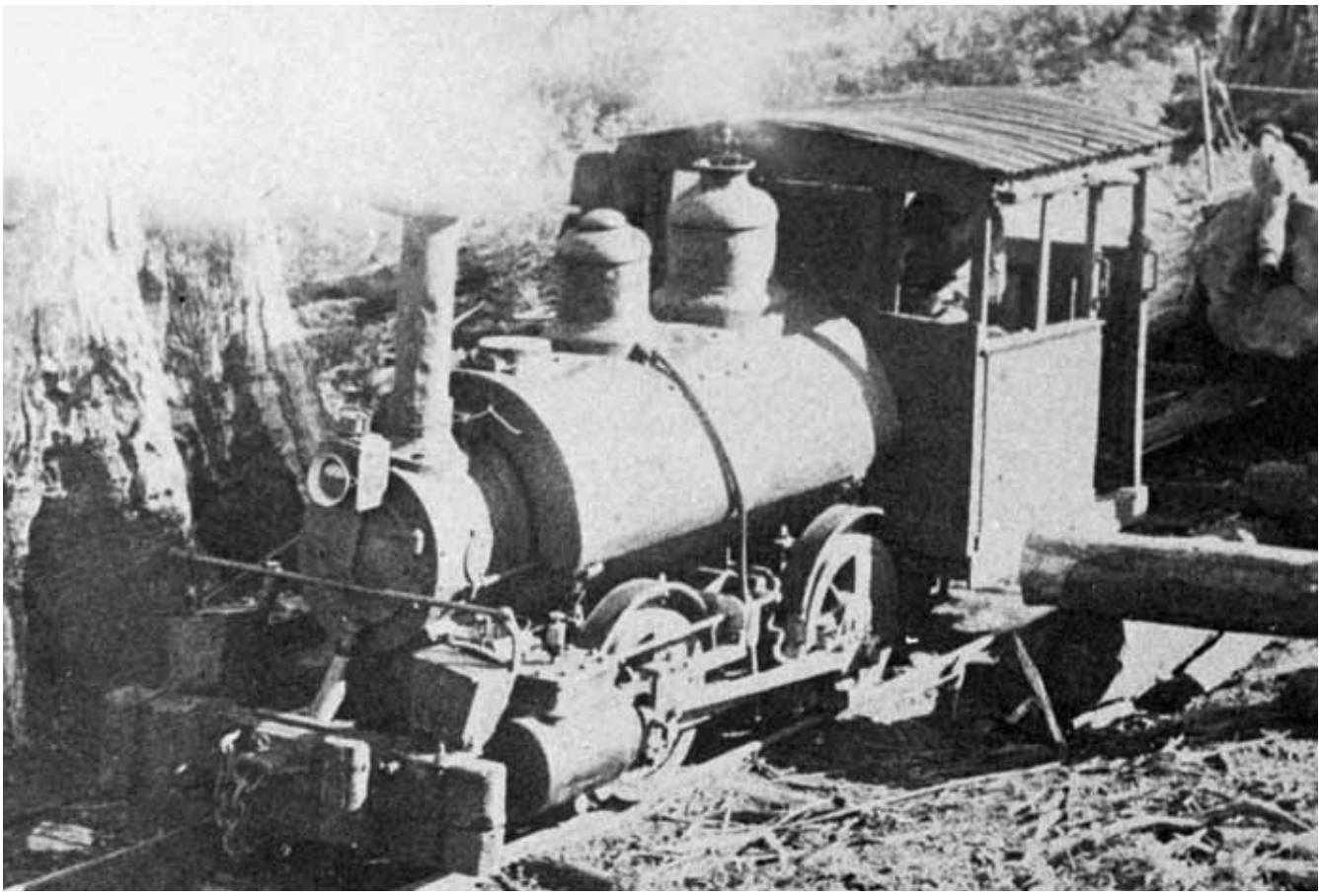
In 1891 Mason & Co Ltd, who had a 3ft gauge tramway at Port Welshpool took delivery of a very small 2-4-0T built by Bagnall (B/No.682 of 1885) named *KHARTOUM*,[2] or *KARTOUM*, which is how it was recorded in Bagnall records.[3] It had 5½ x 9in cylinders, and a rigid wheelbase of only 3ft 6in. Some confusion has existed about this locomotive, but it now appears that it was built for the Beaconsfield Tramway in Tasmania, and there is evidence that it had arrived there by September 1885.[4] Presumably it was named after the heroic (and ultimately unsuccessful) defence of the town on the River Nile which ended in January 1885 with a massacre of the Egyptian garrison and its British commander General Gordon by rebel troops loyal to the Mahdi Muhammad Ahmad. It was certainly not built for timber tramway use, but Mason & Co. Ltd obtained it for their tramway which ran from Hodgkinson, near Hedley, to Port Welshpool. From there the timber was sent by ship. The rails were wooden, surfaced with 14lb Krupp steel. One suspects the locomotive was probably going cheap, and how it performed for Mason is not known, but its subsequent owners found it underpowered.[5]

There was then a hiatus due to the depression in the 1890s, until 1895 when the Australian Seasoned Timber Company purchased a Baldwin 3ft 6in gauge 0-4-0ST locomotive (B/No. 7556 of 1885), which had been used on land reclamation works for the Melbourne Harbor Trust. This company operated a large sawmill in the Plenty Ranges and seasoning works at Wandong. Several locomotives of this type subsequently worked on timber tramways in three Australian states, and their rugged simplicity seemed to suit the work.[6]

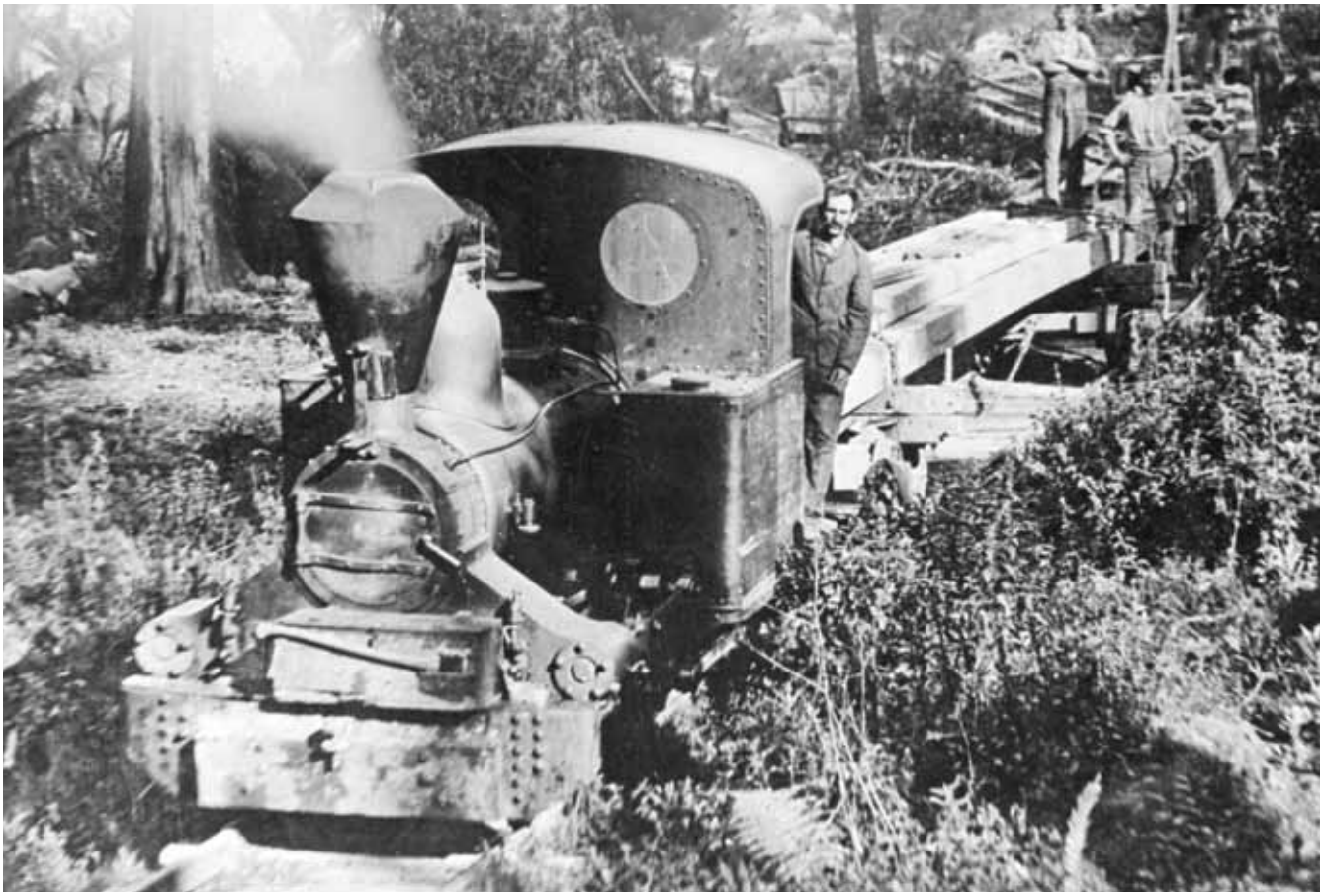
Most steam-operated Victorian timber tramways only had one or two locomotives, but the next firm to use steam traction – Sanderson & Grant, of Forrest, was exceptional in using six, but with never more than three available at one time. The reason for the high number was Alex Sanderson's



3ft gauge Fowler 0-4-2ST locomotive (B/No 5851 of 1888) seen at Cropley's Darnum-Ellinbank tramway c. 1892. Cropley Bros bought it new and used it for 14 years, by which time it was in very poor condition. *Photo: LRRSA collection*



Baldwin 3ft 6in gauge 0-4-0ST (BNo.7556 of 1885) working on the Australian Seasoned Timber Co.'s tramway at Wandong, c. 1898.
Photo: LRRSA collection



Fowler 3ft 6in gauge 2-4-0T patent jack-shaft drive locomotive PARROT *(B/No. 4150 of 1881) at work on Sanderson's tramway, hauling sawn timber from his Noonday Creek mill, c. 1899. It was supplied for sugar plantation use and was found to be under-powered for timber tramway work.*
Photo: LRRSA collection

Locomotive maintenance area at Sanderson's Noonday Creek mill, c. 1904. On the left is Hudswell Clarke 0-6-0ST TOM CUE *(B/No. 378 of 1891), and on the right Bagnall (B/No.682 of 1885) 2-4-0T,* WESTWARD HO *(formerly* KHARTOUM*). Like* PARROT, WESTWARD HO *was not built for use on a timber tramway, and was underpowered. On the other hand,* TOM CUE *performed well, as did identical locomotives working on timber tramways in Tasmania and Western Australia. Photo: LRRSA collection*

constant searching for more suitable motive power, whilst selecting from a somewhat motley collection of second-hand locomotives. The first was a 2-4-0T jackshaft-drive Fowler with 5½ inch cylinders named *PARROT* (B/No. 4150 of 1881), which was built for John Spiller of the River Estate Sugar Plantation at Mackay in Queensland. The locomotive was sold, probably in the period up to 1891 when the sugar mill at River Estate closed, and its subsequent whereabouts are obscure. Seeking a small 3ft 6 in gauge loco, Sanderson purchased it, and it apparently arrived in Forrest sometime in 1899. Sanderson used it to haul sawn timber from his Noonday Creek Mill to Forrest railway station. This involved a steep grade against the load in the last 400 metres, and *PARROT* proved underpowered for the task. In 1901 Sanderson sold it to WW Gunn for his tramway at Crossover.[7]

Sanderson's second locomotive was the 2-4-0T Bagnall (formally *KHARTOUM*, renamed *WESTWARD HO* before it came to Sanderson) used on Mason's tramway at Port Welshpool. It was regauged to 3ft 6in, but where this was done is not known. By 1902 when Sanderson had opened a new sawmill at the Barwon River he needed two locomotives. *WESTWARD HO* having proved also underpowered, this time he bought something bigger: 0-6-0ST *TOM CUE,* (Hudswell Clarke, B/No. 378 of 1891). Before coming to Sanderson, *TOM CUE* had worked on railway construction contracts in Western Australia, and on the North Mount Lyell Railway construction in Tasmania. It had been overhauled in 1900. It is probable *TOM CUE* arrived at Forrest in 1902, and both *TOM CUE* and *WESTWARD HO* were used until Sanderson found something more powerful to replace *WESTWARD HO.*

This came sometime in 1903 or 1904, and was the Baldwin 0-4-0ST (B/No. 7556 of 1885) from the Australian Seasoned Timber Company of Wandong, which had closed due to running out of timber. At Forrest it was known as 'Black Angel'. *WESTWARD HO* was now sold, probably via a dealer, and eventually turned up at Cuming Smith's tramway at Britannia Creek, near Yarra Junction in 1907, still named *WESTWARD HO*, but converted back to 3ft gauge.

TOM CUE and 'Black Angel' seem to have met Sanderson's needs until 10 July 1907 when 'Black Angel's driver 'Hellfire Jack' Southall was killed when the locomotive derailed. At the time there were five people crammed in the cab, and the driver was killed as a result of a log crashing through the back of it. (A similarly fatal accident had occurred at the Australian Seasoned Timber Company's Comet Mill in 1896.) 'Black Angel' was repaired but rarely used thereafter, being considered unsafe due to the ease with which logs could break into the cab.

Sanderson's next, and final, locomotive purchases, were the two engine units of the Victorian Railways' Rowan cars, (Kitson B/Nos T69 and T70 of 1883). These were 0-4-0 vertical-boilered tank locomotives. Sanderson had made enquiries to the VR about purchasing them on two previous occasions, 1901 and 1904, and was successful in obtaining them in 1907. Sanderson converted both to 3ft 6in gauge by moving the underframes in by more than 600 mm and shortening the axles. A wooden-framed cab was fitted, though there is one early view showing one working cabless. They were both known as 'Coffee Pots' at Forrest.

Ex-Victorian Railways Rowan car engine unit (Kitson B/No. T69 or T70 of 1883) regauged to 3ft 6in at Sanderson's Barwon Mill c. 1908. These locomotives performed well, and were popular with the crews. Photo: June Minogue, courtesy Fraser Brown

After PARROT *was found wanting at Forrest, it went to WW Gunn's tramway at Crossover, which had a very steep grade against the load. Not surprisingly, it could not cope and was regarded as "useless". It was abandoned near Crossover for many years, as shown here, c. 1936.* *Photo: Ray Pearson*

These locos appear to have been well liked by the crews, and considered safer than 'Black Angel', as errant logs would hit the high buffer beam, and not enter the cab. Despite that, one of the locos was involved in an accident on 21 November 1907, which killed Alexander Sanderson and his son Marshall. This was due to a bridge collapse, but it is possible the locomotive contributed to the accident due to its relatively high centre of gravity.

The two 0-4-0VBs and *TOM CUE* remained in use until 1919 when tramway operations were scaled down. One ex-Rowan car was taken out of use, and its boiler used to power a winch. The other usually operated the tramway, with *TOM CUE* used as a spare. Steam operations ended on the tramway in 1923. *TOM CUE* was left at Forrest until finally scrapped, whilst the boiler of the second Coffee Pot was also used to power a logging winch.

At Crossover, on the Victorian Railway's Warragul–Neerim South line, W W Gunn commenced sawmilling operations around 1897, and laid many miles of tramways in iron and steel rails obtained from the VR. In 1901 he obtained *PARROT*, the Fowler jackshaft-shaft-drive 2-4-0T from Sanderson, then in 1904 he obtained a Phoenix tram motor from the Bendigo tramways. In later years, one of his locos was described by an ex-driver as "useless", and this was presumably *PARROT*, which had been found wanting at Forrest. However, it is possible Gunn had another locomotive in use as early as 1897, the identity of which is not known. In any case, in *PARROT*'s defence it had to contend with a grade of 1 in 18 against the load at Crossover![8]

The next use of steam traction was on Anderson's Tramway at Warburton, where an extremely odd, four-wheel chain-coupled gear-driven locomotive was tried around 1902. It appears to have been converted from a portable engine, with a single cylinder on top of the boiler, and was apparently intended to work on wooden rails. It is unlikely it ever got past the testing stage, and the only evidence of its existence is a magnificent photograph reproduced in *Mountains of Ash*.

In 1904 the North Long Tunnel Gold Mining Company at Walhalla purchased a new 2ft 6in gauge Bagnall 0-4-0ST (B/No. 1729 of 1904) for use on their firewood tramway to the north of Walhalla. It must have performed well, for in 1906 a second one was ordered (B/No. 1801 of 1907) by the Long Tunnel Extended Gold Mining Co., which had acquired the North Long Tunnel Company. The tramway was well graded, and the company had the resources to maintain its plant and equipment in good condition. It is interesting to note that 2ft 6in gauge was widely used in the tramways around the Walhalla gold mines. As a result, when timber tramways were being established in the Erica area after the opening of the Moe–Walhalla railway in 1910, many of the people who built the first of these had had experience with the Walhalla tramways, and so carried on using 2ft 6in gauge, possibly also using wheel-sets from Walhalla. So, when the Forests Commission Victoria built the Tyers Valley Tramway in 1927 they adopted 2ft 6in gauge, because that was the gauge being used by the saw millers, who would connect to the FCV line. The FCV's choice of gauge had nothing to do with the gauge of the Walhalla railway. However, it had the good long-term

Baldwin 5ft 3in gauge 2-6-0 locomotive MAJOR *(B/No.10067 of 1889) at McIvor Siding, c.1906.* MAJOR *and its identical mate* McIVOR *were light and flexible and perfectly matched for the task.* *Photo: courtesy Miss Mavis Prince*

Bagnall 2-4-0T (B/No. 682 of 1885) WESTWARD HO *at Britannia Siding, near Yarra Junction, on the Britannia Creek tramway, 23 November 1907. This was the official opening day of the Britannia Creek wood distillation works. After about 10 years service the locomotive was replaced by horses, apparently due to its propensity for starting fires in the huge stacks of drying timber at the distillation works. Photo: LRRSA collection*

side effect that Climax locomotive 1694 could have a new life running on the Puffing Billy Railway! Two-foot six-inch was not an ideal gauge for timber tramways, especially for carrying logs, as it was a little narrow and unstable. That is why the great majority of Victorian timber tramways were built to 3ft or 3ft 6in gauge – the track could be less well graded and maintained and still provide acceptable stability.

The Long Tunnel Extended Gold Mining Company sold the two Bagnall locomotives in 1912, when the gold mines closed and the locomotives went out of forestry service.[9]

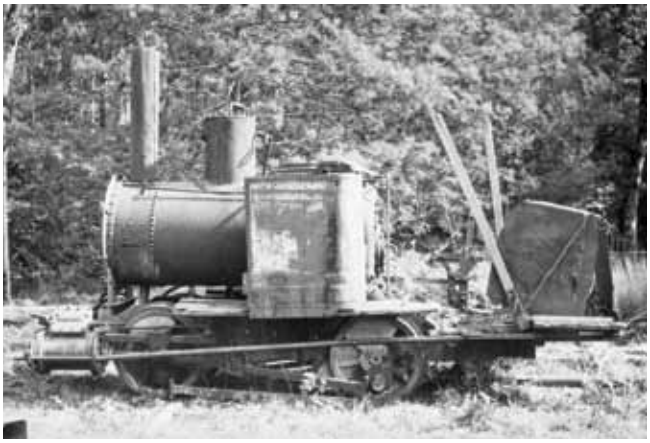
A 5ft 3in gauge tramway

The McIvor Timber and Firewood Company was unusual in using a 5ft 3in gauge timber and firewood tramway, but the gauge suited the relatively flat topography through which the tramway ran. It was about 42 km long, but the route of the outer half changed radically around 1912 when the company moved its operations from the Mitchellstown area to Moorrmbool West. The company was extremely fortunate to be able to purchase two Baldwin 2-6-0 locos, which had been used by Arthur T Robb in the construction of Victoria Dock. These rugged, simple, light and flexible locomotives were ideal for the task, and remained in use until 1925, when they were considered beyond economic repair. To tide the company over for its last two years of operation, it bought a VR W class loco, (Baldwin 4-6-0 B/No. 6622 of 1882). The W class was no heavyweight; its axle loading was less than that of a VR NA-class 2ft 6in gauge loco; but it was nevertheless significantly heavier than the 2-6-0s it replaced, and caused more damage to the light track.[10]

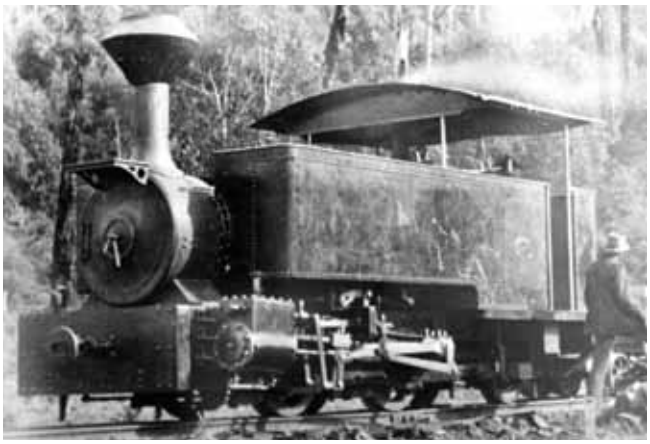
In 1907 Penrose & Oddy purchased the Fowler 0-4-2ST which had worked on Cropley's Darnum–Ellinbank tramway. It was used for only two years on their iron-railed tramway, taking logs to their firewood sawmill at Mitchellstown. The mill closed in 1909 and the locomotive was sold to the Warburton Steam Tramway syndicate. [11]

Also in 1907, Cuming, Smith & Co. established a wood distillation works at Britannia Creek, 5 km from Yarra Junction. This required vast quantities of timber, which was heated in retorts, to enable the extraction of chemicals by a distillation process. They purchased the 2-4-0T locomotive *WESTWARD HO* (Bagnall B/No. 682 of 1885), which had previously been used by Sanderson at Forrest, and before that by Mason & Co. at Port Welshpool. Cuming, Smith was a large well-resourced company, and would have been able to look after the locomotive well, but its performance was apparently not very inspiring, and in about 1917 it was taken out of use and replaced with horses! Horses remained the motive power until the closure of the works in 1924. The locomotive was abandoned and eventually scrapped.[12]

In 1909 Hayden Bros of Barwon Downs took advantage of the availability of redundant steam tram motors from the electrified Bendigo tramways, to provide a locomotive for their 3ft 6in gauge Barwon Downs - Callahan Creek tramway. They purchased two Baldwin 0-4-0ST tram motors (from the batch B/Nos 12241 to 12245 of 1891), one of which was



Ex Bendigo Tramways Phoenix steam tram motor converted from standard to 3ft 6in gauge out of use on WW Gunn's crossover tramway c. 1936. Though not built for timber tramway use, it performed well.
Photo: Ray Pearson



Fowler 3ft gauge 0-4-2T (B/No. 13576 of 1913) of the Warburton Timber and Tramway Co. between Warburton and Big Pats Creek. It was a 3ft gauge version of a standard 2ft gauge Fowler design used on Queensland sugar tramways, even having a tropical cab, which was not well suited to the Warburton climate.

Photo: AP Winzenreid and JL Buckland collection

converted to 3ft 6in gauge by the Geelong engineering firm J. C. Brown & Co. Pty Ltd. The other was cannibalised in the process, and then used as a source of spare parts. Although city street tramways seem a far cry from timber tramways, these Baldwin steam tram motors and their larger Phoenix Foundry derivatives seem to have performed well in the forest. This locomotive remained in service until 1917, when Haydens ceased sawmilling. The locomotive was sold to Cameron & Sutherland, who in turn sold it to the State Rivers & Water Supply Commission for use on the Hume Weir construction.[13]

In 1910 the Warburton Steam Tramway Syndicate built a 3ft gauge tramway to connect La La Siding, at the end of the Warburton railway, to Big Pats Creek, from where a number of tramways penetrated the forest. For their first locomotive they bought the Fowler 0-4-2ST (B/No. 5851 of 1889) from Penrose & Oddy; this was the one originally purchased new by Cropley Bros of Ellinbank. It proved to be a problem due to its terrible condition rather than because of any design fault, and apparently an Andrew Barclay 0-4-2ST locomotive (B/No. 311 of 1888) was purchased as a stop gap replacement. This had been built to 2ft 9in gauge for an unknown New South Wales customer (possibly Leconfield Colliery). It was subsequently converted to 3ft gauge before coming to Warburton. If used at Warburton it was only for a very short time, as it was sold in 1913 to the Victorian Powell Wood Process Ltd for use on their tramway at Powelltown.[14]

The Warburton company must have been satisfied with the basic design of their worn out Fowler, as they went to John Fowler & Co to order a brand new replacement 0-4-2T (B/No. 13576 of 1913). This must have performed up to expectations, for in 1923 they ordered another, slightly larger one (B/No. 15989 of 1923). These two locos worked on the tramway until 1934, when steam operations ceased and rail tractors took over.

There must have been a locomotive shortage in Australia in 1916, as the old Fowler 0-4-2ST (B/No. 5851) was sold to the New South Wales Public Works Department for use at Walsh Island Dockyard, a large engineering establishment. They would have had the resources to rebuild it, but there is no record of it ever actually being used there. The two later Fowlers were sold to Mount Morgan Mines in 1940. At least one of them has survived, in pieces, and is back in Victoria.

Port Albert – logs on 2ft gauge

In 1910 the Port Albert–Mullundung Forest tramway went into operation, but was extremely unusual in being 2ft gauge, and carrying logs on that gauge. It was owned by the Goodwood Timber & Tramway Company, whose owners were Western Australians, involved in the Kalgoorlie & Boulder Firewood Co. That company had 2ft gauge firewood tramways at Beria, near Laverton in WA, and it would seem that the success of those influenced the choice of 2ft gauge for the Port Albert operation. However, the company's Victorian tramway was not a firewood operation, its sawmill producing sawn timber, sleepers, poles and piles.

The first locomotive was an Orenstein & Koppel 0-4-0WT (B/No. 3961 of 1910), which was purchased new. It was followed by a Krauss 0-4-0WT (B/No. 6415 of 1910) also purchased new, and joined in 1913 by Orenstein & Koppel

Orenstein & Koppel 0-4-0WT 'Lily' (B/No. 3771 of 1909) on the 2ft gauge Goodwood tramway at Port Albert – probably the only 2ft gauge line in Victoria built to carry logs in addition to sawn timber.

Photo: Mike McCarthy collection

0-4-0WT (B/No. 3771 of 1909). This locomotive was transferred from the Kalgoorlie and Boulder Firewood Co.'s tramway at Beria, WA. The locomotives were known as 'Amy', 'Mona', and 'Lily', respectively. 'Mona' had the misfortune to explode her boiler in 1914 but was repaired. [15]

The topography of Port Albert meant that there were much gentler hills than usual on Victorian timber tramways, so the smaller locomotives on 2ft gauge could handle the loads adequately, but the large logs on 2ft gauge may have contributed to the unusually large number of accidents on the line. These were not likely to be due to poor maintenance as the company was well-financed and well-managed. The company also employed a locomotive fitter and had a well equipped workshop to look after locomotive maintenance.

This operation ceased around March 1920, and the locomotives were sold, only one of which definitely turned up again on a Victorian timber tramway, but in a very different form. More of that later.

Locomotives for tight clearances

A second 3ft 6in gauge steam-operated timber tramway commenced operation at Forrest in 1911 when Henry & Sons purchased what seemed an amazingly unsuitable second-hand locomotive. It was a very small cabless 0-4-0WT built by Beyer, Peacock, (B/No. 3057 of 1889). The locomotive's first owner was the Moonta Mining Company (later amalgamated into the Wallaroo & Moonta Mining & Smelting Company) of South Australia. It had been built to 2ft 9in gauge specifically for operation on an isolated piece of track in the copper ore concentrating plant, a task for which it was probably very well suited. The design was based on two 18in gauge locomotives Beyer, Peacock had built, one for use within their own factory, and the other for use within the workshops of the London & North Western Railway Company.

At some stage the Wallaroo & Moonta Company converted it to 3ft 6in gauge. At Forrest it was known as 'Tom Thumb'. Henry tried it on his tramway between No.1 Mill and Forrest, but it proved underpowered for this. It was subsequently restricted to working on a 3 km stretch of track running along the river between Henry's big tunnel to the three-road interchange sidings at the junction of the route to the No.2 Mill. This route was reasonably level and the grade favoured the load. The loads consisted of both logs and sawn timber, and the tiny locomotive was able to cope with this. It remained in use until about 1915. It was then abandoned, but was not scrapped until about 1951.

Beyer Peacock 3ft 6in gauge 0-4-0WT locomotive 'Tom Thumb' (B/No. 3057 of 1889) on Henry's tramway at Forrest. Originally built to 2ft 9in gauge it was in other respects identical to an 18 inch gauge loco Beyer Peacock built for use within their own factory. The driver is Alex McLaws. Photo: W Henry LRRSA collection

Henry's 3ft 6in gauge tramway at Forrest had tight clearances, due to a tunnel. To operate it Henry purchased a specially built loco, seen here at Henry's No.1 Mill. It was a Hunslet 0-4-0ST (B/No. 1100 of 1911) with inside cylinders and a hinged funnel. Photo: W Henry LRRSA collection

Henry was limited in the type of locomotives he could use due to the tight clearances in his big tunnel. For that reason he was probably forced to buy a brand new locomotive to use on the outlet tramway from No.1 Mill to Forrest. This led to the purchase of a most unusual 0-4-0ST with inside cylinders. It was built by the Hunslet Engine Co. of Leeds, England, (B/No. 1100 of 1911). The specifications called for a locomotive 5ft wide and 6ft 3in high. To meet the height restrictions, a hinged funnel was provided, and this was lowered when going through the tunnel. The locomotive went into service late in 1912 or early in 1913. It was known as 'Little Green Beetle'. It remained in service until 1935 and was then abandoned in the Forrest railway station yard, being finally cut up about 1951.[16]

To be continued…

End Notes

1. McCarthy, Mike; *Settlers and Sawmillers*, LRRSA 1993, p.115 and 121. McCarthy, Mike; *Mountains of Ash*, LRRSA 2001, p.165, 174, 178, and 179
2. The convention followed for locomotive names is that if the name was officially carried, it is shown in BLOCK CAPITALS. If the name was a nickname, it is shown in Title case with single inverted commas.
3. Baker, Allan C & Civil TD Allen, 2008, *Bagnalls of Stafford: Builders of Locomotives for the World's Railways, A History of the Firm and its Folk* p.615
4. *Launceston Examiner* 1/9/1885 via Richard Horne
5. Winzenreid, AP; *Britannia Creek*, APW Productions 1986, pp.55-60. Bowden, Keith; *The Great Southern Railway*, self-published 1970, pp.43-44.
6. Details from John Browning and Colin Harvey. This corrects details published in *Light Railways* No.65, 'Saga of Sandfly and the Lost Tribe'.
7. Details of Sanderson's locomotives provided by Norm Houghton. See also Houghton, Norm; *Sawdust and Steam*, LRRSA 1975, pp.37-50
8. Details from Norm Houghton and Mike McCarthy; and Frank Stamford interview with AN (Tony) Holden, a former driver on the tramway.
9. Details on identity of locomotives from John Browning.
10. Buckland, JL; 'McIvor Timber & Firewood Company Private Railway, Tooborac', ARHS *Bulletin* No.43, May 1941, pp.56-59. Plummer, Mark; 'Victoria Dock Construction', *Light Railways* No.27, Autumn 1969, pp.16-18
11. McCarthy, Mike; *Mountains of Ash*, LRRSA 2001, p.165
12. Winzenreid, AP; *Britannia Creek*, APW Productions 1986, pp.55-60. Baker, Allan C., 'The First Hundred Bagnalls', *Industrial Railway Record* No.100, pp.239 and 256
13. JC Brown & Co. Pty Ltd, Ledger Book in Geelong Historical Records Centre. See also Houghton, Norm; *Sawdust and Steam*, LRRSA 1975, pp.22-32
14. McCarthy, Mike; *Mountains of Ash*, LRRSA 2001, chapter 8
15. Information on the locomotives from John Browning and Mike McCarthy. This corrects the locomotive information in *Light Railways* No.124 'Goodwood'.
16. Details of Henry's locomotives provided by Norm Houghton. See also Houghton, Norm; *Sawdust and Steam*, LRRSA 1975, pp.51-74

Industrial Railway NEWS

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QUEENSLAND

CSR sugar spinoff

It has been confirmed that CSR is proceeding with the demerger of its sugar and renewable energy business, which will retain the CSR brand in Australia for retail sugar products. Completion of the separation process is expected by March 2010. *Australian Food News* 24/9/09

BUNDABERG SUGAR LTD,
Bingera Mill and Millaquin Mill

(see LR 209 p.20 & 205 p.18)
610mm gauge

Millaquin Mill's Bundaberg Foundry Engineers B-B DH *ELLIOTT* (002 of 1991) derailed at Nedwich Road, Alloway on 23 October, apparently following council regrading work that had deposited dirt in the flangeways at a road crossing. A similar accident had occurred about three weeks before. As the season came to an end in late October, some cane was being diverted from the Millaquin mill area across the Burnett ferry to Fairymead for crushing at Bingera Mill. As Millaquin bins are fitted with link and pin couplers and Bingera with dumbbell couplers, this causes some difficulty for Bingera Mill. Normally cane is transferred across the river in the opposite direction, with Millaquin bins allocated to defined harvesting areas on the Fairymead/Bingera side of the river. The smouldering industrial dispute involving the Company's workforce was finally resolved in late October after the involvement of Fair Work Australia. Fairymead Mill is no more but the loco shed there is still used as an out depot of Bingera Mill. Malcolm Moore 4wDH 1025 of 1943, rebuilt Bingera 1969, is parked at Fairymead but the remains of Ruston & Hornsby 4wDM 339211 of 1953 have gone.

The new River Line at Millaquin Mill links with the former Qunaba Mill area and the Burnett River ferry. The former link between Millaquin and Qunaba at Windermere is still in use so the new line provides enhanced flexibility in transport arrangements from the old Qunaba area.

NewsMail 24/10/2009 via Mitch Zunker & Lincoln Driver; *NewsMail* 26/10/2009; Geoff Driver 10/09; Editor 10/09

BUNDABERG SUGAR LTD, Innisfail District

(see LR 209 p.20)
610mm gauge

A visit in mid-September saw Com-Eng 0-6-0DH 5 *BRAMSTON* (AH2460 of 1962) at work in the **South Johnstone** Mill area while Com-Eng 0-6-0DH 4 *HARVEY* was in use at **Babinda**. South Johnstone Mill's Com-Eng 0-6-0DH 38 (AH4695 of 1965) is stationed south of the 'silver bridge', which locos do not cross, with bins being pushed/pulled across. 38 works the local lines as far as Mena Creek. It was noted propelling empty bins on the Little Tableland line on 23 September. EM Baldwin B-B DH 32 *LIVERPOOL* (10385.1 8.82 of 1982) finally emerged from the workshop at Babinda to do a short trial run on 2 October but didn't enter service before the end of the season a few days later. Meanwhile South Johnstone's Prof Engineering B-B DH *NYLETA* (P.S.L.25.01 of 1990 rebuilt South Johnstone 1993) was withdrawn from service at South Johnstone during the season with mechanical problems. It is also rumoured to be due for a rebuild at Babinda.

Carl Millington 9/09; Scott Jesser 9/09; Shane Yore 10/09

CSR SUGAR (HERBERT) PTY LTD,
Herbert River Mills

(see LR 209 p.20)
610mm gauge

At **Macknade Mill**, EM Baldwin B-B DH 19 (7070.3 4.77 of 1977) returned to service after repairs on 9 September. **Victoria Mill**'s 0-6-0DH *PERTH* (69-682 of 1969) remained at Macknade until the season ended at the end of October, partially because Macknade's Clyde 0-6-0DH 11 (65-383 of 1965) broke an axle in two places on 5 October. Victoria Mill's *CANBERRA* (65-433 of 1965) also went to Macknade on 25 October to cover for a failure.

Victoria Mill's EM Baldwin B-B DH *RYNNE* (5423.1 9.74 of 1974 rebuilt N+P 2008) was not commissioned before the end of the season as a number of modifications had to be carried out. The triangle connecting the Bambaroo and Ingham sides of the full yard at Victoria Mill was finally completed in mid-September. The extension to Cartwright's Loop was also nearly complete by this time with EM Baldwin 4wDH *Sugarworld Shuttle*

The new Millaquin Mill River Line crosses a long low bridge over a floodway shortly before it enters the Millaquin Mill yard. EM Baldwin B-B DH FAIRYDALE *(10048.1 6.82) crosses the bridge light engine heading for the mill on 17 October 2009. Photo: John Browning*

Herbert Valley News - Top: *Victoria Mill's EM Baldwin 4wDH* Sugarworld Shuttle *(9109.1 9.80 of 1980) on a train at 4 Mile on 21 September 2009. Photo: Carl Millington* ***Centre:*** *Macknade Mill plays host to Plane Creek Mill's Model KMX-08 ballast tamper (Plasser 415 of 1995) on 28 September 2009. Photo: Chris Hart* ***Above:*** *Mayhem at Halifax following the derailment of the Victoria Mill bulk sugar train on its way to Lucinda, 21 September 2009. Photo: Carl Millington*

(9109.1 9.80 of 1980), Plasser Model KMX-12T tamping machine *THE PACKER* (445 of 1998) and Plasser Model GWS-75 spot tamping machine (434 of 1997) at work.

Sugarworld Shuttle was unusually noted hauling cane on 21 September when it hauled four empty four-tonne and four loaded 8-tonne bins from Victoria Mill towards Macknade.

On 21 September Plane Creek's Plasser Model KMX-08 tamping machine (415 of 1995), arrived at Victoria Mill from Sarina. Plane Creek's Tamper Model BESM1 ballast regulator BREG2 (1775577 of 1977) arrived at Victoria Mill on about 20 October. Victoria Mill's Plasser Model GWS-75 spot tamping machine moved in the opposite direction and was noted at the Plane Creek locoshed on 23 October.

On 21 September, the Victoria Mill bulk sugar train, hauled by Walkers B-B DH *CLEM H McCOMISKIE* (605 of 1969 rebuilt Walkers 1991 & Solari 2004) was derailed north of Halifax on its way to Lucinda. On 23 September a similar incident occurred in Halifax. In each case, the cause was believed to be worn rolling stock wheel flanges.

In early October, about 100 new build 8-tonne bins were transferred from Macknade to Victoria Mill for service trials. It is understood that there is no trouble putting them through the Victoria tipplers as long as they are kept together.

Preserved Hudswell Clarke 0-6-0 *HOMEBUSH* (1067 of 1914) was used to haul passenger trains on 25 October as usual for the annual Maraka Festival.

Chris Hart 9/09, 10/09; Carl Millington 9/09; Steven Allen 10/09

GYMPIE ELDORADO MINING PTY LTD

(see LR 181 p.21)

610mm gauge

Underground mining operations at the Monkland mine ceased around the end of 2008 and the company currently has a range of mining equipment available for sale and hire. Rail equipment available includes a Dunlop (Bermagui Foundry) 2002-built 4.5-tonne 4wDH with Deutz 50hp engine, an EM Baldwin 3-tonne 4wDH with 45hp Perkins engine (4661.1 7.72 or 4661.2 7.72 of 1972), at least one Gemco 3-tonne 4wBE, 3-tonne Granby cars, and Atlas Copco Model LM57 rail boggers.

Gympie Times 26/11/08; http://www.geminesales.com.au/raillocos.html

HAUGHTON SUGAR CO PTY LTD, Invicta Mill, Giru

(see LR 209 p.21)

610mm gauge

Another temporary interloper was noted on 14 September when Kalamia Mill's Walkers B-B DH *KILRIE* (632 of 1969 rebuilt Bundaberg Foundry Engineers 1992) was noted hauling empties to Clare 6 in company with bogie brake wagon *GIRU* (built 1994), presumably covering a breakdown to Walkers B-B DH *GIRU* (593 of 1968 rebuilt Tulk Goninan 1994) which was parked up by the loco shed at Invicta mill.

The weight restrictions on the Landers Creek and Expedition Pass Creek bridges must now have

been lifted as Walkers B-B DH *CLARE* (593 of 1968 rebuilt Tulk Goninan 1994) was noted hauling full bins north from the Landers Creek bridge on 9 October. Unusually, Com-Eng 0-6-0DH *NORTHCOTE* (AH4091 of 1965) was also seen on a loaded train in the section between Millaroo and Clare. The Com-Eng units do not often come so far south. By contrast, EM Baldwin B-B DH *BURDEKIN* (10212.1 7.82) was noted at Shirbourne, normally the preserve of the Com-Eng locos, on the same day.
Carl Millington 9/09; Scott Jesser 10/09

HYNE & SON PTY LTD, Mundoo
(see LR 206 p.20)
610mm gauge
An inspection of the disused sawmill in Sawmill Road, Mundoo, indicated that it had been operated by Hyne & Son. A number of narrow gauge timber trollies on parallel tracks were noted on site.
Scott Jesser 9/09

ISIS CENTRAL SUGAR MILL CO LTD
(see LR 207 p.24)
610mm gauge
At about 10.30pm on 20 September, Walkers B-B DH *ISIS No.6* (610 of 1969 rebuilt Isis 2002) was derailed when it hit a broken rail just south of Huxley with a load of 51 full bins. The locomotive rolled down a 15 metre embankment and ended up on its side with a fair bit of damage. The two crew members were lucky to end up in hospital with only minor injuries. The locomotive was recovered and taken back to the mill on road transport. It will not re-enter service before the 2010 season.
Brian Bouchardt 9/09; *NewsMail* 22/9/09 via Lincoln Driver

MACKAY SUGAR LTD
(see LR 209 p.21)
610mm gauge
Two of Farleigh Mill's Walkers B-B DH locomotives were involved in a head-on collision on 24 September at Ossa 1 siding between Constant Creek and Denmans Loop on the north coast line. 39 *CEDARS* (693 of 1972 rebuilt Walkers 1997) was at the head of the loaded train while 24 *NETHERDALE* (699 of 1972 rebuilt Walkers 1997) was on the empties. Although this was not a high-speed collision, considerable damage was done to bins and the locomotives.
With *CEDARS* out of action, Walkers B-B DH 38 *MICLERE* (664 of 1970 rebuilt Farleigh 1996) was transferred from Marian Mill to take over the 'master' duties on the Farleigh master/slave pairing.
Daily Mercury 25/9/09 via Hayden Quabba; Hayden Quabba 9/09

THE MULGRAVE CENTRAL MILL CO LTD, Gordonvale
(see LR 207 p.25)
610mm gauge
Com-Eng 0-6-0DH 9 (FC3473 of 1964) and Clyde 0-6-0DH 19 (65-435 of 1965) have recently received a much-needed repaint. It appears that only 10-tonne

Top: *Kalamia Mill's Walkers B-B DH* KILRIE *(632 of 1969 rebuilt Bundaberg Foundry 1992) hauls a loaded cane train past Invicta Mill's Clare depot on 14 September 2009. Parked at the depot are Com-Eng 0-4-0DH* INVICTA *(CA1040 of 1960) and Plasser Model KMX-12T tamper 255 of 1982. Photo: Carl Millington* ***Centre:*** *Items of 2ft gauge rolling stock at the Mundoo sawmill site on 22 August 2009. Photo: Scott Jesser* ***Above:*** *On 21 September a battered Walkers B-B DH* ISIS No.6 *(610 of 1969 rebuilt Isis 2002) is on road transport for return to the mill after its nasty tumble the night before. Photo: Brian Bouchardt*

bins, either bogie or 4-wheel type, are now in use north of Edmonton. Com-Eng 0-6-0DM 3 (A1003 1955) is currently in use as truck shop shunter.
A car was seriously damaged and its occupants taken to hospital on 27 September when it collided with one of the mill's Walkers B-B DH locomotives travelling light engine at a rail crossing with flashing lights operating at Sunflower Drive in suburban Mooroobool.
Carl Millington 9/09; Scott Jesser 9/09; *Cairns Post* 28/10/09

CSR PLANE CREEK PTY LTD, Sarina
(see LR 209 p.21)
610mm gauge
On 23 October, Victoria Mill's Plasser Model GWS-75 spot tamping machine (434 of 1997) was noted at the Plane Creek locoshed. It appears to have moved in the opposite direction to Plane Creek's ex-Mackay Sugar Tamper Model BESM1 ballast regulator BREG2 (1775577 of 1977), which was seen at Victoria Mill on 20 October. This followed Plane Creek's Plasser Model KMX-08 tamping machine (415 of 1995), which arrived in Ingham on 21 September.
Carl Millington 9/09, 10/09; Chris Hart 9/09, 10/09

PIONEER SUGAR MILLS PTY LTD, Pioneer Mill
(see LR 208 p.20)
1067mm gauge
A serious incident occurred on 18 September when a loco driver operating a remote shunting unit (RSU) locomotive was badly injured when he was crushed between the locomotive and cane bins at a siding on McLaughlin Rd in Maidavale. The RSU automatic safety alarm system alerted the traffic office and triggered an emergency response. The locomotive concerned would have been one of the mill's two Walkers B-B DH units.

Top: *A welcome development is the overdue repainting of some Mulgrave Mill locomotives. Here Com-Eng 0 6-0DH 9 (FC3473 of 1964) is pictured at Highleigh Road, Gordonvale, with a train of empties on 21 September 2009. Photo: Scott Jesser* ***Above:*** *Another locomotive to receive a recent repaint is John Fowler 0-6-2T 10 (11458 of 1908) which has been repositioned at Fiji Sugar Corporation's Rarawai Mill, seen here on 7 September 2009. Photo: Kevin Waid*

Industrial Railway NEWS

The AWU announced a ban on the operation of all RSUs at CSR mills and at the same time the company announced that all such units would be dual manned pending the results of an investigation. The company said that it had 19 such units across its seven mills.
On 10 October, Walkers B-B DH *JARDINE* (592 of 1968) was noted crossing the QR diamond at Brandon and heading for Colevale with sixty empty bins. This line is normally the preserve of Clyde 0-6-0DH locomotives. On the same day, *JARDINE* was seen in Sayers Road hauling a 1000+ tonne train of 217 full 4.7 tonne bins and bogie brake wagon 2.
Kalamia Mill's Clyde 0-6-0DH *KALAMIA* (67-569 of 1967) was noted at Pioneer Mill on 10 October. This 2ft gauge locomotive was presumably there for workshop attention.
Townsville Bulletin 21/10/09; CSR Ltd 21/9/09; Scott Jesser 10/09

RIO TINTO ALCAN, Weipa
(see LR 208 p.21)
1435mm gauge
The invitation to tender for the two redundant Clyde Co-Co DE locomotives, R1001 (75-252 of 1975) and R1004 (90-1277 of 1990) was extended beyond the original closing date to 2 October but no further information is available at the time of writing.
Hassall Auctions 9/09; Editor

TULLY SUGAR LTD
(see LR 209 p.21)
610mm gauge
The Tully Sugar Board has criticised the initial bidder's statement from suitor Maryborough Sugar Factory, claiming it contained 'inaccuracies and misleading statements'. It has recommended that its shareholders should take no action at present and warned them of the risk of dwindling dividends in the future if they give up their Tully shares for equity in Maryborough Sugar. Meanwhile disgruntled Tully Sugar shareholders have gathered the necessary 5 per cent vote to call an extraordinary general meeting on November 24 to discuss the takeover proposal.
A new cab for the rebuild and conversion to 2ft gauge of Walkers B-B DH DH36 (618 of 1969) was noted stored in the navvy shed in late September.
Carl Millington 9/09; *The Age* 22/10/09

SOUTH AUSTRALIA

BHP BILLITON, Olympic Dam
(see LR 208 p.21)
914mm gauge
A serious incident occurred on 6 October, when it appears that a fully-loaded ore skip fell to the bottom of the 500-metre deep Clark shaft, sending the balancing empty skip crashing up into the winding equipment at the top and damaging the concrete walls of the shaft on its way. This has had

the effect of putting the main ore haulage system out of commission for months. The company stated that a secondary haulage system, in the Whenan shaft, would be in operation, with ore hoisting reduced to about 25% of capacity until full production resumes.

Probably not unrelated to this accident was a rush order to Clayton Equipment in the UK to supply five large battery boxes, due to be despatched to Australia on 2 November. It is understood that these will be fitted on wagons that can be coupled to the locomotives to supply battery power, and thus allow them to operate in a situation where overhead power supplies are not available. It may also be that the normal driverless automatic operation of the rail system will be temporarily replaced by manned operation.

World Nuclear News 21/10/09; Bob Darvill 10/09; Editor

VICTORIA

McCONNELL-DOWELL CONSTRUCTORS, Bogong Hydro-Electric Scheme

(see LR 208 p.21)

762mm gauge

The 5.7km main headrace tunnel was originally designed at a gradient of 1 in 50, but this was steepened to 1 in 25 in order to decrease the length needed for the head pond drop shaft. This explains why, not surprisingly, some problems were experienced with the traction capabilities of the locomotives put to use in the tunnel. Problems were mitigated by the use of larger locomotives, reducing loads, and implementing more rigorous track maintenance.

By the end of September, the tunnels had been filled with water and the tunnel plug door closed.

Trenchless Australasia 6/09 & 9/09

WESTERN AUSTRALIA

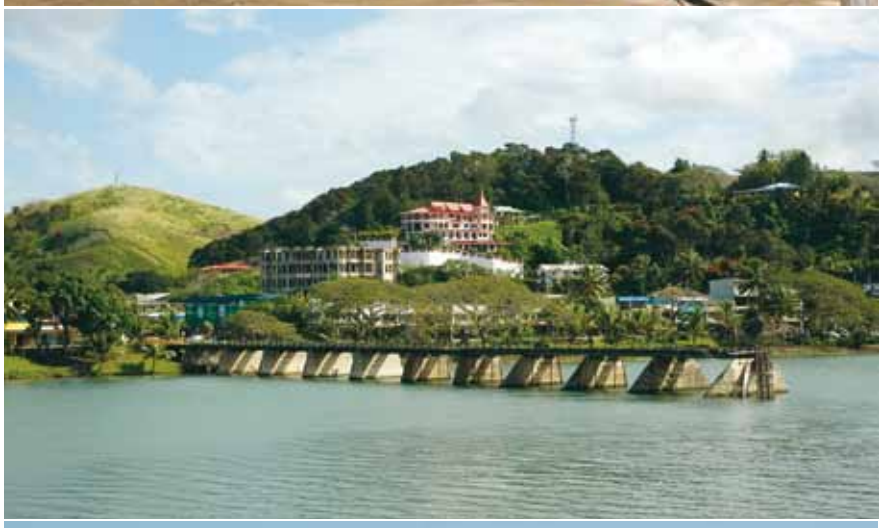
BHP BILLITON IRON ORE PTY LTD

(see LR 209 p.22)

1435mm gauge

BHP Billiton has made application to the Environmental Protection Authority for approval to construct a 23km double track deviation in the Chichester Ranges about 220km south of Port Hedland in the Cowra to Shaw section of the original Mt Newman main line. The project will involve construction of a single track line and crossing loop in the first stage, with an adjacent second track to be built in Stage Two. The new line will be up to around 6km west of the existing main line and will have a gradient against loaded trains of 1 in 300 compared to the present line's gradient of 1 in 182. The project is expected to take about two years to complete after which the current line will remain in use, providing a three track bi-directional main line through the Ranges.

West Australian Railscene e-mag 43 & 50



More Fiji News - Top: *Labasa Mill's EM Baldwin 0-6-0DH 13 (9442.1 4.81 of 1981 rebuilt Ontrak 2435-1 of 2009), now named* CHILLI, *receives final touches at Ontrak's Maraylya works in outer Sydney on 11 September 2009 in preparation for its journey back to Fiji. Photo: Ontrak Engineering* ***Centre:*** *The ruinous state of the Sigatoka bridge following the flood damage of January 2009. This event not only led to the cutting of the line to the left bank of the Sigatoka River but the closure of 45km of the Lautoka-Kavanagasau line. 6 September 2009. Photo: Kevin Waid* ***Above:*** *Lautoka Mill's Clyde 0-6-0DH* Howie *(59-202 on 1959 rebuilt Ontrak 2434-1 of 2008) hauls a very short train of empty trucks at Vitogo, north of the mill, on 7 September 2009. Photo: Kevin Waid*

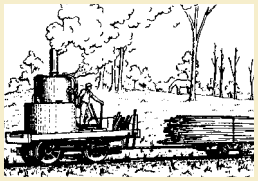
NOR WEST SEAFOODS PTY LTD, Babbage Island, Carnarvon
(see LRN 72 p.18)
610mm gauge
The rail system at the Nor West Seafoods prawn factory no longer operates following the transfer of prawn boat operations to the Carnarvon small boat harbour in 1990. The catch is now trucked to the factory by road. The constant dredging required for jetty access and the prospect of improved working conditions and boat safety were the impetus behind the move. The jetty was taken over by the Carnarvon Tourist Board for the use of the public but it was severely damaged by a cyclone a few years ago and the shore portion was removed. The remainder of the jetty may be demolished. Track remains on the isolated jetty section and from near the shore to the factory fence. Most track in the factory grounds has been removed but a branch into what is likely a workshop remains with rails set in the concrete floor. Unfortunately tours of the factory are no longer available. The 0-4-0BE locomotive is still at the premises and some years before it was decommissioned it received a SS 1.5 Mk.4B Trammer thyristor controller supplied by George Moss Pty Ltd. The rolling stock is not on site and a company representative is unsure if it was donated to the Tourist Board. The area photographed in May 1989 is no longer within the fenced factory grounds and is now largely a sandy waste with a vehicle track giving public access to the shore, but the railway track is still largely intact.
David Whiteford 10/09; John Saje (Nor West Seafoods) 10/09

PILBARA RAIL
(see LR 209 p.23)
1435mm gauge
Rio Tinto has transferred its train control from 7 Mile Yard, Dampier to a purpose built building in Perth following a series of trials and parallel operations in late August and early September.
The Hamersley Iron lines had trackside signals removed quite some years ago and replaced by Integrated Control Signalling System (ICSS), relying on in-cab displays. ICSS is now being extended to the Robe lines, with Deepdale being commissioned in early October. This involved a 6-day shutdown of the line beyond Western Junction.
West Australian Railscene e-mag 43 & 51

SWEETER BANANA CO-OPERATIVE LTD, Carnarvon
610mm gauge
The Sweeter Banana Co-operative has a 610mm tramway system adjacent to its main shed at the corner of North River Road and the N W Coastal Highway, just next to the Gascoyne River Bridge. It was constructed in 1993 when the Co-operative was founded. Four parallel tracks exist, partially under a large awning, and there are traversers at each end to provide a link between lines. There are presently 72 banana transporter wagons on the system and more may be built if production increases. They are numbered, with numbers 68 and 69 noted. The wagons carry balanced 'hoppers' on either side.
The rail system is limited to the property, but a specially designed truck and trailer fitted with rails is used to transport the trolleys between the plantations and the packing shed. Each plantation has a section of rails that the trolleys are delivered onto and also has a simple trailer, fitted with rails, to transport the trolleys around the plantation. Once the growers have picked their bananas, the Co-operative truck collects the trolleys and returns them to the depot rails.
The system was built in Carnarvon but was modelled on a similar system used in north Queensland (around the Innisfail area - Ed). The Carnarvon trolleys are slightly shorter than their Queensland cousins, simply because Carnarvon does not produce as many bananas in one pick.
Jennifer & David Whiteford 10/09; Bryce Guthrie (Sweeter Banana Co-operative) 10/09

FIJI

FIJI SUGAR CORPORATION
(see LR 209 p.23)
610mm gauge
Clyde 0-6-0DH *Howie* (59-202 of 1959 rebuilt Ontrak 2431-1 of 2008) was noted hauling empties at Vitogo, north of Lautoka, on 7 September.
The other two locomotives so far reconditioned in Sydney by Ontrak were for Labasa Mill. Clyde 0-6-0DH *Oscar* (56-91 of 1956 rebuilt Ontrak 2431-2 of 2009) was commissioned there earlier in the year while EM Baldwin 0-6-0DH *CHILLI* (9442.1 4.1981 rebuilt Ontrak 2431-1 of 2009) was to be shipped from the Ontrak works on 24 September. It has been given a different livery from the first two rebuilds, and is painted blue and light grey with black underparts and red connecting rods.
Hudswell Clarke 0-4-0ST 19 (1056 of 1914) has been removed from its display plinth at Lautoka Mill and moved into a corner behind the gate security post as a result of mill upgrade works. By contrast, at Rarawai Mill, Fowler 0-6-0T 10 (11458 of 1908) has been moved outside the mill fence and is freshly painted.
With the Lautoka-Kavanagasau line closed south of Batiri Point, the southernmost depot on the Lautoka Mill system is now Savusavu. Clyde 0-6-0DH 7 (58-196 of 1958) was noted locked in the small shed there on 8 September awaiting mechanical attention from a fitter to be sent from Lautoka.
With the volume of cane delivered by rail already having declined from 33% in 1997 to 25% last year, the use of rail transport following the latest closure will be further reduced. Fiji Sugar says it is reviewing the railway system to consolidate operations to areas where they are commercially viable.
Meanwhile, harvesting began in the Olosara sector on 28 September with 84 Kavanagasau farmers having to transport their cane by road all the way to Lautoka Mill, a distance of up to 130 kilometres. The Fiji Chamber of Commerce & Industries has suggested that they turn to lamb production.
Kevin Waid 9/09; Steve Lewry 9/09; *Fiji Times Online* 29/9/09 & 10/10/09; Fiji Daily Post 29/9/09



LRRSA NEWS

MEETINGS

ADELAIDE: "Christmas Film Show"
The 2009 Christmas Meeting will be a Film Evening at the Oaks Theatre. Please bring a plate of supper and a bottle of drink.
Contact Arnold Lockyer on (08) 8296 9488 for details.
Date: Thursday 3 December at 7.15pm.

BRISBANE: "Mike Loveday Trophy"
The Annual Photo Competition for the Mike Loveday Trophy. Each member can submit three print photos or three slides. Bring a plate of Christmas goodies for our breakup.
Location: BCC Library, Garden City Shopping Centre, Mount Gravatt.
After hours entrance (rear of library) opposite Mega Theatre complex, next to Toys'R'Us.
Date: Friday 11 December at 7.30pm. Entry from 7pm.

MELBOURNE: "Doorstops, tanks, and monkeys"
John Peterson will give a presentation on the phosphate railways of the lesser-known Pacific Islands of Angaur and Makatea.
Location: Ashburton Uniting Church Hall, Ashburn Grove, Ashburton.
Date: Thursday, 10 December at 8.00pm

SYDNEY:
The NSW Division's next meeting will take place in February 2010.
See the February issue of *Light Railways* for details, or contact Jeff Moonie, on (02) 4753 6302.

LETTERS

Dear Sir

A locomotive named *NEWCASTLE* (LR 201)

I am forwarding a recently discovered photograph of the Newcastle Coal Mining Company's locomotive *NEWCASTLE*.

It was taken by Ralph Snowball in 1885, soon after the loco had been sold to the Burwood Coal Mining Company for use on their Red Head Railway along the sea front, south of Merewether NSW.

The cab is away being modified to permit the locomotive to work through the twin timber-lined tunnels on the new line. The front spectacle plate has already been shaped (probably by cold chisel and file) to fit the contour of the tunnel supports.

The background indicates that the work was done in the old Victoria Tunnel workshops adjacent to the Newcastle 'A' Pit Colliery.

When my article 'A locomotive named *NEWCASTLE*' appeared in *Light Railways* 201, it included the only two photos I could find of the engine. It only goes to show, all things come to those who wait.

John Shoebridge
Dora Creek, NSW

2ft gauge wheelset on display at the Kabatepe Museum, Gallipoli, 13 July 2009. Photo: John Kramer

Dear Sir,

Light railways of the Gallipoli campaign (LR 206)

On a recent visit to Turkey I spent half a day inspecting the Gallipoli Battlefield. On 13 July, 2009 at the Kabatepe Museum, I noted a two foot gauge railway wheelset displayed with various other Australian artefacts. There was no further information available, but it would seem likely to have been in use on one of the railways on the Gelibolu Peninsula as described in LR 206.

There seems a clear need for some detailed site inspections, something which was not possible during my visit. The Gallipoli Battlefield requires at least several days to do it justice. An amateur Industrial Archeologist could readily 'kill two birds with the one stone' if he/she could base themselves for several days in one of the local towns. A hire car would probably be advisable to provide sufficient flexibility to make adequate inspections.

A further article for *Light Railways* is waiting to be written!

Dr John Kramer
Woolgoolga, NSW

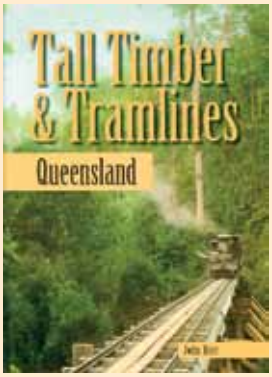
LRRSA ONLINE DISCUSSION GROUP

Have you joined the LRRSA's email discussion group yet?
See: http://au.groups.yahoo.com/group/LRRSA/ and click on "Join This Group"!

Beyer Peacock 0-4-2ST locomotive, NEWCASTLE *(B/N 1876 of 1879) stands adjacent to the Newcastle Coal Mining Company's workshop in the Glebe Valley near Newcastle NSW. Photo: R Snowball, from N Barney Collection, courtesy Newcastle University Cultural Collections.*

New from LRRSA Sales ...

Tall Timber & Tramlines Queensland



By John Kerr

Published by the LRRSA.

Describes all Queensland timber tramways known to the author.

Soft cover, 104 pages, A4 size

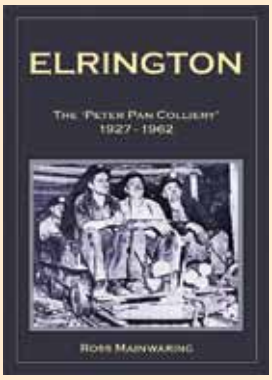
90 photographs, 28 maps and diagrams,

References, bibliography, and index.

Price $29.95 plus postage
($22.46 to LRRSA members)
Weight: 520 gm

Elrington

The 'Peter Pan Colliery' 1927 – 1962



By Ross Mainwaring

Published by the LRRSA.

A coalmine and its railways near Cessnock NSW, established by the BHP in 1927.

Soft cover, 96 pages, A4 size

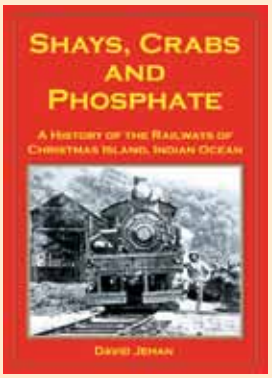
64 photographs, 9 maps and diagrams,

References, bibliography, and index.

Price $25.95 plus postage
($19.46 to LRRSA members)
Weight: 460 gm

Shays, Crabs and Phosphate

A History of the Railways of Christmas Island, Indian Ocean



By David Jehan

Published by the LRRSA.

Soft cover, 136 pages, A4 size

Over 160 photographs, 14 maps and diagrams,

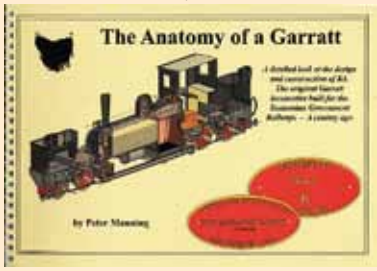
References, bibliography, and index.

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

The Anatomy of a Garratt

A detailed look at the design and construction of K1. The original Garratt locomotive

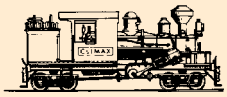
Published by Peter Manning Design & Drafting



64 pages, A4 size landscape, card cover spiral bound, about 350 illustrations.
Price $39.95 plus postage
($35.96 to LRRSA members)
Weight 320 gm

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

Buy securely on line,
see our web site:
www.lrrsa.org.au



An invitation to join the LRRSA ...

Membership of the LRRSA offers you:

- Light Railways magazine, mailed to you six times a year
- Substantial discounts (usually 25%) on LRRSA publications
- Opportunity to purchase Light Railway News on CD-ROM
- Meetings in Adelaide, Brisbane, Melbourne and Sydney
- Tours to places of light railway interest

Annual Subscription for year ending 30 June 2010 is $48.00
Includes LR Nos 208 to 213 (Overseas by airmail: NZ, PNG, Japan, South-east Asia - $A60.00; Rest of world - $A75.00).

- If joining in June or July pay $48.00 ($60.00/$75.00 overseas) and receive 6 issues of Light Railways (Nos 208-213).
- If joining in August or September, pay $40.00 ($50.00/$62.50 overseas)and receive 5 issues of Light Railways (Nos 209-213)
- If joining in October or November, pay $32.00 ($40.00/$50.00 overseas) and receive 4 issues of Light Railways (Nos 210-213).
- If joining in December or January, pay $24.00 ($30.00/$37.50 overseas) and receive 3 issues of Light Railways (Nos 211-213).
- If joining in February or March, pay $16.00 ($20.00/$25.00 overseas) and receive 2 issues of Light Railways (Nos 212-213).
- If joining in April or May, pay $56.00 ($70.00/$87.50 overseas) and receive 7 issues of Light Railways (Nos 213-219).

Application for membership of Light Railway Research Society of Australia Inc. P.O. Box 21, Surrey Hills Vic 3127

I, _____
(full name of applicant)

of _____

_____
(address) (postcode)

_____
(occupation)

desire to become a member of the Light Railway Research Society of Australia Inc. In the event of my admission as a member, I agree to be bound by the rules of the Society for the time being in force. I enclose cheque/money order for $48.00, or please charge my Visa/Mastercard No.

_ _ _ _ . _ _ _ _ . _ _ _ _ . _ _ _ _ Expires _ _ . _ _

Name on Card_____

Signature_____

Book Reviews

Stand together: the story of cane grower representation at Mackay

by Bill Kerr

A4 size, card cover. 176 pages copiously illustrated with 220 black & white and 75 colour photos. Published 2009 by Mackay Canegrowers Ltd. Available from the publisher at PO Box 117, MACKAY 4740 for $37 plus $10 postage/packing.

This interesting and very well presented book has been put together for Mackay Canegrowers by a former long-standing editor of *Australian Canegrower*. It is well researched and draws upon a wealth of interesting source material to provide many good insights into the social history of cane growing in the Mackay district. Apart from a number of mini biographies of key district personalities in the cane growers' movement, it also features much other interesting information about cane farming, harvesting, cane transport, milling and raw sugar transport. It also provides a summary account of the history of industry regulation and deregulation. There are many fascinating historical photographs in black & white as well as more contemporary colour shots. Included is a fair selection of cane railway pictures.

The book is of significant interest to anyone wanting to gain a better understanding of the cane industry and thus the context within which cane railways have developed. For those more focussed on train operations the section on cane transport includes accounts of two 2ft gauge steam locomotive-worked feeder tramlines, at Carmila and Silent Grove. The author is working on providing an article on these lines for a future edition of *Light Railways*. Recommended.

John Browning

Lithgow State Coal Mine: a pictorial history – stories of the mine and some of its workers

by Ray Christison

A4 size, card cover. 122 pages illustrated with 90 historical black & white photos, 14 colour photos and 6 plans/diagrams. Published 2009 by The City of Greater Lithgow Mining Museum Inc. Available from the publisher at PO Box 617, LITHGOW 2790 for $29.95 plus $10 postage/packing. Order form available at http://www.statemine.org.au/shop.htm

This well put together illustrated history provides an account of the State Coal Mine, which operated at Lithgow from 1924 to 1964. The story of the colliery, a NSW State Enterprise, is well told to help the reader to understand many aspects of the everyday lives of the men who worked there. One confronting feature is the accounts of work-place fatalities which were not infrequent and apparently regarded by many as just part of a coal miner's lot.

Coal transport underground was by narrow gauge railway until the late 1950s, with continuous rope, horse, and later locomotive haulage used. The rail system was also used for man transport. Rail operations were among the many hazards that could (and did) end men's lives prematurely. The horses that moved the coal skips under-ground all had distinct personalities and were well loved by the men. Affection for these four-legged co-workers was reflected in the fact that the mine even owned a special coal skip with flangeless wheels to enable it to be hauled by one of the mine horses in local street parades.

This book is an excellent addition to the growing body of material that chronicles some of the rich coal mining history of New South Wales. Recommended.

John Browning

RESEARCH

British War Department Hunslet 4-6-0T, Apedale, UK

Ian Hughes of The War Office Locomotive Society in the United Kingdom is seeking information and photos from LR readers regarding the repatriated former War Department narrow gauge 4-6-0T 303 (Hunslet Eng. 1215 of 1916) in service in Australia (see LR 186, p. 30; LR 195, p.30). As part of fundraising for the full restoration of the locomotive to operating condition, Ian is compiling a small book on its history that will provide as much detail as he can find. Last reported to be on static display at the Locomotion Museum at Shildon, Hunslet 1215 is now stored at Aperdale.

In summary, the Australian history of the locomotive is that it was originally supplied to Bingera Mill, near Bundaberg, Queensland, where it was known as *HUNSLET.* It was rebuilt with a Bundaberg Foundry boiler in 1944, and sold to the Invicta Mill at Giru in 1956. There the tanks and cab were replaced with those from Hunslet 1226, bearing the name *INVICTA,* and a diamond stack was fitted. Details found during the initial assessment by the Society include the bogie trailing axle being off Hunslet 1219, replacement of the lead coupling rod ends with ones fitted with a plain bearing (instead of a split adjustable type) with replacement of the crank pins to suit. The connecting rods have been cut cleanly about halfway and rewelded, while there is evidence of weld repairs to both the big end forks and a bit of 'bush repair' with a piece of brass having been brazed to the back on one big end bearing where it had worn through!

Ian is keen to learn of any incidents, accidents or repairs that took place during the locomotive's operating life in Australia. Readers with information can contact Ian at hughesi.460@btopenworld.com OR write to the LR Editors at PO Box 674, St Ives NSW 2075 and we will pass it on.

Tyldesley Colliery history, NSW

The City of Greater Lithgow Mining Museum Inc has published a new book by Ray Christison on the history of coalmining in the Western Coalfield. The book titled *Tyldesley: The village that disappeared*, focuses on the story of the Great Western/Tyldesley Colliery that operated from 1904 to 1960 and the village that grew around the mine's headworks. It also includes a brief history of the neighbouring village of Cullen Bullen and the collieries that operated in the Cullen Bullen district. The 120-page A4 landscape format book has 70 images in greyscale and colour, and retails for $29.95. Copies are available from the Lithgow State Mine Heritage Park & Railway: www.statemine.org.au

Hen & Chicken Mine, Silverton NSW

On a recent visit to the Daydream Mine, a tourist feature at Silverton in the Far West of NSW, Alf Atkin photographed a display of railway

The ex-Hen & Chicken dewatering truck on display at the Daydream Mine at Silverton. *Photo: Alf Atkin*

rolling stock used in local mining operations. They included a small water tank mounted on a four-wheel skip frame which, according to the accompanying sign, was a dewatering truck used at the Hen & Chicken Mine to get water from the underlay. Alf is seeking feedback from readers on the history of the Hen & Chicken Mine and the functions of this particular vehicle. Were vehicles of this type regularly used in hard rock mines?

Monte Christo Mine, Bingara NSW

Cluff Resources Pacific NL is exploring for diamonds on the old field near Bingara in NSW. Recent excavations, apparently at the old Monte Christo mine site, have uncovered narrow gauge railway tracks including a set of points.

The Mining Chronicle September 2009, via Ray Graf

Jeff Davis gold mine, Crooked River, VIC

Since its publication almost thirty years ago, Bob Christie and Geoff Gray's book *Victoria's Forgotten Goldfield* (High Country Publishing, 1981) has brought to general notice the gold mines of the Upper Dargo River and adjacent Crooked River, situated on the rugged southern fall of the Great Divide, in eastern Victoria. Generally known as the Crooked River field, the early-1860s rush resulted in a number of towns coming into existence almost overnight, and when the gold petered out the towns disappeared just as fast—Hog Town, Bull Town, Ram Town (later Talbotville) and Grant, amongst others. The American Civil War was well underway when someone's recently-deceased hero, General 'Stonewall' Jackson, was honoured with a new town being named after him. Appropriately, Stonewall served the nearby Jeff Davis mine and lasted about as long as the Confederate President and the mine named after him.

The Jeff Davis reef was discovered in early 1864 and found to be exceedingly rich—up to six ounces to the ton. The Jeff Davis Prospecting Quartz-mining Co. was formed, equipment ordered, battery erected and mining commenced. Initial crushings in early 1865 proved very rich, yet a year later the mine closed due to greatly diminished returns. Briefly reopened in 1867, it barely lasted another year. It appears that the mine was then worked on tribute for about

TUESDAY, JUNE 4.
At Twelve O'Clock.
Jeff Davis Prospecting, Quartz-mining Company (Registered),
Crooked River, Gipps Land.
MINE, PLANT, and MACHINERY.
To Miners, Speculators, and Others.

GEMMELL, TUCKETT, and Co. have received instructions to SELL by AUCTION, at their rooms, 49 Collins-street west, on Tuesday, 4th June, at twelve o'clock,

The whole plant and mine of the Jeff Davis Prospecting, Quartz-mining Company (Registered), Crooked River, Gipps Land,

Consisting of

First-class battery, of 10 stampers, with utensils, tools, &c., of every description, suitable for mining purposes, erected at a cost of £4500, and now in full working order.

In 1865 this mine was famous for the quantity of gold raised and large dividends paid to the shareholders, and it only now requires a moderate outlay to render it one of the best investments in the colony.

All particulars can be obtained either from Messrs. Pearson, English, and Peck, Sale; or of the auctioneers, 49 Collins-street west, where an inventory of plant and stores can be seen.

Terms at Sale.

Auction notice for the disposal of machinery from the Jeff Davis mine, published in Melbourne newspaper The Argus.

fifteen years before the machinery was sold to the nearby Lone Hand GMC and removed to their mine on Good Luck creek, a tributary of the Crooked River. Like many mines on the Crooked River, the richest ore was near the surface and returns rapidly diminished at depth.

Following the 2006 Alpine bushfires, many long-lost mining sites became accessible again; this good fortune was quickly tempered by heavy rains and floods in some of the fire-affected areas that caused considerable damage to a number of significant mining sites. Not far from the Jeff Davis mine, the old Good Hope battery site and its machinery was totally obliterated and the Mountaineer battery was washed into the creek. A couple of times a year, a group of miners and local historians makes its way into the wilds to try to find the more remote and forgotten locations in order to map and record the remains before nature reclaims them again (or, worse, morons vandalise them).

Remains of a wooden set of points in the lower adit underground at the Jeff Davis mine, 18 October 2008. The timber at right shows how the round sleepers were notched to accept the wooden rails. Photo: Andrew Swift

Doing accurate site surveys is an essential part of research and contributes greatly to one's understanding so in October last year it was decided to explore and record the Jeff Davis site. Access was via Grant and the Bulltown Spur 4WD track, to the junction of Good Luck Creek and the Crooked River; then on foot to make the relatively easy stroll along a section of water race which is now used as part of the McMillan's Walking Track (a lengthy track, skirting the southern edges of the Divide in Victoria). The Jeff Davis battery site (no machinery left) and the base of the incline tramway (where lies the broken head sheave wheel from the incline that someone has rolled down the hill) are right on the track. From here one needs to make the very steep ascent up the incline to the mine workings, where the views are as impressive as the site. The site does receive some visitation though fortunately perhaps not too much. In the 1890s there was a brief revival in mining (possibly due to the depression) and some features at the site date from this time.

All professional mining safety measures were taken in accessing the lower adit at the Jeff Davis where in the nice dry environment (unlike many mines) were found, among other things, some well preserved timber rails with dowel spikes as well as iron fittings on the points. Considering they date from the 1890s their state of preservation is quite remarkable. The various towns and mines of the Crooked River area offer many interesting sites for the diligent and careful researcher. NB: Never enter any mine unaccompanied and without proper safety measures being taken by a properly trained person.

This report comes from Andrew Swift, whose primary research interests focus on the mines of Bright and Wandiligong. For more photographs of discoveries at mines in the Victorian North-East, visit his website www.heritagerat.com.au

- Andrew Swift with additional notes from Phil Rickard

Heritage & Tourist

Our maturing preservation movement

2009 marks a number of important milestones for the light railway preservation movement in Australia. In this issue we bring you reports on special events held by the Alexandra Timber Tramway & Museum in Victoria and the Richmond Vale Railway Preservation Cooperative Society in New South Wales to celebrate their 30th anniversaries. The Durundur Railway in Queensland will host a special event on 6 December to formally mark the 30th anniversary of its operations at Woodford, while in the west the Bennett Brook Railway is also celebrating 25 years of operation at Whiteman Park. In our October issue we featured the special open day hosted by the Illawarra Light Railway Museum Society at its Albion Park site on 2 July 2009 to mark the 30th anniversary of its incorporation as a registered company. Of course, these groups were pre-dated by the Puffing Billy Railway, which reopened as a heritage tourist line on 28 July 1962.

These milestones provide the opportunity to look back and reflect on the trials and tribulations faced by the railway preservation movement over the past 30 years. Certainly this period has seen a number of well-meaning groups set out on the preservation road with an initial enthusiasm that waned and died, while those that are still with us have managed to transfer the enthusiasm, skills and dedication of their founders to a new generation. Clearly, the ability of railway preservation groups to attract a new generation of volunteers and maintain their involvement is critical for survival. In addition, it is apparent that ongoing viability requires a continued response in terms of the experience that visitors gain from a visit to the railway that meets changing market expectations. Our most successful light railway preservation groups are providing a range of special trains trips aimed at particular market segments and/or they are investing in museum features to interpret the history of their railways in an interactive manner with their audiences. This trend will not necessarily be limited to the well-known preserved railways located near the large tourist markets of our major cities; there will continue to be a role for smaller operations that integrate well with their regional tourism markets and deliver a professional and friendly manner that generates a steady flow of visitors by word-of-mouth. Overall, we will probably see less groups trying to operate trains and more telling the story of a local industrial railway in an innovative manner using the heritage artifacts of that operation.

Bob McKillop

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

NEWS

Queensland

AUSTRALIAN SUGAR CANE RAILWAY, Bundaberg
610mm gauge
Bundaberg Steam Tramway Preservation Society Inc.
The BSTPS was honoured to have a junior member, Nathan Williams (aged 17), selected as a speaker at the International Rail Heritage Conference 'Opportunities and Challenges' held at the Workshops Rail Museum, Ipswich on 15-17 October (LR 208, p. 28). Nathan is in his final year at Shalom College in Bundaberg. Following his presentation to the conference, the Mary Valley Heritage Railway at Gympie asked Nathan to speak at one of their meetings in the near future. Wendy Driver, 10/09

BALLYHOOLEY STEAM RAILWAY, Port Douglas 610mm gauge
Updating the report in LR 203 (p. 27), the Ballyhooley Steam Railway had its annual accreditation audit and boiler inspections during October 2009 with two officers from Queensland Transport undertaking detailed site in sections. The two 0-6-2T locomotives *BUNDY* (Bundaberg Foundry 2 of 1952) and *SPEEDY* (Bundaberg Foundry 6 of 1953) passed their boiler inspections, while the audit resulted in three recommendations: two relating to updating of the accrediation manuals and one setting a program for the upgrade of the BSR track. The inspectors expressed concern at the availability of volunteers to maintain operations at the required level, but were reassured by a formal undertaking that Mossman Mill would provide assistance as required. In response to the track upgrade recommendations, John Morris, Peter Lloyd and two Mossman Mill sugar tramway officials have prepared a detailed schedule of works to be carried out over coming months.
Peter Lloyd, 10/09

Due to a total fire ban, the former Marian Mill Gemco 4wDH (George Moss 1965) was used to haul passenger trains at Woodford on Sunday 18 October 2009. Brian Webber photographed the train with a good loading of passengers.

DURUNDUR RAILWAY, Woodford
610mm gauge
Australian Narrow Gauge Railway Museum Society
In preparation for its 30th anniversary celebrations, and the centenary of the line to Woodford, ANGRMS published a special issue of the *Durundur Railway Bulletin* (Volume 30, No. 300) in October featuring photographs of the early years of the Society and its move to Woodford in 1979.
Work on restoring ex-QR rail motor trailer PL111 to enable the railway to cater for higher passenger loadings commenced in July. Meanwhile, restoration of ex-Mulgrave Mill 0-6-0DM No. 1 (Baguley/RMP 3377 of 1953) has seen the rust areas removed from the bonnet, which has been reinstalled. In addition, the stalled project to restore ex-Victoria Mill 0-6-0 *MELBOURNE* (Hudswell Clarke 1701 of 1938) to service has been reactivated. The cab roof and boiler lagging were removed in mid-2009 to facilitate a boiler inspection when Pleystowe Mill No. 5 (Bundaberg Foundry 5 of 1952) receives its annual check.
Durundur Railway Bulletin No. 299, July/August 2009

SUNSHINE PLANTATION, Nambour 610mm gauge
Receivers were appointed to the Big Pineapple tourist complex in October 2009 and placed it on the market, putting the long-term future of this recently heritage-listed tourist complex at risk. The complex, which includes the tourist railway with its two steam outline 4wDH locomotives rebuilt by EM Baldwin from Ruston & Hornsby units used at Berrima Colliery in NSW, had been owned by Sydney businessman Greg Hayes since the 1990s when he purchased it from News Limited.

The business owes financiers $30 million, some $10 more than the expected sale price of the 170 ha property. The property comprises two parcels with 16 allotments on 15 titles and is located on the outskirts of Nambour. In late October a spokesman for the agents managing the sale, Ray White, stated that there was 'strong interest in the site, ranging from those looking to use the existing facilities to investors and developers ... However, the land is zoned rural so intense development will not be allowed, at least in the short term.' The business of The Big Pineapple is excluded from the sale, which suggests the sale would have limited immediate impact on tourist train operations. The tender for the property was to close on 24 November.

Travel News; news.com.au, 16 October 2009; *Sydney Morning Herald*, 30 October 2009

New South Wales

THE JUNCTION SHOPPING VILLAGE, Newcastle

Readers who have followed the recent series of articles in *Light Railways* on railways in the vicinity of Merewether NSW, will be aware that the Newcastle Coal Mining Company's line (the one-time Burwood Tramroad) crossed Glebe Road at The Junction, right on the (present-day) intersection with Watkins and Kenrick Streets. Today this area has become a popular upmarket shopping village.

In March 2008 the NSW Road and Traffic Authority (RTA) commenced the installation of traffic control lights at the location of the former railway crossing. During this work the remains of the rail track across the crossing were removed. These comprised heavy BHP section flat-bottom rail and associated timber guard strips. They showed evidence of previous displacement and damage, probably inflicted when the road was last resurfaced and they have been stored at the Newcastle Council works depot until their heritage value can be determined.

Subsequently, in conjunction with the restoration of the footpaths, Newcastle City Council commissioned an interpretive panel (with photos) to indicate the origin of the name and the history of the location. Pavers in the footpath have also been aligned to indicate the position of the railway tracks crossing the street. The panel was put in place during September 2009, the work being designed and supervised by Newcastle Council's outdoor architect, Ms Amy Woods, with historical advice from LRRSA Member John Shoebridge.

John Shoebridge 10/09; Newcastle City Council website

The recently upgraded footpath at The Junction shopping village in Newcastle with pavers showing the location of the former Newcastle Coal Mining Company's railway line. The interpretative panel is in the background. Photo: John Shoebridge

The restored former Muswellbrook Colliery Company non-air coal hopper wagon No. 16 was displayed for photographers in August 2009. Photo Graham Black

RICHMOND MAIN HERITAGE PARK, Kurri Kurri

1435mm gauge

Richmond Vale Preservation Cooperative Society Ltd

The last of the 14 non-air coal hopper wagons restored under the Mineworkers Trust grant was No. 16, a unique 11-ton capacity wagon owned by the Muswellbrook Colliery Company Limited. 32 of these wagons were built by A. Goninan & Company at its Wickham works sometime in the 1915-17 period for the Mount Morgan Coal Mining Company, which had a colliery in the Newcastle region. In addition to being the only hopper wagons of this capacity, they were the only group of many thousands of these ubiquitous products fitted with Westinghouse air brakes. It is not known if the Mount Morgan Company took delivery of these wagons, but they were purchased second-hand in the 1926-27 period by the Muswellbrook Colliery. In 1975, they were purchased by Coal & Allied, who removed the air brakes and used them for coal haulage between Cessnock and the coal washery at Hexham. No. 16 was one of four non-air wagons donated to the Richmond Vale Preservation Society by Coal & Allied and they were transferred to the museum in June 1992.

Restoration work on No. 16 commenced in early December 2008. New timber buffer beams were constructed to the original specifications and then the hungry boards and the top two main side boards were removed and replaced. Following painting, the complicated wording for the name was marked out and the lettering was applied. A replacement axle with an unworn tyre and good axle bearings was fitted to the wagon. With the fitting of the hopper back into the frame on Friday, 21 August, the task to

Heritage & Tourist

restore the complete train of non-air coal hopper wagons and four-wheel brake vans B8 (J&A Brown) and 42 (East Great Coal Mining Company Limited), begun in 2004, was finally completed.

The Society celebrated the 30th anniversary of its formation with a special open day and dinner on Sunday 4 October 2009. Unfortunately the day dawned overcast and drizzly so visitor numbers were down. Nevertheless, an enthusiastic group gathered on the platform at Richmond Main to watch the mayor of Cessnock, Alison Davey, and the Member for Cessnock, Kerry Hickey, unveil a plaque celebrating the 30 years. Also in attendance was Bob Brown, the former Federal Minister for Land Transport who performed the official opening of the entry building in 1991. Ex-SMR 2-8-2T 30 (Beyer Peacock 6294 of 1924) and 0-4-0ST *MARJORIE* (Clyde Eng 462 of 1938) were in action on the day, together with ex-BHP steelworks Bo-Bo DE 34 (A Goninan 3 of 1954) hauling passenger trains, while number 30 also operated a demonstration train of restored non-air coal hopper wagons. This was the first public run of the full set of 14 wagons restored under the Mineworkers Trust grant. Special souvenir tickets were printed for the event and handed out to visitors at the gate.

On the evening of the same day, a dinner was held for members and their guests. Newcastle Spit Roast provided the meal, giving the canteen staff a well deserved break. Dinner was followed by a night time train ride behind the former SMR 10-class number 30. Howard Civill, one of the original members, cut the cake and entertained the crowd with stories from the early days and live music kept the party going, well into the wee small hours for some members.

Tracey Hamilton, 10/09; Graham Black, 08/09

STATE MINE HERITAGE PARK & RAILWAY, Lithgow

660/1435mm gauges

City of Greater Lithgow Mining Museum Inc.

The State mine Museum hosted the Australian Mining History Association's 15th Annual Conference from 24-30 October 2009. The itinerary included day tours to Hill End, Bathurst and to Glen Davis and the Mt Piper Power Station, as well as a tour of the State Mine Museum and a trip on the Zig Zag Railway. Researchers presenting papers at the conference included a number with links with *Light Railways*, notably Ray Christison who presented the keynote address and a talk on the development of the State Mine Museum as a tourist attraction; Ruth Kerr on the Irvinebank State Treatment Works in North Queensland; Philip Hammon on shale and coal mining and its contribution to the tourist infrastructure at Scenic World, Katoomba; and Leonie Knapman on the Joadja oil shale industry, past, present and future.

AMHA website

Victoria

UNDERBOOL SALT LAKE FEATURE 610mm gauge

A visitor to the village of Underbool, the nearest settlement to the former salt tramway on Lake Linga, in September found a mock-up representing the type of tramway rolling stock that may have worked the tramway in its heyday. The 'locomotive' and 'wagons' differ in appearance to the locomotives depicted on the accompanying interpretative signs. The bogies on the wagons appear to be cut down side-tipping hopper wagon underframes. Any further information on the mock-up display would be appreciated. Scott Gould, 10/09

PUFFING BILLY RAILWAY, Belgrave 762mm gauge

Emerald Tourist Railway Board

During October, NA 2-6-2T locomotives in service were 6A, 7A, 8A and 14A, with 12A in the workshops for overhaul. The ex South African Railways 2-6-2+2-6-2 Garratt (7430 of 1950) was in storage pending available space in the workshop for overhaul. Updating progress in the restoration of Climax locomotive 1694, the steam turret has been finished and passed its hydro test. It has been fitted to the boiler, which was to undergo a steam test in November to check that all new stays and fittings are pressure tight. Design work for the wheels has been completed and drawings sent out to several foundries for quotations. Once cast the wheels will need to be machined to the correct size and profiles. The repairs to B-B DH DH31 (Walkers 646 of 1970) have required the emergency purchase of new tail shafts from Europe to replace the worn drive shafts. The ETRB discussed the possibility of regauging B-B DH CCO2 (Walkers 587 of 1968) purchased from Queensland in 2007 (LR 203, p. 28) to maintain summer train operations, at its September meeting.

Passenger loadings and revenue continue to improve. Themed evening trains have been popular with the Jazz Train Evenings on 9 October being sold out, and bookings for the February and April 2010 'Murder on the Puffing Billy Express' trains showing a strong interest.

PBPS Newsletter 436, November 2009

BELLARINE PENINSULA RAILWAY, Queensfliff

1067mm gauge

Geelong Steam Preservation Society

Updating the report in LR 208, (p. 30), the 1067mm gauge locomotives formerly at the PBPS Menzies Creek

Ex-SMR 2-8-2T 30 (Beyer Peacock 6294 of 1924) carries a special board commemorating the 30th Anniversary of the Richmond Vale Co-operative Preservation Society on Sunday 4 October 2009 as it hauls the first public run of the full complement of restored non-air coal hopper wagons complete with four-wheel brake vans B8 (J&A Brown) and 42 (East Greta Coal Mining Company Limited). *Photo Graham Black*

ALEXANDRA TIMBER TRAMWAY

Alexandra Timber Tramway & Museum Inc

610mm gauge

The centenary of the opening of the VR line to Alexandra, together of the 30th Anniversary of ATTM operations, were celebrated in grand style on 25 October. The weather in the leadup to the event brought perfect spring days and with the detailed planning behind the event, the day seemed to arrive without a lot of fanfare. All of the ATT volunteers got into the spirit of the occasion by donning period dress which added to the character of the event. The grounds looked an absolute treat and were a credit to the volunteers who had toiled to prepare for the day.

The official centenary train arrived amid great fanfare and official ceremonies were conducted. A highlight was a presentation to the Centenary of Rail event by the Murrindindi Shire Council in recognition of the Alexandra Timber Tramway's invaluable contribution to the community. Many patrons took the opportunity to ride the trains, ably led by the John Fowler 0-6-0T 11885 of 1909. It too was in centenary mode, having celebrated 100 years of operation earlier in the year. Kelly & Lewis 0-6-0DM *The Pioneer* (B/N 4271 of 1935) was also a very willing assistant, providing the diesel motivation for a great part of the day.

A highlight of the celebrations was a parade of the ATTM's collection of historic locomotives and engines. Led by the Fowler 0-6-0T steam loco, Kelly & Lewis 0-6-0DM 5957 of 1936 followed with a train of two K&L bogie wagons loaded with huge timber stacks. Then followed the ex Waranga Basin Reservoir George Sewell 4wDM with two Waranga wagons, Malcolm Moore 4wPM 1049 of 1943 with ore hoppers and Motor Rail Simplex 4wDM 10058 of 1948 hauling the SEC2 4wPM ganger's trolley and the Matisa tamper.

For over 10 years, this October weekend has been set aside for the Steam and Wood Gala with machinery displays and the beautiful timber products produced by the Eildon and District Woodturner's Guild, plus the marvels of the steam and oil-fired machinery of the past. To add to the centenary celebrations, this year saw an excellent representation from the Yarra Valley and Benalla machinery clubs. Their displays proved very popular and will be an added attraction in future weekends.

The day also featured lots of interactive activities for all the family, a reunion room for ex-railway employees, historic logging and railway museum exhibits, locomotive sheds and logging huts. Then there were displays by a traditional saddler, blacksmiths and an extensive photo and audio display as well as an exciting train exhibition. The always-popular centenary souvenirs sold steadily.

In a time when global challenges impact so much on our daily lives, the local community responded with force and Centenary of Rail event saw more people come through our gates than ever before. The Alexandra Timber Tramway has long been acknowledged as one of the leading tourism drawcards in the north-eastern region of Victoria. The success of the event proved again that preservation of real historic relics must continue. *If we don't have a past, how can we have a future?* is a well worn slogan at the ATTM and the society is determined to continue its work for another 100 years.

Jerry Laws, Event Coordinator, 10/09.

John Fowler 0-6-0T 11885 of 1909 and train depart Alexandra station during the ATTM's Centenary of Rail event on 25 October 2009.

Photo: courtesy Alexandra Standard – *used with permission*

Museum—ex-Fyansford Cement 2-6-0+0-6-2 Beyer Garratt 2 (Beyer Peacock 6935 of 1938) and 0-4-0T 11 (Perry Eng 267 of 1926), together with the former Broken Hill Associated Smelters' 0-6-0T *POZIERES* (Barclay 1543 of 1919)—were moved by road to their new home at the Bellarine Peninsula Railway on Saturday 5 September.

An article on these locomotives and their preservation history will appear in a forthcoming issue of LR.

Bill Hanks, 09/09

Western Australia

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

A successful *Friends of Thomas the Tank Engine* (FOTTE) Day on Sunday 24 September saw practically all the WALRPA motive power, most of its rolling stock and all its equipment operate successfully throughout the day without any major breakdowns. Steam locomotives 2-8-2 NG123 (Anglo Franco Belge 2670 of 1951) and 0-4-2T BT1 (Perry Eng 8967.39.1 of 1939) were an attraction to operators and visitors alike during the day. Although the day was cool with some light showers, there were good crowds, mainly young families, and trains were well patronised from around 10am until closing time. Station facilities at Whiteman Village Junction and Mussel Pool had been revamped for the event to facilitate maximum crowd handling.

Three different trains operated over various sections of the track. 4wDH *ASHLEY* (Kless Eng., 1986) and the ex-Lake View & Star 0-4-0DM *PLANET No.1* (Hibberd 2150 of 1938) operated the popular 'little blue train' between WVJ and Kangaroo Flats on the northern section of the Bushland Loop; while NG123 and 4wDM PW 27 (Gemco-Funkey 1963) ran trains on the southern section to Zamia. BT1 and 0-6-0DM *ROSALIE* (John Fowler 4110019 of 1950) operated the Mussel Pool line train. Careful planning by the organising committee ensured a day that was as popular as ever for families and those who contributed to the day's success were rewarded with smiles all round.

WALRPA has selected a design by Peter Monkhouse incorporating the dimunitive Freudenstein 0-4-0T locomotive used on the Society's letterhead as the winner of its competition for a logo to commemorate the 25th Anniversary of the Bennett Brook Railway. The locomotives operating during the FOTTE Day had the logo proudly displayed on their cabs.

BBR Newsletter, October 2009; BBR website News, 24 September 2009

CARNARVON LIGHT RAILWAY

1067mm gauge

Carnarvon Heritage Group Inc.

Further to the report in LR 209 (p. 30), the jetty repairs have reached the half-way point with five piers of 12 having been rebuilt, while a unique bridge design is helping overcome delays previously caused by strong winds and swell. In October there was complete severance of the jetty at the fire site, with the cranes and rail equipment used for the repairs located on the landward side but inaccessible due to large fencing across the jetty. A Simplex 4wDH locomotive PW28 *BANANA CLIPPER* (Motor Rail 9040 of 1953) was reported to be on the jetty during a 5 October 2009 visit, but if so, it was hidden by the crane.

The steam-outline petrol-powered *Coffee Pot* locomotive and train runs as required to the break (about 1km) and during the visit it was busy with

its one carriage often full. A second coach was in the train shed. Unfortunately the 0-4-0T steam locomotive *KIMBERLEY* (Andrew Barclay 1754 of 1921) has not run for some years on the relaid Babbage Island railway towards Carnarvon town. The Carnarvon Heritage Group Inc is restoring a lighthouse keeper's cottage and hopes to attract qualified assistance to maintain and operate the locomotive during main tourism periods by providing accommodation.

KIMBERLEY is on display in a large railway and wool industry museum structure in the jetty railway precinct. Also in the museum are a former PWD Simplex 4wDM (Motor Rail 9096 of 1955), former WAGR suburban carriage AYE/V 714, one 'H' low side open four wheel wagon, and two long coaches from jetty passenger train operations. The remains of O&K 4058 of 1910 are now displayed outside the railway museum. The loco was recorded as scrapped in 1955 after only three years in Carnarvon (probably out of use) following its long-term operation in Broome. The boiler was sold and the rest abandoned but the frame, wheels, boiler and part of a tank were located in the area and put together in 2003.

A large collection of rolling stock is stored in and near the railway depot with a long line of wagons recovered from the Rodeo Ground stored on the flats to the north. In May 1989, 29 wagons were recorded at the ground and most were located some distance from the jetty. Also on display are the wheels and frame of what is probably NW6, a re-build of both NW5 & NW6 which were Harbour & Light Department constructed 0-4-0PM locomotives. The original NW6 was built in 1938 and operated largely at Point Samson. It was in Carnarvon by 1965 but out of use the following year and not sighted by Ian Crellin in his 1974 visit. However its remains were located and were with the Carnarvon Light Railway Association by 2003.

At the entry to a plantation on the South River Road is a former jetty four-wheel open low-side wagon displayed on a concrete 'plinth'. Two wine barrels are displayed on the wagon.

Thanks to John Browning for confirming locomotive details.

David Whiteford, 10/09

Overseas

CORAL COAST RAILWAY, Fiji

610mm gauge

We have a report of a journey on this tourist railway on 14 October 2009. On arrival at the station, near Voua, south of Nadi, the 10:00 train to Sigatoka was sitting on the mainline, consisting of locomotive number 8 and one carriage. There was one more carriage a couple of metres behind the train, not in use that day and two more stored on site. Also present in the siding was diesel loco 24 *The Puffing Boto*, which carried Hudswell Clarke builders plate 1856 of 1950. While the tourist brochures for the Coral Coast Railway depict a nice shiny steam locomotive, the reality is very different with the Hudswell Clarke 0-6-0 (972 of 1912) formerly used (powered by a diesel engine in the tender) now being very run down and not capable of being used in its present condition.

At the 10:00 departure time the driver tried to start the loco, but nothing happened. Following an animated discussion, a car turned up with another battery and after a quick battery change the train was finally on its way with pretty much a full load for the single carriage. The railway is extremely run down and our Australian visitors were amazed that a railway in such a poor condition was allowed to carry passengers. For some of the journey the second person was hanging outside the engine with a machete, cutting branches off bushes as the train proceeded. The open-air carriage soon filled with branches, twigs, leaves, bugs, spiders, you name it. There were lots of stops to negotiate poor track and even to shovel dirt and sand off the line. The train finally reached its destination of Sigatoka at 12:10. Passengers were given nearly two hours for lunch in the middle of town, now the end of the line. About 50 metres ahead is the Sigatoka River with several spans of the eastern side of the bridge that formerly carried the railway to cane-fields up the valley missing after floods in January 2009. The government and the sugar cane industry decided it was uneconomical to repair the bridge and line as only a few sugar cane farmers were affected.

The return journey commenced at 14:00 with only three passengers. The locomotive pushed the carriage back around half a kilometre to a siding where it ran around the carriage using an unusual technique of attaching a steel cable between the loco and carriage, and then the loco moving into the siding, pulling the carriage with the cable. Once the loco was in the siding, the points were changed allowing the carriage to continue on the mainline where the loco was coupled up and the train set off. The passengers were left at a Fijian village to be entertained by a tour guide who called himself 'Mr Coconut' and the train continued back to its depot. The visitors were driven back to their resort hotel by minibus. Doug Knowles, 10/09

Coming Events

DECEMBER 2009

3-7 Kerrisdale Mountain Railway & Museum, VIC. This scenic narrow gauge railway and steam museum is open to the public from 1000-1600 Thursday to Monday and public holidays. Steam engines run in the museum each Sunday. Information, phone (03) 5797 0227 or website: www.kerrisdalemtnrailway.com.au.

5 Puffing Billy Railway, Emerald, VIC. Daytime Santa Special train departs Belgrave at 11.40am for Lakeside and return. Also on 12 and 19 December, with Santa's Sunset Special train on Saturday 12 December. Bookings essential on (03) 9757 0700.

5-6 Red Cliffs Historical Steam Railway, VIC. Narrow gauge train operations using Kerr Stuart steam and EM Baldwin diesel locomotives, 1100-1600 and the first weekend of following months. Enquiries: (03) 5024 1345.

6 Durundur Railway, Woodford, QLD. Centenary celebrations of the opening of the QR branch line from Caboolture to Woodford and 30 years of Durundur Railway operations with steam train rides, a book launch and other attractions. There is also a special running day on 13 December. Trains operate on the first and third Sunday of the month. For information phone (07) 5496 1976 or the website: www.angrms.org.au

6 Ballyhooley Steam Railway, QLD. This narrow gauge railway operates steam trains between Marina Mirage station and St Crispins at Port Douglas every Sunday and on selected public holidays from 1020 to 1500. Information: (07) 4099 1839.

6 Wee Georgie Wood Railway, Tullah, TAS. Narrow gauge steam-hauled trains from 1000-1600. Information: www.tullah.org/wgw/

12-13 Alexandra Timber Tramway, VIC. Market day on with narrow gauge trains hauled by petrol loco on 12th and steam train operations on 13th from 1000-1545. No service on 27 December. Information: Bryan 0407 509 380 or Peter 0407 537 837.

31 Puffing Billy Railway, Emerald, VIC. New Year's Eve special train for Puffing Billy Preservation Society members to dine at Nobilus Packing Shed and welcome in 2010 with a glass of 'bubbly' at Menzies Creek.

JANUARY 2010

2-9 Redwater Creek Steam Railway, Sheffield, TAS. Steam train operations 1100-1600 daily for 2 weeks after Chrismas, and on the first full weekend of every month. The 2010 SteamFest will be held from 6-8 March. Information: www.redwater.org.au

3 Wee Georgie Wood Railway, Tullah, TAS. Narrow gauge steam-hauled trains from 1000-1600. Also on 30-31 January. Information: www.tullah.org/wgw/

FEBRUARY 2010

7 Wee Georgie Wood Railway, Tullah, TAS. Narrow gauge steam-hauled trains from 1000-1600. Also on 20 and 27-28 February. Information: www.tullah.org/wgw/

25 Puffing Billy Railway, Belgrave, VIC. 'Murder on the Puffing Billy Express' - Special evening dinner train service departing Belgrave at 1915 with patrons invited to come dressed as Agatha Christie characters. Booking essential: (03) 9757 0700.

Note: Please send information on coming events to Bob McKillop – rfmckillop@bigpond.com – or the Editor, Light Railways, PO Box 674, St Ives NSW 2075. The deadline for the February 2010 issue is 31 December.

An overview of Carnarvon Jetty and the rail terminus on 5 October 2009. The 'Coffee Pot' train shed is on the left, with the former WAGR brake van serving as a ticket office and kiosk in the centre, and a second WAGR van is on the far right. In the distance, the works site for the jetty restoration is prominent. Photo: David Whiteford ❐ *The recreation of a salt lake tramway train on display at Underbool near Linga Lake in north-west Victoria in September 2009. Photo: Scott Gould* ❐ *Steam action at the Bennett Brook Railway during the FOTTE Day on 24 September (p.37). 0-4-2T BT1 (Perry Eng. 8967.39.1) stands at the platform with the Mussel Pool train, with ex-South African 2-8-2 Ng123 (Anglo Franco Belge 2670 of 1951) on the right. Photo: Neil Blinco*

Bogie Baldwin miscellany – 32 years old: *Victoria Mill's* ADELAIDE *(7070.2 4.77 of 1977) clatters its train of empties across Gowrie Creek bridge, 18 October 2009. Photo: Scott Jesser*
❒ *Macknade Mill's 19 (7070.3 4.77 of 1977) hauls its shortest train of the year at Halifax as it goes around picking up chocks at the various loops and sidings on the system as the season's crushing ceases, 29 October 2009. Photo: Scott Jesser*
❒ *Mossman Mill's* DAINTREE *(7303.1 7.77 of 1977) kicks up the dust as it hurries its train of loaded bogie canetainers across the road/rail Anichs Bridge on O'Brien's Branch, 21 September 2009. Photo: Scott Jesser*