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Australia's Magazine of Industrial & Narrow Gauge Railways

Light Railway Research Society of Australia Inc.

#### **LIGHT RAILWAYS**

Australia's Magazine of Industrial and Narrow Gauge Railways

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

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#### Comment

As a parent of two young children, I sometimes worry about the future, about what sort of world my kids will be growing up in.

Fortunately, as an Australian parent, I can afford to be reasonably optimistic, but as an Australian railfan I'm somewhat less so. Here, we seem to lack the deep-seated enthusiast traditions found in Britain, Europe and the USA, and I genuinely fear that when my generation has gone, there may not be many people left with the interest to research railway history and preserve its hardware.

Of course there will always be government-sponsored libraries and museums and, certainly in Sydney, where I live, these do a fine job. However, the task is truly gargantuan and the contribution of organisations such as the ARHS, the RTM and the LRRSA is essential if a significant part of our railway heritage is to be recorded and preserved for the future, and since groups such as ours are composed of mere mortals, a constant renewal of the membership is critical to long-term survival.

Although we can't force people to be interested in railways, I believe we can make a positive contribution to the survival of our hobby by consistently presenting it in an accessible and inclusive way. It's my hope that, by the time the last of the 'nostalgia' group has gone, the 'Thomas' generation will have discovered that there's more to trains than just children's stories. We shouldn't be passing up any opportunities to bring them on board. Bruce Belbin

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

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

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

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

**Cover:** This year has seen the 50th anniversary of the rescue of the 2ft 3in gauge Talyllyn Railway, in Wales, by a small but determined group of railway enthusiasts. This was the first time anywhere in the world that a complete railway had been preserved and, in the following decades, many in Britain and around the globe followed the Talyllyn's lead. Australia's most famous example is, of course, the Puffing Billy Railway in Victoria, but several others also exist (see page 16). One of the more charming is the Wee Georgie Wood Steam Railway, on Tasmania's west coast, which operates on a reconstructed remnant of the 2ft gauge Tullah Tramway, and is named after that tramway's well known Fowler 0-4-0WT (B/N 16203 of 1924). On Sunday 23 April 2000, Peter Charrett photographed WEE GEORGIE WOOD in action, still working on the line that it was built for 76 years before.



Andrew Barclay 959 of 1902 THE HUON poses with its proud crew. A typical British industrial locomotive of the period, it is thought to have been purchased as a result of the Scottish involvement in the original Huon Timber Company. Photo: Forestry Tasmania

# A Visit to Huon Timber Mill by Syd M Dempster

From 1903 until 1926, the Huon Timber Company operated a large sawmill at Whale Point, on the banks of the Huon River near Geeveston, in south-east Tasmania. The mill was served by a 3ft 6in gauge tramway which, at its greatest extent, traversed over 40 miles of forest (though only about 20 miles existed at any one time).

At first, just one locomotive was employed, an Andrew Barclay 0-4-0ST (959 of 1902) which had been obtained new, but as the operation expanded, and opportunities arose, other motive power was added. In 1907, Lima B class Shay 698 of 1902 was purchased from the North Mount Lyell Railway, where declining fortunes had rendered it surplus to requirements. Seven years later, the closure of the Tasmanian Hardwood Timber Company's Houpeton tramway led to the aquisition of three more machines; a Baldwin 0-4-0ST (7108 of 1884), a Lima B class Shay (2029 of 1908) and a Manning Wardle 0-4-0ST (371 of 1871, rebuilt by Black Hawthorn, 1892), though the Manning Wardle was not brought to Geeveston until 1922.

In 1911, the Huon Timber Company became a subsiduary of Millar's Karri and Jarrah Company Limited, a large forestry group with interests in locations as diverse as England, Western Australia, New South Wales, The Phillipines Salonika, France and the Solomon Islands.

The Huon Timber Company never managed to pay a dividend to its original Tasmanian and Scottish shareholders, and its new owners apparently fared no better. In 1926, following five straight years of losses, the operation was closed down.

The following story first appeared in the July 2, 1923 issue of Australian Coal, Shipping, Steel and THE HARBOUR as part of a longer piece titled "Cruise of The Yacht Marina". The article described the adventures of a group of friends from Royal Prince Alfred Yacht Club, in Sydney, as they sailed around Tasmania in the early 1920s. It was submitted to Light Railways by Ross Mainwaring. We slept peacefully in calm waters that night, and next morning, after picking up some fresh milk from an adjacent farm, we set sail and weighed anchor to a merry song, and set course for Hospital Bay, Huon River, a distance of about 10 miles.

By the way, it was the jimmydux that went ashore for the milk, and being some time absent, at the skipper's request explained his absence on account of having to assist the dairymaid milk the cow.

Arriving at our destination the yacht was moored close to a very large timber-loading wharf to which over-sea steamers came for cargoes. We noticed that a steam engine on its rails along the wharf had subsided several feet as the piles had given way, and whilst another engine was equipped with hauling gear to pull it out of trouble or pull it overboard into some forty feet of water, our photographers got busy, one in the dinghy at a respectful distance, the other on the wharf in anticipation of an excellent movie picture; but, alas! We were disappointed, for the engine was pulled into safety.

We had arrived at the extensive hardwood milling establishments of the Huon Timber Co., Ltd. Our skipper, when at Hobart, had interviewed the management there, who were good enough to arrange for our party to see over the various works. Accordingly, we were met by Mr Conway, the mill manager, who, with the greatest courtesy, showed us over and explained the mill, etc., and told us we might accompany the train early next morning to the seat of log-hauling operation, which very kind offer we accepted willingly.

Next day, Thursday, 19th April [1923], all hands turned out at 5.30 on a cold and frosty morning, put a second anchor out in case the wind came up, partook of light breakfast, and put up some biscuits, apples, and a flask of cider in case of injuries from falling trees. We rowed ashore and perched ourselves as best we could hold on to the railway steam engine which left the mills daily for the seat of felling trees,



cutting and hauling logs, some 15 miles away in the bush.

This trip was truly enchanting; puffing away through forest leviathans, palms, and natural ferneries, right into the veritable heart of Nature, of which this company controls 30,000 acres. On our journey we coupled up a railway chassis with some boards secured on it for seats. So we transhipped from our perilous position on the engine to this contraption. I do not know which was the more uncomfortable.

Arriving at the scene of operations, we were allowed about one and a-half hours to look around. Here were gangs of men felling trees, cutting and trimming into suitable lengths for hauling and loading on trollies, which were taken by the engine to the mill at the water's edge. The procedure adopted in the bush is, briefly, that a straight tree is chosen with sound trunk of, say, 130ft. height. Up this tree a man climbs, with spurs fixed about his clothes, and taking a light line with him. He then lops off all branches, and, as a finishing stunt, stands erect on top of the tree. After this four wire stays are erected to support the tree, and heavy steel hauling wires with iron blocks weighing half a ton each are put into position up the tree. There is a steam engine with winding gear, self-contained on a sledge of heavy logs, which pulls itself into any suitable position in the forest; the hauling wire brings in logs from some thousand-feet distance, which after being loaded on jinker trucks, are taken to the mill.

We were given a wholesome meal at the men's dining room, and then boarded the engine again for the home passage. She was towing what looked like a huge caterpillar, but in reality was over a hundred yard's length of logs.

The mill, to keep in full working, requires an average of 40 logs per day, each weighing about 9 tons, and representing some 120,000 cubic feet, which would yield 50 percent., or 60,000 cubic feet, of manufactured timber daily; and one band resaw is to do this work, which is taking the place of all the other ordinary circular saws in use hitherto.

Returning to our yacht, the chef soon had under weigh a wholesome Irish stew, of which we all had three helpings, with a final stowing of apple pie and coffee, and retiring to bunk early, enjoyed a well-earned night's rest.

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"Like a huge caterpillar..." a log train, hauled by THE HUON, pauses for a photograph deep in the forest. Photo: Fo

Photo: Forestry Tasmania



Above: THE HUON, at the tail end of a loaded log train, passes through Geeveston on its way to the mill at Whale Point, two miles distant. A home-made tender has been added, to supplement the locomotive's somewhat limited fuel capacity. Photo: Forestry Tasmania **Right:** Baldwin 0-4-0ST 7108 of 1884 had lost the top and the rear of its wooden cab when photographed working on the Hopetoun Tramway early last century. Photo: John Buckland collection **Below:** The crew of one of Huon Timber Company's Shay locos looks on as a vertical-boilered log hauler does its work. All five Huon locomotives found employment elsewhere following the Mill's closure. Photo: Forestry Tasmania





Andrew Barclay 0-4-2ST 310 of 1888, Hawthorn Leslie 0-6-0T 2480 of 1910 and Lima B class Shay 2576 of 1912 stored in the steelworks yard at Lithgow in 1924. The Hawthorn Leslie locomotive was subsequently sold to GL Briggs & Sons for use on their timber tramway at Briggsvale, near Dorrigo NSW, whilst the Shay loco went to work on the Powelltown Tramway, in Victoria. The fate of the muchmodified Andrew Barclay machine is not known.

# **3ft gauge at Lithgow** by Jim Longworth

For many years light railway researchers have referred to the presence of three 3-foot gauge steam locomotives that had been photographed in the grounds of the Hoskins works at Lithgow.<sup>1</sup>

During 1924 the renowned railway historian Mr Gifford Eardley photographed the three narrow gauge locomotives dumped alongside each other in the open weed covered area at the western side of the steelworks yard.<sup>2</sup>

Both the source and disposal of two of the locomotives, Hawthorn Leslie 2480/1910 and Lima 2576/1912, have been recorded.<sup>1</sup>

The Andrew Barclay, a once beautiful little 0-4-2ST, originally with an elegant ogee curve to the sides of its saddle tank, had been extensively modified, and while its ultimate fate is unknown it looked to be in poor condition, so was presumably scrapped.<sup>3</sup>

Their appearance at Lithgow raises the interesting question of: why were they there?

One suggestion has been that Hoskins was proposing to

construct a 3ft gauge line between MossVale and Unanderra.<sup>4</sup> Perhaps they were just there for scrapping, or was the iron/steelworks management considering a 3ft gauge line around the works? None of these suggestions is correct.

Hoskins had for some years been searching for supplies of raw materials to feed the Lithgow works, and in late 1920 announced the discovery of what was said to be the richest iron ore deposit in the world, less than a mile from Crookwell. The company acquired large areas of iron ore bearing land at 'The Redground' about five miles from Crookwell, and by June 1922 had "surveyed a railway line from McAlister to The Redground",<sup>5</sup> with the possibility that the line might be extended to the deposits at Laggan, Peelwood, and near Tuena.

As at July 1923, Mr CH Hoskins was proposing to construct "a railway on a 3 foot gauge to a place called Redground".<sup>6</sup> This line was to have carried iron ore from the proposed mine to a proposed interchange with the government railway at McAlister. The iron ore was then to have been railed to the Hoskins works that was then being planned for Port Kembla.

In the end, the Redground deposit was found to be not worth exploiting, so the 3ft gauge line was not built and the three locomotives were no longer needed by Hoskins.

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Even to those not familiar with the products of Andrew Barclay & Sons, the modifications made Railway from Moss to 310 of 1888, particularly at the rear end, are self-evident. Photo: Giff Eardley Government Printer.



On 23 January 1947, 0-4-0DM locomotive 'G' (Vulcan Iron Works 3655 of 1926) is at the head of a rake of 4-wheeled side-tipping trucks being loaded out on the gypsum field. 'G' was one of a pair of identical machines that previously worked at Marion Bay. Photo: AD Lockyer

# **Tramways in the Marion Bay and Stenhouse Bay Areas of South Australia**

by Arnold Lockyer

# Part two: Stenhouse Bay

#### **1913-1930 The Permasite Company Pty Ltd**

In 1913, The Permasite Company Pty Ltd was formed in Melbourne by Andrew Stenhouse and George T Bell. Also connected with the Company was WRD Innes, a descendant of W Innes, who had been a director of the ill-fated Australian Gypsum and Whiting Company at Marion Bay.

The Company took out a gypsum lease about  $1^{1/2}$  miles north of Cape Spencer, south-west of Marion Bay, and started gypsum mining at Lake Inneston. They erected a jetty at Stenhouse Bay and laid a wooden tramway from the lake to the jetty, a distance of about four miles. Rails were of stringy bark and the sleepers were mallee posts.<sup>1</sup>

Gypsum was transported in wooden wagons, each carrying about two tons. Fourteen wagons drawn by two horses, apparently in two separate rakes, were operated by two drivers, each responsible for seven of the wagons.<sup>1</sup> It is recorded that the horses knew their job so well that 'driverless trains' would move off, with the drivers catching them up further down the line. School children often rode in the wagons and, in addition to carting gypsum to the jetty, various stores, such as bags of chaff for the horses, were carried on the return journey.<sup>1</sup>

The jetty at Stenhouse Bay was, and still is, about 150 feet below the top of the cliff face. Originally, gypsum was simply dumped from the tramway onto a stockpile at the top of the cliff. Steel tracks were laid down the cliff face and along the jetty. Trucks were attached to a steel cable and lowered down with the aid of a steam winch, which then hauled the empties back up. Once on the jetty, the cable was disconnected and the trucks manhandled along it. The gypsum was carried in baskets, two to each truck,<sup>1</sup> no doubt to reduce spillage on what must have been an almost vertical descent.

By about 1916, horse power had, to some extent, been replaced by internal combustion power, and the access to the jetty changed. A ledge was cut along the cliff face at quite a steep grade from the jetty to the top of the cliff. Steel tracks were laid along the ledge, connecting the track on the jetty to the main tramway system, and to enable trains to negotiate the grade, a counterbalance system was installed. On the landward side of the cliff top a section of straight track ran downhill towards what later became Stenhouse Bay township. Two trucks, heavily loaded with rocks, were placed on the line and attached to a long steel cable. When a loaded train arrived, the cable was attached and, as the locomotive eased its train down the grade to the jetty, the two stone laden trucks were pulled up the grade acting as a counter-weight. Returning from the jetty, the cable was attached to the train and the process reversed, the counterweight trucks running down hill providing additional power to get the empty train to the top of the cliff.<sup>1</sup> This system remained in use for the life of the tramway.

Also about 1916, a plaster mill was built about half a mile from Lake Inneston. Eventually, steel tracks were laid across the lake to the working face and loaded trucks were drawn up grade to the mill by a steel cable attached to a winch. Empty trucks gravitated, unassisted, down grade back to the working face. The finished product was put into large bags holding about 160lbs. These were loaded and transported to the jetty as before, along the wooded tramway, seven flat wooden wagons to a train, each loaded with about one ton, with one horse and driver.<sup>1</sup>

Little information has been found regarding the motive power and operation of the Stenhouse Bay tramway system up to 1930, when amalgamation of the companies working at Marion Bay and Stenhouse Bay took place. As it would have been impractical to use horses on the counter-weight system used to get trains down to the jetty, it seems reasonable to assume that some other motive power was, or had been, introduced at that time. Unlike Marion Bay, the company never registered any steam locomotives, and it is thought that

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Taken from an early tourist brochure, circa 1920, this photo is believed to show one of the two converted motor trucks which replaced horses on the tramway around 1916. Photo courtesy Port Dock Railway Station Museum

the horses were replaced directly by internal combustion motive power. According to an old resident, in the early days this consisted of two locomotives home-made at the Inneston works. They had a chain drive and motor vehicle gear boxes and, as a result, " they only had fast speeds one way".<sup>2</sup> He also produced a very poor reproduction of a photo from a tourist brochure, c.1920, showing what he claimed was one of the locomotives, In spite of the caption, "Trucking plaster to Stenhouse Bay for shipment - Power is supplied by a Fordson Tractor, altered to suit railway requirements", it looks more like an early traytop motor truck, loaded with bags of gypsum, pulling a flattop truck similarly loaded, It is doubtful that these two primitive looking locomotives, would have survived until 1930, and they may have been replaced by what also could be described as, "Fordson tractors altered to suit railway requirements", namely Malcolm Moore locomotives.

At the time of the amalgamation of the companies in 1930, to form Australian Gypsum Products, of which Waratah Gypsum Pty Ltd was the mining arm, The Permasite Co. had apparently become The Peninsula Plaster Co.<sup>1</sup>

#### 1930-1969 Waratah Gypsum Pty Ltd

The amalgamation saw the closure of the plaster factory at Inneston, the decline of Inneston and Marion Bay, and the gradual transfer of operations to Stenhouse Bay which grew as a result. A new washing plant was erected in an area adjacent to Marion Lake. This became known as the "central washing depot". Gypsum was hauled to the depot on several tramway tracks, washed, stockpiled and at, a later date, transported on a new steel tramway to the storage bin above the jetty at Stenhouse Bay.<sup>1</sup>The two 2ft gauge Vulcan internal combustion locos at Marion Bay were also transferred to Stenhouse Bay and, by about 1932, operations at Marion Bay would have ceased.

Two years later, on 30th June, 1934, a report "From Our Travelling Staff Representative" appeared in the *Adelaide Advertiser* newspaper headed, "Thriving trade in remote spot - Efficiency of Gypsum Industry -Visit to LowerY.P." (Yorke Peninsula). The report contains some very interesting information. He records that the company produced 60,000 tons of gypsum and 5,000 tons of salt annually. The company had built 20 miles of railway track, a jetty 600 feet long and dredged a channel so that Stenhouse Bay was one of the charted deep sea ports of South Australia. In spite of all this being done without any Government assistance, they still had to pay the Government two and a half pence per ton wharfage. His description of the mining, treatment and transport of the gypsum was a follows:-

Hard and solid, the gypsum is blasted out, picked up by the grabs of the petrol steam navvy, and placed in the trucks, then hauled by 7-ton Vulcan engines to the cliffs at the head of the jetty. The little engines haul 30 tons of gypsum up a one in forty grade. From the trucks, the gypsum is tipped into the washing bins, where seawater, pumped 140 feet, runs though the washing machines, carrying the tailings back into the sea. From the washing toughs, the clean gypsum runs into the 4000 ton storage bin. The jetty was built at the foot of a steep cliff, which has been dug out for, the storage bin, which with the increased demand, is being enlarged. When a boat comes in for loading, the gypsum is run onto elevators which carry it down the jetty, straight into the shop's hold with a minimum of effort.

He also mentioned that Mr W Innes, "the pioneer of this trade", was now one of the Chief Executives of the Australia wide organisation and his brother, Mr Stan Innes, was the manager of the salt industry at the Cape.

In January 1937, Mr A J Cunningham of the Cheetham Salt Co. of Geelong, Victoria, visited Stenhouse Bay and prepared a report on the salt harvesting activities of Waratah Gypsum Pty. Ltd. At the beginning, he said that he found it "an eyeopener". At the time of his visit, salt harvesting was in progress and the method being used was that a line was taken right down onto the lake. Trucks drawn by a "Fordson" tractor were loaded by a gang of men with forks. Once loaded a rake of trucks was hauled up to the factory, about two miles away. After processing, it was fed up to a bagging platform, where it was loaded directly onto trucks and taken down to the wharf, which was about two miles from the factory. He estimated that the salt was processed, bagged and stacked at the rate of about 160 tons per day. The rough sketch that accompanied his report, showing the layout of the salt processing area, is interesting in as much as it shows "the gypsum railway" and "the salt railway".

He continued his report by saying that, in the afternoon, he visited the wharf area. He described the handling of the gypsum in similar terms to those used by the "Advertiser's Travelling Staff Representative" but, with regard to the loading of the ships at the wharf, said that the gypsum was taken along the wharf on a conveyor belt onto a cross conveyer belt, which loaded it into the boat.

Regarding the loading of salt, he said that the line conveying the salt did not go up to the top of the cliff, but through a cutting onto the wharf. On one side of the wharf, about half way down, were covered sheds in which the salt was stored ready for shipment.<sup>3</sup>

In 1913, immediately prior to the outbreak of World War One, it is known that the Company had a policy to use motor trucks at Stenhouse Bay for the transport of raw material, but the war resulted in this policy being put on hold. In the early years of the war, the gypsum industry appeared to go into a rapid decline, one report stating that competition from other wall boards and 'so forth' was "such that the 'writing seems to be on the wall' that it is only a matter of a short time before 'fibrous plaster will be looked upon as a 'has been'".

In hindsight, this was not to be. In South Australia after the war, a shortage of housing led to a building boom, and a type of construction known as "brick veneer" came to the fore. With brick veneer, houses had an outside wall of brick, a wooden frame and inside walls of "Gyprock", which consisted of two layers of cardboard or similar, separated by gypsum.

In January 1947, spurred on by natural curiosity (roused by the odd report and photograph of the Stenhouse Bay workings) the author decided to take a look for himself. Stenhouse Bay was still isolated so, to get to there, I had to travel over from Port Adelaide on the coastal vessel *Kapoola*, together with my camera, one film (following the war, films were hard to come by), an ex-Army ground sheet, a blanket and my push bike, so that I would have some means of getting to Yorketown to get on a bus back to Adelaide. After an evening meal with the two ship's officers (Captain and Chief Engineer) and a good night's sleep in the ship's only passenger cabin, labelled "Ladies Only", I was woken early next morning by the anchor being dropped at Stenhouse Bay. Leaving the ship, I found locomotive 'K' working on the jetty, which was its usual workplace. It was then that I learnt that the locomotives were lettered, not numbered. 'K' was a typical small Malcolm Moore Fordson, that had been equipped with a headlight and a sandbox above the engine, to help it when it was working on the incline to the top of the cliff.

After walking up the incline and inspecting the counterbalance arrangement previously described, I found Vulcan locomotive 'H' ready to return to the gypsum field with a rake of empty trucks – nine 4-wheeled side tippers. Because it was uphill from the field to the bin at the tip of the cliff, locomotives pushed the loaded trains up to the bin and led the empties back to the field. On arrival at the bin, the locomotive was uncoupled from the train, which was left for unloading, while it was coupled to a rake of empties to take back to the field.

I then was given a ride out to the workings, and was able to spend most of the day inspecting the tramway. My ride on 'H' took, me out to where the gypsum was being mined. Gypsum, removed by a dragline, was being loaded into a rake of nine trucks. As each truck was filled, the rake was moved forward by Vulcan locomotive 'G'. Once the rake was filled, it was moved into position, so that locomotive 'H' ,which had returned from the wharf area, could couple up and head back to the wharf, leaving 'G' to shunt the empty rake returned by 'H' to the dragline for loading. On standby, shut down, was locomotive 'F', a sister to 'G'. Thus a sequence was kept, one train being unloaded at the bin area above the wharf, one train in transit, and one train at the field being loaded.

At the salt harvesting site, a locomotive just known as 'The Ruston' without any identifying letter, was moving trucks that were being filled with salt by a self propelled salt harvester. Locomotive 'J', a Malcolm Moore Fordson, similar to 'K' on the wharf (minus the sand box and headlights) was engaged



'The Ruston' and locomotive 'J' engaged in salt harvesting out on the lake, 23 January 1947.

Photo: AD Lockyer



'I' was a standard Malcolm Moore Fordson-powered 4wPM locomotive. It was used mainly out on the salt fields, where Arnold Lockyer photographed it at work on 23 January 1947.

in taking the loaded rakes to the salt stock pile and bringing back the empties. Rolling stock consisted of the standard 4-wheeled side tipping trucks.

When I asked if the company had any other locomotives, I was told that they had another, 'M', a Malcolm Moore similar to 'J' and 'K', which was engaged in salt harvesting some distance away. Owing to the short time at my disposal, I was unable to locate 'M' and see her at work. I now believe that, at the time of my visit, the Company was harvesting salt at Snow Lake as well as at Lake Marion, and that both fields were connected to the salt washing plant by what were described as 'steel tramways'.

The following list of locomotives at Stenhouse Bay was prepared at the time of my visit. Builders' details were taken from information on builders' plates etc., with the exception of locomotive 'M'.

Identifying Letter	Builder	Builder's No. & date	Footnote
'F'	Vulcan Iron Works	2549/1926	(a)
W	ilkes Barre, PA, US	A	
'G'	Ditto	3655/1926	(a)
'H'	Ditto	4182/ -	(b)
ʻI'	Malcolm Moore	Not known	(c)
5	Melbourne, Vic		
'K'	Ditto	Ditto	(c)
'M'	Ditto	Ditto	(c)
'The Ruston'	Ruston & Hornsby	Engine No.	(d)
	Ltd, England	187078	

(a) 'F' & 'G' were identical and used at the gypsum field.
(b) 'H' was much larger than 'F' & 'G'. She was used on the main line between the gypsum field and the bins at the wharf area.

(c) 'J' 'K' & 'M' were identical - The standard small Malcolm Moore Fordson powered locomotives. 'K' was restricted to the wharf, whilst 'J' & 'M' worked on the salt fields.

(d) 'The Ruston' worked on the gyptim field. As already described from the book, Ruston and Hornsby Locomotives by Eric S. Tonks published 1974 by the Industrial Railway Society, England, this locomotive was Class 44/48 HP, one of a group with engines numbered from 187070 to 187079, built between October 1937 and June 1939. As she was the second to last of this series to be built, her builder's date would have probably been in the first half of 1939.

At the time of the amalgamation of the Marion Bay and Stenhouse Bay operations in 1930, it is known that two Vulcan locomotives were working at Marion Bay. Both being built in 1926, it would appear that these would have been 'F & 'G'. The Builder's Number on 'H' would indicate that she was built after 'F' & 'G', but I have found no evidence that she worked at Marion Bay, although the fact that the Company had two Vulcan built locomotives made this appear to be likely. Earlier reports indicate that the Stenhouse Bay company used converted Fordson tractors as locomotives and this could indicate that the three Malcolm Moore Fordson locomotives ('J', 'K' & 'M') were at Stenhouse Bay prior to the amalgamation.

At the time of my visit, 1947, salt harvesting appeared to be in full swing at Lake Marion and also at another nearby location, where locomotive 'M' was at work, and which, I believe, was Lake Snow. The Cheetam Salt Company of Geelong, Victoria, had a great interest in the salt industry in South Australia, as they controlled several of the salt fields. The following is taken from a report, made to the Cheetam Salt Company, which refers to the operations of Waratah Gypsum at Lake Marion and Snow Lake:

In the Hundred of Warrenben, Waratah Gypsum Pty Ltd hold three Miscellaneous Salt Leases having a total area of 1530 acres and covering portions of Marion Lake and Snow Lake.

On both lakes, settling pans and crystallisers have been constructed by stone barrages but at present salt is being produced only from Marion Lake.

The brine from the adjoining gypsum workings is highly concentrated and contains about 28 ounces of solids per gallon. This brine is pumped into the settling pans and thence to the crystallisers where the salt is deposited.

It is proposed to use Snow Lake for the production of salt by solar evaporation of sea water. A channel half a mile long has been cut to connect the lake with the coast and to make it possible for sea water to gravitate along this channel at high tide. Eight crystallisers each having an area of 10 acres have been constructed for the deposition of salt after preliminary concentration of the sea water.

Acute labour shortage and a large demand for gypsum have prevented the Company from producing salt to any large extent during the last few years, but harvesting of salt has been re-commenced this year.

From 1940 to 1946, the last years during which the Company produced any quantity of salt, the average production was 10,200 tons per annum.



4wDM 'The Ruston' (Ruston & Hornsby 187078 of 1939) viewed from its 'off' side, 23 January 1947. With these locomotives, the driver sat sideways, facing to the right of the loco. Photo: AD Lockyer

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'Main line' 0-4-0DM locomotive 'H' (Vulcan Iron Works 4182 of 192?) on a train of empties at the port, about to return them to the gypsum field, 23 January, 1947. Photo: AD Lockyer

When solar evaporation on Snow Lake is operation it is expected that the annual production will be round 50,000 tons.

Harvesting of the salt is done by means of a tractor-drawn mechanical harvester which incorporates a scarifier with 6 inch tines for breaking the salt crust. The salt is lifted up by an elevator to a belt conveyor which delivers it to side tipping trucks each holding four cubic yards.

These trucks are drawn along a 2ft gauge railway by a six ton diesel locomotive and which keeps pace with the harvester as it traverses the crystalliser. At the completion of each run the truck is quickly moved across into position for the next run.

The harvested salt is transported in rakes of trucks drawn by diesel locomotive to stock piles, and after draining is bagged for shipment from Stenhouse Bay. A plant for washing and bagging the salt has been erected in the south east margin of Marion Lake but at present is not used, as the only grade now being marketed is crude salt.

Unfortunately, the part of the report in the author's possession is not dated and the person, who wrote it is not known. In the report it is stated, "from 1940 to 1946, the last years during which the Company produced any quantity of salt."This would indicate that the harvesting which I witnessed in January 1947 was part of the 1946 harvest. The other statement, that circumstances "prevented the Company from producing salt to any large extent during the last few years," suggests the report was prepared a few years after my visit.

In the latter half of the 1950's, the author moved to Dover Gardens and found that one of his neighbours regularly visited the workings at Stenhouse Bay, where his employer apparently had a contract with the gypsum company to service and maintain mechanical plant. From him, I learnt that the company had upgraded much of its mechanical plant by the installation of Deutz diesel engines. This was done so that the power units in the various machines could be interchanged. Later he told me that the company had abandoned its use of the tramways.

This information resulted in our family taking a camping holiday on the bottom of Yorke Peninsula and spending 19, 20 and 21 of January 1969 at Stenhouse Bay exploring and recording what remained of the tramways.

As was to be expected, during the period of 22 years, which had elapsed since my original visit many changes had

taken place with regard to the locomotives and rolling stock, the most obvious being the replacement of the locomotives' identifying letters with numbers. The only part of the railway still operating was a short section of track, extending about three quarters of the length of the jetty at the seaward end, together with the only locomotive still in operation, one of the Malcolm Moores, rebuilt with a Deutz diesel and carrying the number 1514. All the other locomotives that had been used prior to the cessation of the tramway operation were stored in the repair shop or abandoned in the vicinity of it. At the repair shop I met Mr Lloyd, one of the Company's employees, who was kind enough to answer any questions that I had on rebuilds, operations, etc. Locomotive 'H' had been numbered 301, 'F' & 'G' 302 & 303 (Presumably in that order), 'The Ruston' was 304 and Malcolm Moore 'K' (identified by its sandbox above the engine) was now 113. Mr Lloyd told me that only the locomotives engaged in production were given 300 numbers, and that was why the Malcolm Moore was 113. This could also explain the number 1514 on the jetty locomotive.

Since my previous visit, an additional two locomotives had been added to the Company's locomotive fleet, these were a 'War Department' Malcolm Moore 4wPM and a Ruston & Hornsby 0-4-0DM, both larger than the previous locomotives from these two builders. The Malcolm Moore bore the number 305 and the Ruston & Hornsby number 306. It also had a Maker's Plate with the following details:- Class LHT. Engine Number 393981. The book *Ruston & Hornsby Locomotives* by Eric S Tonks (referred to earlier) shows that this was one of three locomotives built in April/May of 1956.

Locomotives inside the repair shop were numbers 301, 302, 303 and 306. Just outside the repair shop was number 304. Out in a paddock, not on rails and apparently set aside, were numbers 113 and 305, whilst out on a side track in the scrub was one of the original small Malcolm Moore Fordson locomotives, which appeared to have been dismantled (and perhaps cannibalised).

Lack of any means of identification made it impossible to sort out the fate of the smaller Malcolm Moore Fordsons, with the exception of 'K' (number 113). Was 'J' now number



This view appeared in the book Science for Secondary Schools 2 (first edition, 1967) captioned "Loading a train at the Stenhouse Bay gypsum deposit, Southern Yorke Peninsula". It shows a rake of the bogie wagons (each with two separate steel containers) which were used on the line from the late 1950s. Photo: AD Lockyer collection

1514 down on the jetty and 'M' dismantled in the scrub, or vice versa? In the case of the Vulcans, these had all lost their original Builder's Plates. Mr Lloyd said that number 301 (formerly 'H') had been rebuilt with a Caterpillar Motor. As she had a Caterpillar Motor when I saw her in 1947, this rebuild must have taken place before then. Numbers 302 and 303 (formerly 'F' & 'G') had originally been rebuilt with Perkins Diesel Engines, but these had proved to be somewhat unsuccessful. They were high reviving and fairly light weight, which led to excessive wheel slip. The Perkins diesels were replaced by the German Deutz Diesels, which proved to be much more satisfactory. short service lines at the top of the cliff above the wharf, part of the line along the wharf (as already mentioned), a couple of short lengths of track being used a storage sidings, and most of the old inclined counter-balance line, with its two weighted trucks, one of which had been derailed.

Some rolling stock still remained in the area at the top of the cliff above the wharf and in the works area. These included a few 4-wheeled open wagons, previously used to carry bagged salt, a few wooden 4-wheeled side tipping trucks, that were in use on the 'main line' at the time of my first visit, and two rakes of some interesting double-bogie side tipping trucks.

Each truck had two

open containers, mounted side by side, each

taking up half of the

truck. The containers

were made of steel, with

a wooden edge around

the top and could be emptied individually.

The trucks appeared to

be equipped with an

air operated dumping

system. It is believed that these trucks were

Locomotive 304 ('The Ruston'), outside the Repair Shop, appeared to have escaped rebuilding and was very much as she had been in 1947. Mr Lloyd said that the next Ruston & Hornsby, numbered 306, had proved to be a bit of a disappointment. She had an automatic (hydraulic) drive and this did not work in with the rough roadbed on which it had to operate. He said that it took some of the control of



the locomotive away from the driver. For example, if the track had subsided, with the old locomotives, the driver could make allowance for this before the train actually hit the depression. With the new drive, he could not.

The three Vulcan locomotives stored in the Repair Shop had had their engines removed, presumably to be used elsewhere to power other equipment.

Mr Lloyd stated that rail operations had ceased about 5 to 6 years prior to my visit, which would have been about 1963, and this could explain why I found that most of the track work, including the spur line down to the wharf, had been lifted. The only track that I found still 'in situ', were a few second Ruston & Hornsby locomotive and by relaying the 'main line' with heavier rail. There were also some of the old 4-wheeled steel side tipping wagons used for salt harvesting, but I did not see these at the time.

#### 1970-2001 Epilogue

An increase in the size of ships and rising costs led to the running down of Waratah Gypsum's operations at Stenhouse Bay. Although a new direct road to the area was completed in 1960 and, for a time, gypsum was shipped out by road, it came too late. By 1973, only a skeleton staff remained and, in 1974, the company town of Stenhouse Bay was sold to the South

vere a Ruston & colm Moore 'Wat umbered 306 and to: Vic Wheatland Hornsby locomwier rail. There e tipping wagon ese at the time. Australian Government. The old workings are now (2001) part of the Innes National Park and, a recent visitor to the area told me that he had found little evidence of the old tramways.

One of the few relics still extant is the remains of locomotive number 301. Before leaving, the company moved the locomotive and a few of the old 4-wheeled, standard, steel-side tipping trucks that were used for salt harvesting to a short section of track near the local general store. As already mentioned, her engine had been removed and what had been the front of the radiator had now also been removed and replaced with a glass panel, behind which is a display of mineral specimens. In May 1990, she was offered to the Port Dock Railway Station Museum. Needless to say, after standing out in the weather, close to the sea with little if any maintenance, the Museum found her to be in very poor condition and not worth the costs which would have been incurred in moving her to Port Adelaide.

Recently, in January 2001, the Museum received a letter from Friends of the Innes National Park, who must have taken her over, requesting advice on her restoration, with the ultimate goal of relocating her at the Innes Heritage Centre.

In 1971, both of the Ruston & Hornsby locomotives (numbers 304 & 306) were donated to the Mile End Railway Museum and arrived there on the 25th November, 1971, still in their 'as built' condition. When the museum become the Port Dock Railway Station Museum, they were moved to Port Adelaide with the other exhibits.

When Mr Ron Fluck, curator of the Port Dock Railway Station Museum, went to Stenhouse Bay to see if number 301 was worth acquiring, he was shown "another tractor type" locomotive in a shed that appeared to be in quite good condition. On his return, I was able to identify the loco, from his description, as the Malcolm Moore locomotive that had been rebuilt with a Deutz diesel engine, the one that was on the wharf at the time of my second visit.



In the late 1950s, one of the Malcolm Moore Fordson locomotives (either 'J' or 'M') was rebuilt, with a Deutz diesel engine replacing its original petrol unit. Rechristened '1514', it became the last loco in use at Stenhouse Bay, shunting the remaining track on the jetty. Arnold Lockyer photographed it there on 20 January, 1969.

On Thursday 7th June 1990, I was able to inspect the locomotive prior to her being relocated at the Museum. She still bore the number 1514, and a Deutz Builder's Plate on the front. The only parts that appeared to be missing were the large solid cast buffer-cum-cowcatcher-cum-multi-height couplings, both back and rear, that were standard on all of the smaller Malcolm Moore Fordson powered locomotives.

#### **References.**

1. "West of the Peesey. An account of a Community - Warooka - Corny Point - Stenhouse Bay." Published by The Warooka Historical Committee, 1976. 2. Letter dated 24/8/96, to Ron Fluck, Curator, Port Dock Railway Station Museum from Colon D Filmer, Warooka.

3. Report from files of Cheetam Salt Company dated 25/9/40. Reference No. C-2077. Author not known.

4. Information in the 'Epilogue' supplied by Ron Fluck, Curator Port Dock Railway Station Museum, and personal observations by the author, a member of the Museum.



In 1998, two side-tipping wagons rust away on the shore of Lake Inneston.

Photo: Kerry White



'Puffing Billy' 2-6-2T 3A (Newport 1900) at the head of a well patronised Young Sun special train, 11 December 1954. Photo: John Buckland

## **50 Years of Railway Preservation:** the Australian Experience

#### by Bob McKillop

Little railways hold a special place in the preservation movement. The first complete railway to be preserved anywhere in the world was the Welsh 2ft 3in gauge Talyllyn Railway, which re-opened in 1951. Preserved light railways continue to stimulate new generations of enthusiasts around the globe. To the potential future enthusiast, boy or girl, clutching their grandparent's hand, little railways are much more appealing and easier to relate to than their big mainline cousins; and doubly so if the preservation activity has skilfully related the train to its industrial and/or social heritage.

During this year, the Talyllyn Railway in mid-Wales has been engaged in a series of celebrations to mark 50 years of heritage railways. Its significance was in its attempt to conserve the railway as a total entity, not simply the preservation of some assets. From a small group who struggled to get their railway through its first season as a 'preserved railway', the heritage railways have grown into a worldwide movement that plays a major part in the tourist industry of many countries. Australia, through the Puffing Billy Railway, has a special place in building the foundations of the movement.

#### **The Pioneers**

To mark the 50th anniversary of railway preservation, I recently met with David Burke to find out more about the origins of the Puffing Billy preservation effort and the influences that shaped those endeavours. David had grown up with the old Puffing Billy Railway from Ferntree Gully to Gembrook in the 1930s and when he returned to Melbourne in 1945, as a young newspaper reporter, he went back to the train to relive its special character. He soon realised that in a climate where the Victorian Railways were trying to rebuild a rundown system after the War with limited resources, the future of rural branch lines like Puffing Billy was very much under threat. Closure

of the line by a landslide at Selby in August 1953 set alarm bells ringing. David felt sure that officials in the Victorian Railways would use this as an opportunity to dismantle the line, rendering its future reopening almost impossible. Despite a 14,000 signature, 178.5 metre long petition on 27 April 1954 requesting that the service be restored, the Gembrook Railway was officially declared closed three days later. Its survival required something special.

"Looking back", David stated, "a highlight of my life was running the Young Sun special trains and getting the Puffing Billy Railway saved." The opportunity to play his part first emerged when David was appointed writer and editor for a special Herald-Sun newspaper supplement, "Trains", to mark the centenary of the Melbourne-Sandridge line, on 12 September 1954.VR management was enthusiastic about "Trains" and the Chairman of Commissioners, RG Wishart, ordered 30,000 copies for distribution to every employee on the system. A few days later, David was appointed the first editor of a daily children's page, the Young Sun. Seeking material for his pages, he was stimulated by a visit from a fellow railway enthusiast, Bill Fairlamb, to write to RG Wishart seeking permission for the Young Sun to organise a farewell trip for its readers on Puffing Billy. Wishart responded on 22 November 1954 advising that VR would be "happy to co-operate with the Young Sun's idea of giving children the 'very last ride' on 'Puffing Billy' on a coming Saturday afternoon."

Saturday, 11 December 1954 was set as the date for the 'last trains'. The small office of the Young Sun (David and his assistant, Ian Jones) set out on a frantic bout of activity to organise the event. Three trains were planned from Ferntree Gully to Belgrave, at 10.40am, 12.25pm and 2.10pm to be hauled by locomotive 3A. Tickets had to be designed and printed, publicity organised and insurance cover arranged. Eagle Star Insurance wrote a  $\pounds$ 50,000 public risk policy for a premium of  $\pounds$ 7 11s 6d. VR printed "Puffing Billy puffs again" posters that were displayed at suburban and country railway stations. The response was overwhelming. Requests for tickets arrived by the sackful and the trains were booked out. As David has recorded:

The rest of our story is history. Puffing Billy made every scheduled journey, struggling over the level crossing and the timber trestle, the carriages packed with cheering waving children, the shrill whistle raising the echoes through the Dandenong forest, the famous 'I-can-do-it' exhaust blasting from the hills. Well-wishers stacked every crossing, cameras lined the trackside, for the police at the 'Gully, a traffic jam par excellence.

By popular demand, the Young Sun 'last trains' were repeated on 27 December, although David was not involved, having been sent to Brisbane to cover the Davis Cup tennis finals for his newspaper. The Young Sun specials generated a groundswell of public enthusiasm for keeping Puffing Billy alive. The Victorian Railways ran trains on 28 December and on 1st, 3rd and 31st January, 1955. The trains were repeated, with considerable success, on Easter Monday 11 April 1955. In April 1955, a 'gentlemen's agreement' was made between RG Wishart and five Melbourne businessmen to operate trains between Ferntree Gully and Belgrave subject to personal guarantees of  $\pounds$ 1000 to cover any losses. After three months of operation, there was a loss of  $\pounds$ 36.

The Puffing Billy Preservation Society was formed in July 1955 with HL Hewett as president. The PBPS came to an agreement with the VR for the continued operation of the trains using VR drivers, firemen and guards, and Society volunteers for other tasks. A proportion of the revenue earned by electric trains connecting with Puffing Billy was credited every quarter to the narrow gauge line. By 1957, Hewett reported that the railway was carrying 60,000 passengers per year, there were about 100 active members in the PBPS and that  $\pounds$ 1300 was held in a Landslip Fund. Two locomotives – 6NA and 7NA – were available for traffic and the PBPS was seeking to preserve examples of every class of narrow gauge rolling stock still in existence.

Puffing Billy was again under threat of closure in 1957 due to a Government decision to convert the Ferntree Gully to Belgrave line to broad gauge and electrify it. The PBPS launched a public appeal for funds to reopen the Belgrave-Emerald section. The last narrow gauge trains from Ferntree



Seen here beside the official train, David Burke was one of the guests of honour at the Gembrook Reopening. Photo: Dr Janice Kesterton

Gully operated on 23 February 1958. Thereafter, the PBPS focused its attention on rebuilding the Belgrave-Emerald line. With assistance from the Australian Army, the section of narrow gauge line to Menzies Creek was reopened in July 1962 and Puffing Billy was reborn once again.

Since then, the Puffing Billy Railway has established an unrivalled reputation as Australia's premier preserved railway. Given its subsequent success, I sought David Burke's perspective on the expectations and hopes of those who rallied to the cause back in 1954. At that time, the aim was simply to *save* the railway, which David knew as a quiet rural branch line running mixed trains and passenger excursions as required. Others would shoulder the task of keeping it alive. He was aware of the success of the Talyllyn Railway in Wales and of other groups seeking to restore whole railways in the British Isles, and their efforts helped drive the cause for Puffing Billy.



With the conversion of the Ferntree Gully-Belgrave section to broad gauge, it became necessary to construct a new narrow-gauge terminus, incorporating the relocated original station building, on the Gembrook side of the main road overbridge. PBPS volunteers are seen enthusiatically applying themselves to the task. Photo: David Burke collection

#### Expansion

Where Puffing Billy led, many followed. Some have sought to emulate Puffing Billy by preserving an operating railway, usually with a particular heritage era or theme. Others have preserved locomotives and rolling stock and established a new environment, usually a park of some sort, in which to operate them. A third group of interest to Light Railways readers have established industry museums to preserve and interpret significant industry sites and added railways as part of that interpretation or, more commonly, as an extra attraction that may have limited relationship with the industry (eg, the Bush Mill Tramway in Tasmania). The following table lists a number of Australia's preserved narrow gauge and industrial railways by these three categories. on the Abt Wilderness Railway. It has received lavish funding, courtesy of the Australian taxpayer, but whether this will be sufficient to overcome the 'tyranny of distance' remains to be seen. Other operations in more remote locations – eg Tullah, Lune River and Carnarvon – remain highly dependent on the enthusiasm and resources of small groups of supporters for their survival.

The other categories of preserved railways reflect different responses to the isolation problem. ANGRMS at Woodford (Durundur Railway), ILRMS at Albion Park (Illawarra Train Park) and WALPRA at Whiteman Park (Bennett Brook Railway) were efforts to bring the artifacts of light railways closer to a metropolitan centre. The Albion Park and Bennett Brook operations have been reasonably successful, but now

Preserved Railways	Year	Industry Museums	Year	Train Park Operations	Year
Puffing Billy Railway, Vic	1955	Goulburn Steam Museum, NSW b/	1970	Whistle Stop, Frankston Vic b/	1968
Ida Bay Railway, Tas	1977	Timbertown, NSW	1976	Illawarra Train Park, NSW	1974
Busselton Jetty Rly, WA	1977	Sugar Industry Museum, Old a/	1977	Sandhurst Town, Vic b/	1974
Richmond Vale Rly, NSW	1984	Manjinup Timber Museum, WA a/	1978	Lachlan Valley Village, NSW b/	1975
Wee George Wood Rly, Tas	1986	Moonta Museum Rly, SA	1982	Forresters Beach, NSW b/	1976
Pt Douglas Railway, Old	1987	Alexandra Timber Ind. Museum, Vic	1982	Durundur Railway, Qld	1979
Oliver Hill Railway, WA	1994	Bush Mill Railway, Tas	1985	Megalong Valley Railway, NSW b/	c1980
Walhalla Goldfields Rly, Vic	1994	Yarloop Workshop, WA	1980s	Menangle Light Railway, NSW	1983
Carnarvon Light Rly, WA	1996	Wonthaggi State Mine, Vic	1985	Bennett Brook Railway, WA	1984
Abt Wilderness Rly, Tas	2000 .	Cobdogla Irrigation Museum, SA	1988	Dreamworld Railway, Qld	1985
Millennium Park Rly, NSW	2002	Hannans North Mine, WA b/	1992	Bundaberg Botanic Gardens Railway, C	1ld 1988
	1944	State Mine Museum, NSW	2001	Semaphore Tramway, SA	1992
	-07			Coal Creek Bush Tramway, Vic	1992
			11-11	Red Cliffs Railway, Vic	1994
				Melaleuca Station, NSW	1994
	1		11 27	Redwater Creek. Railway, Tas	1995
				St Helena Island Railway, Old	1997
Natas: a/ Statia railway avhi	ibite only	b/ Poilway pow algood			

Notes: a/ Static railway exhibits only b/ Railway now closed

The table does not include preservation of mainline railways that may feature some industrial on light railway items (eg, Bellarine Peninsula Railway and the Mt Morgan Railway). A fourth category, that of the private railway not normally open to the public, is a further development. Russell Savage's line at Coorooy in Queensland, Andrew Forbes' at Kerrisdale in Victoria and Dick Smith's operation in southern NSW are some of the well-known examples.

The list, by no means complete, indicates the diversity of the light and industrial railway preservation effort in Australia. It also suggests that the pace of new ventures has increased during the past 20 years. The latter operations also demonstrate a stronger tourist orientation, with the railway operations more specifically linked to that objective.

Another issue to emerge from the list is that, almost by definition, light and industrial railways in Australia have been located in isolated areas away from the critical mass of population necessary to sustain their preservation, both in terms of volunteers to man the operation and to provide paying customers. Only Puffing Billy and Sydney's new Millennium Park Railway of the preserved railways enjoy a location advantage. The Walhalla Goldfields Railway, which also provides a recreation of Victoria's narrow gauge era, came too late to preserve the operating environment of the original railway, but its spectacular scenery and the heritage of the Thomson River Bridge give it a special flavour. It is to be hoped that these unique qualities are sufficient to overcome the disadvantages of location. On this matter, the jury is yet to deliver its verdict

face difficult decisions about their future direction. The ANGRMS site remains one of unfulfilled promise. A second group of 'train park' preservation operations are in more isolated locations, such as Red Cliffs, Redwater Creek at Sheffield and the Bundaberg Botanic Gardens Railway. They too remain highly dependent on small groups of dedicated supporters. The third group of 'train park' operations are those that have been established as an additional attraction within a commercial tourist operation. While a well-endowed operation such as Dreamworld has been able to provide steam operations on a daily basis over an extended period, there is little from the experience of these operations to suggest it is a desirable or sustainable form of heritage railway preservation. But clearly enthusiasm to create a 'preserved railway' is not enough. The above list highlights a number of instances where aspirations have not been sustained and the operation has been consigned to the annals of history. Most of these are in the 'train park' preservation category.

The category of industry museums offers a different and more challenging set of perspectives. There are several examples, such as the Australian Sugar Industry Museum, that have failed to fulfil their promise and potential. The timber and mining industries have generally fared better, although the resource to develop and present the quality interpretative displays and materials necessary to attract visitors on a sustainable basis remains a problem area. In the case of the State Mine at Wonthaggi in Victoria, recent reports suggest that there has been a significant enhancement of the attraction.

#### **The Future?**

The Puffing Billy Railway remains the pre-eminent preserved railway in Australia. Its main challengers come from other tourist attractions rather than preserved railways. Just as pioneer British preservation groups offered leadership and guidance for those seeking to save Puffing Billy in the 1950s, so too does international experience offer lessons for Puffing Billy and other Australian preserved railways in the twenty-first century. This highlights the need for innovative and quality attractions and heritage interpretation that ensures value for money in the railway experience. Restoration of the former Australian Navy munitions railway at Newington to provide public transport in Svdnev's Millennium Park (LR 161, p.28) presents a major challenge due to the restricted loading gauge. The buildings and other features of the railway's former function are being restored to the highest heritage standards. It is understood that some innovative features are under development for this operation.

As Australians seek to gain a deeper understanding of their past, it is likely that quality interpretative sites of that past heritage will play a more dominant role. Our most ambitious open-air cultural heritage attraction is being developed at Lithgow, based on the mining and industrial sites of this city. A passengercarrying railway operation with a strong industrial pedigree has a central role in this project. Other ventures of this nature will undoubtedly emerge. Provided that expertise in the relevant technologies can be maintained, 'little railways' are likely to continue to entertain new generations of Australians over the next 50 years.

#### References

1. David Burke, interview, York Cottage, Burradoo, 31 August 2001.

- 2. RG Wishart, correspondence to David Burke, Editor, Young Sun, 22 November 1954
- 3. David Burke, "A Very Last Ride: Running the Young Sun Specials", typed m/s, nd.

4. HL Hewett, correspondence to David Burke, 1957



The Talyllyn Railway, in Wales, still operates its two original steam locomotives, as well as two from the neighbouring Corris Railway, plus two more recent aquisitions. One of the latter, No.7 TOM ROLT (Andrew Barclay 2263/1949, rebuilt Talyllyn 1991) is seen taking water at Dolgoch in May 2001. Photo: Bob McKillop



Moonta Mines Railway is an example of a railway providing public transport around a major industrial heritage site. The 4wDM locomotive and the rolling stock have come from industrial operations. Photo:Ray Graf



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#### NEW SOUTH WALES

#### **BHP Ltd, Port Kembla**

(see LR 161 p. 18)

1435mm gauge

English Electric Co-Co DE locomotives D51 (A.111 of 1965) & D47 (A.146 of 1967) and GEC D49 (A.243 of 1972) were still operating coal trains in September and October in spite of the arrival of the leased National Rail 81 class. However, their withdrawal was said to be imminent.

GEC Bo-Bo DE locomotive D40 (A.241 of 1972) provided rear-end assistance to sister locomotive D43 (A.271 of 1974) on a Kemira train on 3 September.

English Electric Bo-Bo DE D16 (A.030 of 1959) collided with a dump truck in the steelworks on 7 October, sustaining serious damage.

English Electric B-B DE locomotives D20 & D21 (A.041 & A.042 of 1960) were moved to the State Mine Museum at Lithgow by road at the end of October for preservation..

Chris Stratton 9/01; Brad Peadon 10/01 (both Locoshed internet discussion group)

#### **BHP Ltd, Newcastle**

(see LR 158 p.16)

1435mm gauge

On 26 September, eight large Treadwell hot metal ladles were moved from the former steelworks area and placed in sidings nearby. Numbered 1, 2, 5, 7, 10, 11 and 16, it is suggested they will be exported to China.

John Hourigan via Brad Peadon 10/01 (Locoshed internet discussion group)

#### **BHP Ltd, Elouera Colliery**

(see LR 161 p.18)

1067mm gauge

On 3 September a Brambles semi-trailer was passed on Cordeaux Road, apparently heading for the Nebo portal, carrying a battery electric locomotive bearing number 58. The colliery is believed to have been put off limits for visits. Chris Stratton 9/01; Brad Peadon 9/01 (both Locoshed internet discussion group)

#### SILVERTON TRAMWAY

(see LR 160 p.18) 1435mm gauge

Goodwin Co-Co DE G-3388-04 of 1965, now numbered 44s1, is currently the main locomotive used on tramway operations at Broken Hill, with Goodwin Co-Co DE 29 (83828 of 1961) the main back-up. During October the locomotive was doing two trips to the mine each morning with the crew signing on at 7am. With Pasminco in voluntary administration, the end of what remains of the Silverton Tramway might not be far away. A considerable amount of rolling stock that was stored on sidings at the North Mine has been removed from the mining lease and placed in the tramway yards. Even if shunting operations at Broken Hill finish, it is expected that the Broken Hill site will continue in use as the base for the company's fleet of locomotives available for main line operations on lease or hire.

Dick Holland 10/01 (Locoshed internet discussion group)

#### QUEENSLAND

#### CSR LTD

(see LR 160 p.19)

The joint approach for the CSR Sugar Division from Canegrowers and Taiwan Sugar appears to have made little progress during the year with a poor season and the ramifications of world events having their effects on both the possible price and on the availability of investment funds. It appears that Thiess Process Engineering would be a strong contender to manage the mills should a buy-out involving Canegrowers succeed. *Herbert River Express* 22/9/01 via Chris Hart

#### BUNDABERG SUGAR LTD, Babinda Mill

(see LR 159 p.21)

610mm gauge

Wet weather conditions meant that Babinda was the only district mill crushing on 22 October. Cane was received by tramline from Mourilyan Mill and also 45 bins arrived from South Johnstone Mill. Peter Lukey 10/01

#### ERRATA

**LR 160 p.19:** The photo of the battery loco at Hellyer was taken by Michael Dix. We apologise that a low-resolution digital image was used in error.

**LR 161 p.18:** *PERRY* at Fairymead Mill is numbered 66.

**LR 161 p. 21:** The track machine at Pemberton Tramway is a ballast regulator, not a tamper. Apologies to Simon Mead for messing up the information he provided.

#### BUNDABERG SUGAR LTD, Bingera Mill

(see LR 161 p.19)

610mm gauge

Walkers B-B DH KOLAN (633 of 1969), pulling full bins, collided with a tractor west of South Kolan at about 3.30pm on 10 September. The tractor driver was thrown from his vehicle. The locomotive sustained damage to the front headstock, handrails and headlights and returned to service the next day.

The E M Baldwin 4w-2DH navvy loco (4529-1-?-73 of 1973; rebuilt 8860-2-8-79, 1979; rebuilt Millaquin 1980 & 1988) has been transferred from Millaquin Mill to Bingera.

Some confusion has occurred regarding the identification of the Com-Eng 0-6-0DH that was transferred from the Innisfail District late in the 2000 season. The cab of this locomotive is of the mansard type, indicating that it is not from the early series of locomotives that had curved cab roofs. It appears that it is, as originally published, AJ2359 of 1962. It was most recently Babinda Mill 10 and had apparently been based at Mourilyan for a short time when it was transferred to Bundaberg. For some reason its number was changed to 19 at or before the time of its transfer. It has seen use fairly regularly at Bingera Mill during the 2001 season, and is known to crews there as "Babinda".

ABC News, Bundaberg 11/9/01 via Barry Blair; Lincoln Driver 9/01 (both Locoshed internet discussion group); Editor



Elouera Colliery's 4wBE 78 (built BHP 1949) at the Nebo Portal on 18 August 2001. It appears that this and other locos were rebuilt by Electrical Mining Engineering (Australia) Pty Ltd, possibly involving the fitting of the fully protected cab. Photo : Brad Peadon





**Top:** A cavalcade of Moreton Mill locomotives heads down Howard Street, Nambour in a scene that may not be seen for much longer. Left to right are E M Baldwin 0-6-0DH BLI-BLI (6-1257-1-7-65 of 1965), Clyde 0-6-0DH MORETON (63-289 of 1963), E M Baldwin 0-6-0DH PETRIE (2300-1-6-68 of 1968) and E M Baldwin B-B DH COOLUM (5565-1-10-74 of 1974). Photo: Brad Peadon **Centre:** This Com-Eng 0-6-0DH (AJ2359 of 1962) was transferred from the Innisfail district to Bingera Mill in 2000 and continued to see use there in 2001. It was photographed near South Kolan in July. Now carrying the number 19 and unofficially known as "Babinda", it was briefly number 10 at Babinda Mill, previously 7 at Mourilyan and originally DL18 COORUMBA on the Innisfail Tramway. Photo: Andrew Webb **Above:** Invicta Mill's unique Com-Eng 0-4-0DH INVICTA (CA1040 of 1960) handles bogie ballast hoppers at the mill's Clare Depot. Note the ballast plough mounted on the rear headstock. 23 June 2000. Photo: David Rowe

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#### BUNDABERG SUGAR LTD, Moreton Mill, Nambour

(see LR 161 p.22)

610mm gauge

It seems fairly likely that the tramway system will remain in operation for another year although some branch lines may be cut back. Certainly no announcement had been made by the company up until late October. Recent observation indicates that much of the rail system is in very poor condition.

An interesting working was observed around noon on 9 October. A train of fulls from Dunethin Rock hauled by E M Baldwin 0-6-0DH *BLI-BLI* (6-1257-1-7-65 of 1965) halted just past the junction with the line to Coolum near River Depot. When Clyde 0-6-0DH *MORETON* (63-289 of 1963) arrived from north of the river with its full train, it coupled up to BLI-BLI's train and the two proceeded as one in the direction of the mill.

School holidays on the Sunshine Coast mean that the mill has to hire security guards to reduce the risks caused by children playing on the lines, interfering with trains and meddling with point levers.

Chris Stratton 10/01 (Locoshed internet discussion group); *Sunshine Coast Daily* 23/10/01 via D M McLean; Ron Preston 10/01

#### CARPENTARIA TRANSPORT PTY LTD, Woree

(see LR 150 p.25) 1067mm gauge

The two Walkers B-B DH locomotives that were previously used at this freight deport seem to have been returned to QR. DH 37 (619 of 1969) and DH45 (627 of 1969) have been at the QR's Portsmith Depot since late in August and the QRX logos on them have now been painted out. The freight depot is now shunted by a road/rail tractor painted green, while and yellow. Rob Stanier 10/01

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

(see LR 161 p.19)

610mm gauge

Victoria Mill's E M Baldwin 0-6-0DH *HOBART* (4413-1-7-72 of 1972) was sent over to Macknade on 11 September because of loco breakdowns. It remained at Macknade after the season's end.

Also at Macknade for a time was E M Baldwin 4wDH *Sugarworld Shuttle* (9109-1-9-80 of 1980). It was transferred to Macknade for use by the navvies on 12 September but went back to Victoria during the last week of the month.

The Macknade sugar train was badly derailed on 23 September when it encountered split points in Halifax. E M Baldwin 0-6-0DH 14 (6-2490-1-7-68 of 1968) and at least two sugar bins ended up at right angles to the track and a dozen or so more bins were derailed. About 60

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feet of track beyond the points was damaged and had to be replaced. The locomotive came out of it relatively unscathed with damaged steps, engine compartment door, and a bent coupling rod. It seems the points had been interfered with by persons unknown.

Crushing at Macknade finished in the early hours of Saturday 20 October and at Victoria two days later. All the district's 11-tonne bogie bins were transferred back to Victoria Mill as the season ended.

Hudswell Clarke 0-6-0 *HOMEBUSH* (1067 of 1914) was in use hauling passenger trains for the Maraka Festival on 20 October. Chris Hart 9/01; 10/01

#### ISIS CENTRAL SUGAR MILL CO LTD

(see LR 161 p.21)

610mm gauge

A visit on 8 September revealed 1067mm gauge ex-Mount Isa Mines Walkers B-B DH 5804 (589 of 1968) in storage at the dump area. Also here were parts of the superstructure of ex-Cooks Construction Walkers B-B DH CC04 (610 of 1969) which it is believed the mill is currently rebuilding. Editor 9/01

#### MACKAY SUGAR CO-OPERATIVE ASSOCIATION LTD

#### (see LR 161 p.21)

610mm gauge

Nearly all locomotives in the Mackay Sugar fleet have now been noted carrying their new numbers, or their intended numbers are known. Each loco has a small identification plate in the cab that shows name and number. Details are shown in the accompanying list. There appears to be more and more movement of locomotives (especially the smaller ones) between the Mackay Mills, both for use and for repairs.

At Farleigh Mill, there were a fair number of locomotive failures during the 2001 season. Clyde 0-6-0DH *SEAFORTH* has special low speed gearing and is normally used in the Habana area. It failed in the last few weeks of the season and its duties were taken over by Clyde 0-6-0DH *ST.HELENS*. This locomotive had much more difficulty handling the conditions on the hilly Habana runs. At this time, spare Com-Eng 0-6-0DH *BARCOO* was put on day work, a situation that repeated itself a number of times through the season before it was swapped with Pleystowe Mill's Clyde 0-6-0DH *DEVEREAUX*.

Farleigh's E M Baldwin B-B DH *INVERNESS* failed in the last week of the crush and Clyde 0-6-0DH *LACY* was sent over from Racecourse to replace it. *SEAFORTH* went to Racecourse at the end of the season for repairs. Regular breakdowns were encountered with Farleigh's Walkers B-B DH rebuilds, especially *DULVERTON*.

Among the other locomotives noted away from their traditional stamping grounds in late October







**Top:** Ex-Mt Isa Mines Walkers B-B DH 5804 (589 of 1968) being prepared for transport from Bundaberg Station to Isis Mill, 6 August 2001. Photo: Anthony Tucker **Centre:** Rebuilt in distinctive style by the Bundaberg Foundry in 2001 after an accident last year is Bingera Mill's Com-Eng INVICTA (A1513 of 1956). It is pictured at Wallaville in August 2001. Photo: Geoffrey Driver **Above:** Specialised Container Transport has this standard gauge ex Victorian Railways 4wDM RT 32 at its Laverton Depot. 13 February 2001. Photo: Brad Peadon

#### **MACKAY SUGAR LOCOMOTIVE NUMBERING, 2001**

2	DIEVOTOWE		Clude	64 221	1064
2	PLEISIUWE	0-0-001	Liyue	04-321	1304
4	HABANA	0-6-0DH	Clvde	60-215	1960
E	CUANINION	DDDU	EMAD	7126 1 5 77	1077
3	SHANNUN	D-D UT	LIVID	/120-1-5-//	13//
6*	MIA MIA	B-B DH	EMB	9815-1-10-81	1981
7	NODTHETON	DDDU	EMD	6700 1 0 76	1076
/	NUKTHETUN	D-D UH	EIVID	0/00-1-0-/0	1970
8	PALMS	0-6-0DH	ClydeO	70-708	1970
0	DALLANDA	0.0.0011	olu	00 070	1000
9	PALMYRA	0-6-0DH	Clyde	63-2/3	1963
10		Aw/DH	EMR	45291-73	1973
10		400011	LIVID	4525-1-75	1070
		rebuilt	EMB	8860-1-8-79	1979
		rebuilt	Marian		1000
		repuilt	wanan		1300
11	MARIAN	0-6-0DH	Clvde	56-104	1956
10	ALFLISE	O C ODII	Chude	E0 100	1050
12	NELLIE	0-0-00H	Ciyde	00-100	1909
13	DEVEREALIX	0-6-0DH	Clyde	67-568	1967
10	DEVENEROR	0 0 0011	0,10	01 005	1001
14	HAMPDEN	0-6-0DH	Clyde	61-235	1961
15	MELBA	0.6.00H	EMR		1985
15	WILLDA	0-0-0011			1000
16	CHARLTON	B-B DH	FWR	9562-1-6-81	1981
17	LANCDON	RRDH	EMR	9562-2-6-81	1981
17	LANGDON	D-D D11	LIVID	5502-2-0-01	1301
18	GARGETT	B-B DH	Eimco	L255	1990
10	MADDI	DDDU	Eiman	1 256	1000
19	MANEL	D-D UN	LINICO	LZJU	1330
20	BOONGANNA	B-B DH	Eimco	L257	1990
01	TANIALO	DDDU	Malling	705	1072
21	IANNALU	R-R NH	vvalkers	705	19/2
		rehuilt	BFF	7343	1995
~~	DIMINIA OLE	0.0 oDU	0	A A 1540	1001
22	PINNAULE	0-0-0DH	Lom-Eng	AA1549	1901
		rohuilt	Com-Eng	AN5849	1975
		rebunt	oon Eng	A110040	1070
23+	DALRYMPLE	0-6-0DH	Com-Eng	AL4892	1965
24	NETHEDDALE	P.P.DH	Malkors	003	1972
24	NETHENDALE	0-0 011	VVAINCIS	055	1072
		rebuilt	Walkers		1997
20	ETON		Com Eng	EB3170	1963
20	ETUN	0-0-0011	Com-Ling	103170	1505
26	BASSETT	0-6-0DH	Civde	67-596	1967
07*	LACY		Clude	6E 420	1065
21	LAUT	0-0-0UH	ciyue	00-409	1903
28	TE KOWAI	0-6-0DH	Civde	56-103	1956
20	VIOTORIA DI AINIO	0 0 0011	Oluda	CC 400	1000
29	VICTORIA PLAINS	0-0-00H	uiyae	00-490	1900
30	CONNINGSBY	0-6-0DH	Clyde	61-232	1961
00	OCHINICOUDI	0.0.0011	Ohuda	01 000	1001
31	SEAFURTH	0-6-0DH	Ciyde	61-233	1961
32	ST HELENS	0-6-0DH	Clyde	61-234	1961
JZ	OT.HELLING	0.0.0011	Ciyac .	7000 4 0 77	1001
33	FOULDEN	B-B DH	EMB	/220-1-6-//	19//
24		RRDH	EMR	6706-1-5-76	1976
34	NAIVIFUEN	D-D UN	EIVID	0700-1-3-70	1370
35	INVERNESS	B-B DH	EMB	10123-1-5-82	1982
00	FADIFICII	D D DII	Eiman	1954	1000
36	FARLEIGH	B-B DH	EIMCO	LZ34	1990
37	CALEN	B-B DH	Walkers	692	1972
0,	UNLER	1	DEE	7000	1005
		repulit	BLE	/330	1995
28	MICLERE	R-R DH	Walkors	664	1970
50	WIGLENE	0.001	VVUINCIS	004	1070
		rebuilt	Farleigh		1996
20	CEDADS	DDDU	Malkoro	602	1072
39	LEDANS	D-D UN	vvdikel S	055	13/2
		rebuilt	Walkers		1997
40	DUUNEDTON	DDDU	Malkora	600	1072
40	DULVERIUN	D-D UN	VVAREIS	030	
			Tuntoro		1972
		rebuilt	Walkers		1972
41#	CUMINIVOIDE	rebuilt	Walkers	E7 160	1972
41*	SUNNYSIDE	rebuilt 0-6-0DH	Walkers Clyde	57-160	1972 1997 1957
41* 42	SUNNYSIDE BROADSOUND	rebuilt 0-6-0DH 0-6-0DH	Walkers Clyde ClydeQ	57-160 70-710	1972 1997 1957 1971
41* 42	SUNNYSIDE BROADSOUND	rebuilt 0-6-0DH 0-6-0DH	Walkers Clyde ClydeQ ClydeQ	57-160 70-710 59-201	1972 1997 1957 1971
41* 42 43	SUNNYSIDE BROADSOUND CHELONA	rebuilt 0-6-0DH 0-6-0DH 0-6-0DH	Walkers Clyde ClydeQ Clyde	57-160 70-710 59-201	1972 1997 1957 1971 1959
41* 42 43 44	SUNNYSIDE BROADSOUND CHELONA WALKERSTON	rebuilt 0-6-0DH 0-6-0DH 0-6-0DH B-B DH	Walkers Clyde ClydeQ Clyde Walkers	57-160 70-710 59-201 672	1972 1997 1957 1971 1959 1971
41* 42 43 44	SUNNYSIDE BROADSOUND CHELONA WALKERSTON	rebuilt 0-6-0DH 0-6-0DH 0-6-0DH B-B DH rebuilt	Walkers Clyde ClydeQ Clyde Walkers	57-160 70-710 59-201 672	1972 1997 1957 1971 1959 1971
41* 42 43 44	SUNNYSIDE BROADSOUND CHELONA WALKERSTON	rebuilt 0-6-0DH 0-6-0DH 0-6-0DH B-B DH rebuilt	Walkers Clyde ClydeQ Clyde Walkers Pleystowe	57-160 70-710 59-201 672	1972 1997 1957 1971 1959 1971 1994
41* 42 43 44 45	SUNNYSIDE BROADSOUND CHELONA WALKERSTON ROSELLA	rebuilt 0-6-0DH 0-6-0DH 0-6-0DH B-B DH rebuilt 0-6-0DH	Walkers Clyde ClydeQ Clyde Walkers Pleystowe Clyde	57-160 70-710 59-201 672 64-317	1972 1997 1957 1971 1959 1971 1994 1964
41* 42 43 44 45	SUNNYSIDE BROADSOUND CHELONA WALKERSTON ROSELLA	rebuilt 0-6-0DH 0-6-0DH 0-6-0DH B-B DH rebuilt 0-6-0DH	Walkers Clyde ClydeQ Clyde Walkers Pleystowe Clyde	57-160 70-710 59-201 672 64-317	1972 1997 1957 1971 1959 1971 1994 1964
41* 42 43 44 45 46	SUNNYSIDE BROADSOUND CHELONA WALKERSTON ROSELLA BARCOO	rebuilt 0-6-0DH 0-6-0DH 0-6-0DH B-B DH rebuilt 0-6-0DH 0-6-0DH	Walkers Clyde ClydeQ Clyde Walkers Pleystowe Clyde Com-Eng	57-160 70-710 59-201 672 64-317 FB4383	1972 1997 1957 1971 1959 1971 1994 1964 1965
41* 42 43 44 45 46 47	SUNNYSIDE BROADSOUND CHELONA WALKERSTON ROSELLA BARCOO PIONEER	rebuilt 0-6-0DH 0-6-0DH 0-6-0DH B-B DH rebuilt 0-6-0DH 0-6-0DH 0-6-0DH	Walkers Clyde ClydeQ Clyde Walkers Pleystowe Clyde Com-Eng Com-Eng	57-160 70-710 59-201 672 64-317 FB4383 Al2358	1972 1997 1957 1971 1959 1971 1994 1964 1965 1962
41* 42 43 44 45 46 47	SUNNYSIDE BROADSOUND CHELONA WALKERSTON ROSELLA BARCOO PIONEER CADUCE	rebuilt 0-6-0DH 0-6-0DH B-B DH rebuilt 0-6-0DH 0-6-0DH 0-6-0DH	Walkers Clyde ClydeQ Clyde Walkers Pleystowe Clyde Com-Eng Com-Eng	57-160 70-710 59-201 672 64-317 FB4383 Al2358 Al2358	1972 1997 1957 1971 1959 1971 1994 1964 1965 1962
41* 42 43 44 45 46 47 48	SUNNYSIDE BROADSOUND CHELONA WALKERSTON ROSELLA BARCOO PIONEER CARLISLE	rebuilt 0-6-0DH 0-6-0DH B-B DH rebuilt 0-6-0DH 0-6-0DH 0-6-0DH 0-6-0DH	Walkers Clyde ClydeQ Clyde Walkers Pleystowe Clyde Com-Eng Com-Eng Com-Eng	57-160 70-710 59-201 672 64-317 FB4383 Al2358 Al3271	1972 1997 1957 1971 1959 1971 1994 1964 1965 1962 1963
41* 42 43 44 45 46 47 48 49	SUNNYSIDE BROADSOUND CHELONA WALKERSTON ROSELLA BARCOO PIONEER CARLISLE BICHMOND	rebuilt 0-6-0DH 0-6-0DH B-B DH rebuilt 0-6-0DH 0-6-0DH 0-6-0DH 0-6-0DH 0-6-0DH	Walkers Clyde ClydeQ Clyde Walkers Pleystowe Clyde Com-Eng Com-Eng Com-Eng Com-Eng	57-160 70-710 59-201 672 64-317 FB4383 Al2358 Al3271 Al308	1972 1997 1957 1971 1959 1971 1994 1964 1965 1962 1963 1955
41* 42 43 44 45 46 47 48 49	SUNNYSIDE BROADSOUND CHELONA WALKERSTON ROSELLA BARCOO PIONEER CARLISLE RICHMOND	rebuilt 0-6-0DH 0-6-0DH B-B DH rebuilt 0-6-0DH 0-6-0DH 0-6-0DH 0-6-0DH 0-6-0DH	Walkers Clyde ClydeQ Clyde Walkers Pleystowe Clyde Com-Eng Com-Eng Com-Eng Com-Eng	57-160 70-710 59-201 672 64-317 FB4383 Al2358 Al3271 Al308	1972 1997 1957 1971 1959 1971 1994 1964 1965 1962 1963 1955
41* 42 43 44 45 46 47 48 49 50	SUNNYSIDE BROADSOUND CHELONA WALKERSTON ROSELLA BARCOO PIONEER CARLISLE RICHMOND HOMEBUSH	rebuilt 0-6-0DH 0-6-0DH B-B DH rebuilt 0-6-0DH 0-6-0DH 0-6-0DH 0-6-0DH 0-6-0DH 0-6-0DH 0-6-0DH	Walkers Clyde ClydeQ ClydeWalkers Pleystowe Clyde Com-Eng Com-Eng Com-Eng Com-Eng Com-Eng Com-Eng Com-Eng Com-Eng Com-Eng	57-160 70-710 59-201 672 64-317 FB4383 Al2358 Al3271 A1308 55-58	1972 1997 1957 1971 1959 1971 1994 1964 1965 1962 1963 1955 1955
41* 42 43 44 45 46 47 48 49 50 51	SUNNYSIDE BROADSOUND CHELONA WALKERSTON ROSELLA BARCOO PIONEER CARLISLE RICHMOND HOMEBUSH EINCH HATTON	rebuilt 0-6-0DH 0-6-0DH B-B DH rebuilt 0-6-0DH 0-6-0DH 0-6-0DH 0-6-0DH 0-6-0DH 0-6-0DH 0-6-0DH 0-6-0DH B-B DH	Walkers Clyde ClydeQ Clyde Walkers Pleystowe Clyde Com-Eng Com-Eng Com-Eng Com-Eng Com-Eng Com-Eng Com-Eng	57-160 70-710 59-201 672 64-317 FB4383 Al2358 Al3271 A1308 55-58 NA59112	1972 1997 1957 1971 1959 1971 1964 1964 1965 1962 1963 1955 1955 1955
41* 42 43 44 45 46 47 48 49 50 51	SUNNYSIDE BROADSOUND CHELONA WALKERSTON ROSELLA BARCOO PIONEER CARLISLE RICHMOND HOMEBUSH FINCH HATTON	rebuilt 0-6-0DH 0-6-0DH B-B DH rebuilt 0-6-0DH 0-6-0DH 0-6-0DH 0-6-0DH 0-6-0DH 0-6-0DH B-B DH	Walkers Clyde ClydeQ Clyde Walkers Pleystowe Clyde Com-Eng Com-Eng Com-Eng Com-Eng Clyde Com-Eng	57-160 70-710 59-201 672 64-317 FB4383 Al2358 Al3271 A1308 55-58 NA59112	1972 1997 1957 1971 1959 1971 1994 1964 1965 1962 1963 1955 1955 1977
41* 42 43 44 45 46 47 48 49 50 51 52*	SUNNYSIDE BROADSOUND CHELONA WALKERSTON ROSELLA BARCOO PIONEER CARLISLE RICHMOND HOMEBUSH FINCH HATTON RACECOURSE	rebuilt 0-6-0DH 0-6-0DH B-B DH rebuilt 0-6-0DH 0-6-0DH 0-6-0DH 0-6-0DH 0-6-0DH 0-6-0DH B-B DH 0-6-0DH	Walkers Clyde ClydeQ ClydeWalkers Pleystowe Clyde Com-Eng Com-Eng Com-Eng Com-Eng Clyde Com-Eng Clyde Com-Eng Clyde	57-160 70-710 59-201 672 64-317 FB4383 Al2358 Al3271 A1308 55-58 NA59112 65-440	1972 1997 1957 1971 1959 1971 1994 1964 1965 1962 1963 1955 1955 1977 1965
41* 42 43 44 45 46 47 48 49 50 51 52* 52	SUNNYSIDE BROADSOUND CHELONA WALKERSTON ROSELLA BARCOO PIONEER CARLISLE RICHMOND HOMEBUSH FINCH HATTON RACECOURSE	rebuilt 0-6-0DH 0-6-0DH B-B DH rebuilt 0-6-0DH 0-6-0DH 0-6-0DH 0-6-0DH 0-6-0DH 0-6-0DH B-B DH 0-6-0DH 0-6-0DH	Walkers Clyde ClydeQ Clyde Walkers Pleystowe Clyde Com-Eng Com-Eng Com-Eng Com-Eng Clyde Com-Eng Clyde Com-Eng Clyde Clyde Com-Eng Clyde Clyde Clyde Clyde Com-Eng Clyde Clyde Com-Eng Clyde Clyde Clyde Com-Eng Clyde Clyde Com-Eng Clyde Clyde Com-Eng Clyde Com-Eng Clyde Com-Eng Com-Eng Com-Eng Clyde Com-Eng Clyde Com-Eng Clyde Com-Eng Clyde Com-Eng Com-Eng Com-Eng Clyde Clyde Clyde Clyde Clyde Clyde Com-Eng Clyde Clyde Com-Eng Clyde	57-160 70-710 59-201 672 64-317 FB4383 Al2358 Al3271 A1308 55-58 NA59112 65-440 63-570	1972 1997 1957 1971 1959 1971 1994 1964 1965 1965 1955 1955 1977 1965
41* 42 43 44 45 46 47 48 49 50 51 52* 53	SUNNYSIDE BROADSOUND CHELONA WALKERSTON ROSELLA BARCOO PIONEER CARLISLE RICHMOND HOMEBUSH FINCH HATTON RACECOURSE MUNBURA	rebuilt 0-6-0DH 0-6-0DH B-B DH rebuilt 0-6-0DH 0-6-0DH 0-6-0DH 0-6-0DH 0-6-0DH B-B DH 0-6-0DH 0-6-0DH 0-6-0DH	Walkers Clyde ClydeQ Clyde Walkers Pleystowe Clyde Com-Eng Com-Eng Com-Eng Com-Eng Clyde Com-Eng Clyde Clyde Clyde	57-160 70-710 59-201 672 64-317 FB4383 Al2358 Al3271 A1308 55-58 NA59112 65-440 67-570	1972 1997 1957 1971 1959 1971 1964 1965 1962 1963 1955 1955 1955 1977 1965 1967
41* 42 43 44 45 46 47 48 49 50 51 52* 53 54	SUNNYSIDE BROADSOUND CHELONA WALKERSTON ROSELLA BARCOO PIONEER CARLISLE RICHMOND HOMEBUSH FINCH HATTON RACECOURSE MUNBURA OAKENDEN	rebuilt 0-6-0DH 0-6-0DH B-B DH rebuilt 0-6-0DH 0-6-0DH 0-6-0DH 0-6-0DH 0-6-0DH B-B DH 0-6-0DH 0-6-0DH 0-6-0DH 0-6-0DH 0-6-0DH	Walkers Clyde ClydeQ Clyde Walkers Pleystowe Clyde Com-Eng Com-Eng Com-Eng Com-Eng Clyde Com-Eng Clyde Clyde Clyde Clyde Com-Eng	57-160 70-710 59-201 672 64-317 FB4383 Al2358 Al3271 A1308 55-58 NA59112 65-440 67-570 FB3169	1972 1997 1957 1971 1959 1971 1994 1964 1965 1965 1955 1955 1977 1965 1967 1963
41* 42 43 44 45 46 47 48 49 50 51 52* 53 54 55	SUNNYSIDE BROADSOUND CHELONA WALKERSTON ROSELLA BARCOO PIONEER CARLISLE RICHMOND HOMEBUSH FINCH HATTON RACECOURSE MUNBURA OAKENDEN	rebuilt 0-6-0DH 0-6-0DH B-B DH rebuilt 0-6-0DH 0-6-0DH 0-6-0DH 0-6-0DH 0-6-0DH B-B DH 0-6-0DH 0-6-0DH 0-6-0DH 0-6-0DH 0-6-0DH	Walkers Clyde ClydeQ Clyde Walkers Pleystowe Clyde Com-Eng Com-Eng Com-Eng Clyde Com-Eng Clyde Clyde Clyde Clyde Clyde Walkers	57-160 70-710 59-201 672 64-317 FB4383 Al2358 Al3271 A1308 55-58 NA59112 65-440 67-570 FB3169 EE7	1972 1997 1957 1971 1959 1971 1959 1964 1965 1962 1963 1955 1955 1955 1977 1965 1967 1963
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# Industrial NEWS Railway

were Clyde 0-6-0DH locomotives *PALMYRA* at Racecourse, *NELLIE* at Pleystowe, *BASSETT* at Marian and *MUNBURA* at Pleystowe, while Marian Mill's E M Baldwin B-B DH *CHARLTON* was noted at Pleystowe, lifted for major repairs. Flexibility of cane transport arrangements between mill areas is a feature of Mackay Sugar. Farleigh Mill was taking a lot of cane from the Pleystowe area north of the Pioneer River during the latter part of the season while earlier on, Pleystowe had taken cane from the Farleigh area.

At Racecourse Mill, Clyde 0-6-0DH locos *CHELONA* and *RACECOURSE* are available for use by the navvies but can be used for cane haulage as required. It is believed that *CHELONA* did not haul any cane in the 2001 season.

During the 2000 slack season, Farleigh Mill had fitted a 3406 E Caterpillar engine to *INVERNESS*, replacing a Cummins KTA 19 C engine. Apparently Marian Mill's E M Baldwin B-B DH *CHARLTON* now has a GM Series 60 four-stroke engine.

Andy Roberts 10/01; Tony Wells 10/01

#### MT ISA MINES LTD

(see LR 161 p.22)

1067mm gauge

Two diesel hydraulic locomotives were advertised for sale by Pickes Auctions Pty Ltd at an auction to be held at Mt Isa on 24 October.

The first loco was Walkers B-B DH 5803 (682 of 1972) that was previously offered for auction in March 2001. This was described as weighing 51 tonnes and fitted with a Caterpillar D356 500hp engine.

The second was Com-Eng 0-6-0DH 5802 (JA4282 of 1964), previously used at the Mica Creek Power Station. It was described as weighing 42 tonnes and fitted with a Cummins V12 engine of 500hp.

www.pickles.com.au via Peter Murray 10/01

#### THE MULGRAVE CENTRAL MILL CO LTD

(see LR 156 p.21)

610mm gauge

Clyde 0-6-0DH 18 (64-379 of 1964) on an train of empty bins collided with a dual cab four-wheel drive vehicle at Henley Street, Earlville at about 8.45am on 8 October.

The loco ended up at almost right angles to the track leaning at a 45 degree angle, with the road vehicle on its side wedged between the locomotive cab and a tree. About 20 empty cane bins were scattered in all directions. It took more than an hour to free the driver of the road vehicle.

Earlier that morning, a cane train crewman had been seriously injured in a shunting accident near Draper Road, Gordonvale. The crush was due to finish the next day.

Rob Stanier 10/01; Channel 7 News 8/10/01 via Chris Hart; *The Cairns Post* 9/10/01 via Rob Stanier

## Industrial NEWS Railway

#### PIONEER SUGAR MILLS PTY LTD,

**Pioneer Mill** 

(see LR 150 p.26) 1067mm gauge

A unconfirmed report suggests that a Clyde 0-6-0DH from this mill has been obtained by the Mackay Heritage Railway group. *McDESME* (DHI.3 of 1954) has been out of use at the mill since 1993.

Peter Gough 10/01

#### WESTERN AUSTRALIA

#### HAMERSLEY IRON PTY LTD ROBE RIVER IRON ASSOCIATES

(see LR 161 p.22 & 157 p.21) 1435mm gauge

It is reported that the merged rail operations will be known as Pilbara Rail with locomotives to be in a new livery combining the silver grey of Hamersley above waist level and the yellow of Robe below.

Three new Co-Co DE locomotives are reported to be under construction at the Erie plant of General Electric in the USA.

The new West Angelas Mine is expected to come into production next March and will ship ore to the Cape Lambert port facilities. Work was to begin by November on a junction between the Hamersley and Robe lines at the existing flyover to interconnect the two systems. Robe has restored to shunting service two of its

#### mothballed Goodwin Co-Co DE locomotives rebuilt by Com-Eng, 9413 (G-6060-04 of 1971) and 9416 (G-6046-16 of 1973). These had been retained for possible future use on rail construction.

Leon Oberg 10/01; Peter Attenborough 10/01; Ken Ardinger 10/01 (all Locoshed internet discussion group)

#### **MEMBERS' ADS**

#### LOST-STRAYED-STOLEN: MM#1064

Sometime between Monday 15 October and Thursday 18 November, 2001, a small brass plate, approx 31/2in x 5in carrying Australian Army/Dept of Defence details (including the unique number '1064') was taken from this locomotive at a preservation site on the outskirts of Sydney. A reward is offered for its return. Please contact: "The Owner"

c/o PO Box 1797

ORANGE NSW 2800 or phone 02 6362 5824, or return the plate (anonymously if you wish) to the site.

#### FOR SALE

15 inch gauge railway. Steam simulated locomotive, petrol engine, Climax type, drive train with working pistons, valve gear and con rods. Also, one comfortable bogie carriage and two (2) kilometres of track, dismantled. Price \$18,000 Contact: (02) 4845 9115 or 4883 7262



The ANGRMS Bundaberg Foundry 0-6-2T 5 of 1952 had another visit to Nambour this year and is here seen hauling 40 full bins along the "Speedway" on 9 August. The old formation via "Tennis Court Hill" is seen to the right. Photo: Bob Gough



The 2001 Christmas Meeting will be a Film Evening at the Oaks Theatre. Please bring a basket supper. Location: Contact Arnold Lockyer (08) 8296 9488, for details. Date: Thursday 6 December.

#### BRISBANE: "EM Loveday Trophy"

Members are invited to bring along a suitable photograph (slide or print) as their entry in the annual photograph competition for the E M Loveday Trophy, and twenty of their favourite slides for entertainment after.

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 7 December at 7.30 pm. Entry from 7 pm. Contact Bob Dow (07) 3375 1475

#### MELBOURNE: "The President's Pommyland and Old Goat Pilgrimage"

LRRSA President Bill Hanks will report on the interesting people and places he visited during his recent sojourns in Britain and the USA.

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

Date: Thursday, 13 December at 8.00 pm.

#### SYDNEY:

The NSW Division's next meeting will take place in February 2002. See the February issue of *Light Railways* for details, or contact Jeff Moonie (02) 4753 6302.

#### **RECENT ACTIVITIES**

The official launch of the Society's new book *Mountains of Ash* at Warburton Town Hall on Sunday 4 November 2001, was a great success. 124 copies were sold on the day, and several other Society publications also proved popular with those attending.

The 'Members only' Prepublication Offer has also been well subscribed.

Mountains of Ash was reviewed in the "Agenda' section of the Sunday Age on 11 November, where it was described as "a valuable resource for exploring the past". Members who have not yet ordered a copy of Mountains of Ash, should refer to the supplementary LRRSA Sales List in this issue.

# A selection of books from the LRRSA Sales D epartment ...

#### **LRRSA** Publications

#### The Innisfail Tramway The History and Development of the Geraldton Shire Tramway and the

Mourilyan Harbour Tramway

by John Armstrong & G.H. Verhoeven Describes a public 2 ft gauge tramway in north Queensland which had 13 steam locomotives, 13 passenger cars and about 250 goods wagons. 128 pages, A4 size, 99 photos, 22 maps/diagrams. **\$37.90** Hard cover (LRRSA members \$28.43) Weight 650 gm.

**\$29.95** Soft cover (LRRSA members \$22.46) Weight 470 gm.

#### Laheys' Canungra Tramway

by Robert K. Morgan, revised by Frank Stamford Describes Queensland's largest timber tramway, with one Climax and three Shay locomotives. Many evocative pictures of geared steam locomotives in magnificent scenery.

32 pages plus soft cover, A4 size, 28 photographs, plus maps/diagrams and index.

\$9.95 (LRRSA members \$7.46) Weight 220 gm.

#### Settlers and Sawmillers A History of West Gippsland Tramways and

the Industries they Served 1875-1934 by Mike McCarthy

Timber tramways serving over 100 sawmill sites from Beaconsfield to Trafalgar.

168 pages, soft cover, A4 size, 96 photographs, 17 maps and diagrams, 6 graphs, one loco diagram, references and index.

\$31.90 (LRRSA members \$23.93) Weight 700 gm.

#### Bellbrakes, Bullocks and Bushmen A Sawmilling and Tramway History of

**Gembrook 1885-1985** - by Mike McCarthy Describes a network of 3 ft and 3 ft 6 in gauge timber tramways, and associated timber mills. 104 pages, soft cover, A4 size, 71 photographs, 17 maps and diagrams, references and index.

### **\$26.00** (LRRSA members \$19.50). Weight 500 gm.

#### **Arsenic and Molasses**

A Pictorial History of the Powelltown Tramway and Timber Milling Operations by Frank Stamford

Companion volume to the book *Powelltown*, but with an emphasis on photographs. All the photographs are different to those in *Powelltown*. 88 pages, hard & soft covers, A4 size, over 100 photographs, 8 maps and diagrams, glossary and index.

\$36.00 Hard cover (LRRSA members \$27.00) Weight 650 gm.

**\$24.00** Soft cover (LRRSA members \$18.00) Weight 470 gm.

#### Powelltown

#### A History of its Timber Mills and Tramways by Frank Stamford, Ted Stuckey, and Geoff Maynard.

Victoria's only timber tramway to provide a passenger service. Six steam locomotives. 150 pages, soft cover, A4 size, 150 photographs, 22 maps and diagrams, references and index. **\$22.00** (LRRSA members \$16.50) Weight 550 gm.

#### Modernising Underground Coal Haulage BHP Newcastle Collieries' Electric Railways by Ross Mainwaring

Battery and overhead-wire electric locos at Burwood, Lambton, and John Darling collieries. 60 pages, soft cover, A4 size, 18 photographs, 13 maps and diagrams, references and index. **\$16.50** (LRRSA members **\$12.38**) Weight 230 gm.

#### **Books from Other Publishers**

#### Echoes through the Tall Timber

The Life and Times of a Steam Man 1895-1984 by Dorothy Owen, published by Brunel Gooch Publications

The life story of Harry Matheson, who drove logging winches, and mill engines in the Warburton-Powelltown area. The challenge of surviving the depression and bushfires is really brought to life in this very well written book.

176 pages, soft cover, A5 size, 48 illustrations. \$22.95 (LRRSA members \$20.66) Weight 375 gm

#### Tasmania's Hagans

The North East Dundas Tramway Articulated "J" Class

by Geoff Murdoch, published by the author. Detailed history and superb diagrams of the unique Hagans 2-4-6-0T locomotive. Includes scale drawings of all N.E.D.T locomotives.

71 pages, soft cover, A4 size, 42 photographs, 2 maps, 38 diagrams/drawings, references and bibliography.

\$20.00 (LRRSA members \$18.00) Weight 300 gm

#### Firewood Tramways of the Walhalla Mines 1865-1915

#### A Research Paper on the History of the Firewood Tramways of the Walhalla Mines by Terry & Brenda Jenkins. Published by T. & B.J.

Publications. Traces almost 100 km of mostly horse-drawn firewood tramways around Walhalla, Victoria. 272 pages, hard cover, A5 size, 96 photographs and maps, references and bibliography. **\$30.00** (LRRSA members \$27.00) Weight 530 gm

Postage and packing: Within Australia, up to 500 gm: \$4.80; 501 gm to 3 kg \$9.00 Send to: LRRSA Sales, P.O. Box 21, Surrey Hills Vic 3127, Fax (03) 5968 2484. Payments may be made by cheque, money order, Mastercard, Visa or Bankcard.

# An invitation to join the LRRSA .....

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- Meetings in Adelaide, Brisbane, Melbourne and Sydney
- Tours to places of light railway interest

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- If joining in April or May, pay \$47.80 (\$63.00 overseas) and receive 7 issues of Light Railways (Nos 165-171).

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)

(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 \$41.00, or please charge my Bankcard/Visa/Mastercard No.

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#### Dear Sir,

#### Evelyn Scrub Horse Tram (LR 160)

The tramway mentioned, together with the Peeramon Tramway, was featured in the monograph *Timber Tramways on the Atherton Tablelands* by Les Pearson, published by L M Pearson, 7 Martyn St, Cairns 4870 in 1985. These horse drawn lines with timber rails were built in 1912 and are believed to have closed in 1924 and in about 1918 respectively.

#### John Browning Rockhampton, Qld

#### Dear Sir,

#### Evelyn Scrub Horse Tram (LR 160)

I suppose I am answering my own question regarding the above, as I have just purchased a book *From Bullock Team to Puffing Billy* by Edwina Toohey, published by Central Queensland University Press (Outback Books) PO Box 1615, Rockhampton, Qld 4700, Ph (07) 4923 2520, Fax (07) 4923 2525.

This book details the history of the settlements of the Atherton Tableland and, on page 74, it gives details of the horse tram that ran from the Evelyn Scrub to Tumoulin and Kaban. These trams were hauled by seven draught horses.

In the photographic section, there is a posed photo of two trams hauling logs over a bridge. The logs appear to be carried on a 4-wheeled wagon and, judging by the photo, this particular bridge is of substantial construction.

The tramway lasted 12 years but, unfortunately, no trace remains, as the wooden rails and bridges have been burnt out by bushfires.

Another book in my possession is The Goldfields of Queensland, Chillagoe & Herberton Mineral Fields & The Hodgkinson Goldfields by William Lees, printed in 1899, reprinted in December 2000 by the Eachem Historical Society. On page 12 there is a photo of the 'Great Western Mine & Incline Tramway' at Watsonville. Does anyone have any knowledge of this incline?

Also in my possession is Angol to Zillmanton, Stories of North Queensland's Deserted Towns by Colin Hooper, PO Box 5884, Mail Centre, Townsville, Qld, 4810. As its name suggests, this book is, I believe, an excellent one for researchers. It has photographs (taken then and now) of abandoned mining towns and settlements, with latitude & longitude of same and town plans of same.

Dennis McLean Paddington, Qld

#### Dear Sir,

#### Whyalla Ore Train (LR 158)

I would like to point out what I believe is a mistake in the caption for the photo of an ASR train near Whyalla, at the bottom of page 18 of the April 2001 issue.

It appears to me that the train is loaded, and is coming from Iron Baron to Whyalla. The load on the first two trucks is visible, the sun is in the north and the dirt road parallels the railway line on the south side. The hill in the background is part of the Iron Baron range.

#### Max Sayer

Laura, SA

#### Dear Sir,

#### Balikpapan (LR 143, 144, 145, 148)

Recently I discovered in the Victorian State Library, Melbourne, a 'restricted' booklet published by the army in 1945 with maps and other information on Balikpapan.

The amount of detail provided was amazing. The maps had no railways marked on them that I could see but there were some photos showing the railway following the road round the coast. Comparing the track gauge to the road trucks pictured, I guessed the gauge was about 1 metre. This was confirmed with some of the notes:

# Under a heading of Narrow Gauge Railways:

<u>Balikpapan:</u>

1. From jetties to warehouses and installations [1 metre gauge].

2. In timber concession north of town.

<u>Sumbodja:</u>

From Koealasambodja to Sambodja oilfield. Louise:

From main jetty to workshops and installations [gauge 70 cm].

#### Samarinda Area:

From quarry at Loadoeri to Loadjanan. From coalmines at Loakoeloe to sheds and loading station on river.

#### Under a heading of coal:

Loa Koeloe Coalmines:

Mentions Oost Borneo Mij. Mine is approx  $1^{1/2}$  miles from river. Uses narrow gauge railway. Output 140,000 tons.

#### **Describing Balikpapan:**

A narrow gauge railway connected jetties, warehouses and installations along the shore of the bay. A side line ran to Royal Netherlands Navy bomb and mine store SE of swimming pool.

More information would be welcomed.

#### John Peterson

Warragul, Victoria

#### Dear Sir

Mosman Bay quarry tramway (LR 140) I have found additional information concerning Harnett's Mosman Bay quarry tramway, which fills in many of the gaps in Jim Longworth and Grant Fleming's commendable pioneer article on the subject.

The quarry was located adjacent to Mosman Bay, part of Middle Harbour, in an approximately 16 acre field of freestone (evidently sandstone) some 40 to 60 feet in depth, part of an estate belonging to Mr Alexander Stuart, MLA and Mr R Harnett. The freestone was available in both white and slightly yellowish colours. The partners determined to turn their property to profitable account and the first step of constructing a tramway through part of the quarry and down to the water's edge, was commenced around Christmas 1878. With a drop of 150 feet and the tramway's gradient often as much as 1 in 5, the work involved excavations from 12 to 16 feet deep through stone, generally using blasting. Fifty men were employed and within three months, Messrs. Flew had laid down some 900 feet of "rail" (track?). It seems that at least one member of the Flew family was already involved in quarrying in Sydney, having been one half of White and Flew who in June 1877, were operating quarries at Longueville on the Lane Cove River. (SMH - Tuesday, 26 June 1877, p9) At the time of construction, the description of the track arrangements correlates with the early undated view of the quarry that appeared in Jim and Grant's article, but with one important addition. As shown in the undated view, there were two "lines of rail" (ie two rails), but there was an extra "rail" (track?) at half distance to allow the trucks to pass each other. The gauge of the line was 3 feet 6 inches. At the top of the incline were two drums, mounted 10 feet off the ground, each 5 feet in diameter, for drawing up empty trucks and letting down loaded ones, utilising a three inch wire rope. Rollers to carry the rope were mounted in the centre of the rails and located at twenty to thirty feet intervals. Five-ton cranes were located at each end of the tramway for lifting the stone onto the trucks and for lifting the stone off and depositing it in a punt or ship alongside. Within only a few yards of the shore, twenty to twenty five feet deep water was available.

With large orders already in hand during the construction of the tramway, no time was lost in commencing operations and on Wednesday, 2 April 1879, the first truck load travelled the length of the line in a manner that was adjudicated to have been highly satisfactory. The first contract entered into by the

#### ERRATA

The article "West Coast Rail Trails" appeared in the October 2001 issue of *Light Railways*. The authors would like to correct some errors that slipped through: Lake Margaret Trail

• References to Margaret River Power Station are incorrect. It is the Lake Margaret Power Station. The river is the Yolonde River.

• While it was an early hyrdo-electric power station, the Lake Margaret Power Station was predated by others such as the Duck Reach Power Station opened in 1895. North Mt Lyell

• Further to the description given, the formed trail finishes at Kelly Basin. The last 1.5km around the basin to the port of Pillinger is difficult to access since the old formation is overgrown. *Alexander McCooke, Mark Plummer and John Robin.* 

Mosman's Bay quarry was for 80,000 cubic feet of white stone for use in the construction of public buildings in Melbourne, where it was to be placed alternately with Victorian blue stone. The order, which in sum represented some 5.000 to 6.000 tons of stone, was to be completed within three years, but the time frame involved was purely for the convenience of the customer and it apparently did not give a true indication of the production capabilities of the quarry. The carriage of the stone to Melbourne was originally allotted to the Avoca and for these shipments, the stone was carried on a punt to that vessel's side. Reference - Sydney Morning Herald, "A New Quarry", Monday, 7 April 1879.

#### Parkinson & Monaghan (LR 152, p.25)

I have found further information on the partnership of Monaghan & Parkinson which traded at 111 Bathurst St. East, Sydney, that confirms that the partners only constructed one locomotive. It is evident that the construction of locomotive 'GB No.7', stretched the partnership's resources to breaking point.

In an advertisement dated 23 March 1870, AW Parkinson advised of the dissolution of the partnership existing between himself and Thomas Monaghan and also advised that he would carry on the business on his own account. [Sydney Morning Herald - 24 March 1870, Thursday, F/P] However, only five days later, in a notice dated 28 March 1870, AW Parkinson and Thomas Monaghan advised that they would continue to carry on the business and that the appearance of the earlier advertisement had been based on a mistaken impression. The pair also advised that on 28 March 1870 that they had admitted George Duesbury as a partner in their firm, which would from that date be carried on under the style of Parkinson, Monaghan, and Co. [SMH - 29 March 1870, Tuesday, F/P] It appears likely that Duesbury was being brought in to provide additional financial backing for the venture.

Despite the announcement that George Duesbury was to become a member of the partnership which would operate as Parkinson, Monaghan and Co, the arrangement appears not to have gone ahead. The partnership between Arthur Wellesley Parkinson and Thomas Monaghan was dissolved on 29 July 1870, only a month or so after the christening of what it is now clear, was the only locomotive that the partnership constructed. Monaghan's interest was purchased by Joseph Ambrose Robinson and the business was carried on from that date by Messrs. Parkinson and Robinson. [SMH - 3 August 1870, Wednesday, F/P]

In a further notice dated 2 May 1871, the partnership of Parkinson and Robinson was dissolved on that day by mutual consent. [SMH - 3 May 1871, Wednesday, F/P.] Robinson's interest in the firm was purchased by Parkinson who was to carry on the business under his own name.

I have found a little further information on Parkinson and Monaghan's locomotive, christened at the partnership's works on 22 June 1870, in an article on that event in the *Sydney Morning Herald* of Thursday, 23 June 1870, (p.40). The article stated erroneously that the locomotive was for contract No. 10 on the GWR (in fact it was for contract no. 7) The article also indicated that the boiler was 7 feet in length and its diameter was 30 inches, but it advised that the locomotive had 8 inch cylinders (as against the previously advised 9 inches). The locomotive was due to be sent up the line on Sunday 26 June 1870.

The loco was initially hired from Blunt and Williams for use on contract No.6, from Wallerawang to Rydal, which was opened for goods and passenger traffic on 1 July 1870, only five days after the locomotive was due to be sent up the line. The previously advised (LR 152) Town and Country Journal article on Monaghan and Parkinson advised that the locomotive was christened and initially hired by Mr Robert Forster, who had contract No. 6 on the GWR. However, Forster only had a contract for the carting of permanent way materials. The works on No.6 contract were completed by Mr McCauley (the second contractor on the section) and Mr George Forrester (one of McCauley's sureties).

#### Vale & Lacy locomotive No.9.

I have been lead to believe that virtually nothing is known concerning Vale & Lacy locomotive No.9. The following information that I found in the *Sydney Morning Herald* of Saturday 29, April 1871 (p4), should go a long way to resolving the mystery that surrounds this engine. As with Parkinson and Monaghan's one and only locomotive "G.B. no.7", Vale and Lacy No.9 (an 0-6-0ST), was constructed for railway contractors Blunt and Williams for use on their No. 7 contract of the Great Western Railway, between Rydal and Lockes Platform (now Locksley). However there is no evidence that this locomotive was named.

NEW LOCOMOTIVE. - Yesterday morning

the Secretary for Public Works (the Hon. James Byrnes) and some other gentlemen visited the engineering establishment of Messrs. Vale and Lacy, situate at the foot of Druitt-street, for the purpose of inspecting a new locomotive which has just been completed at that establishment. The locomotive is a tank engine, which has been made for Messrs. Blunt and Williams, No.7 contract, Great Western Railway, and is one of the prettiest and most compact contractor's locomotives yet turned out by colonial artisans. It runs on six wheels coupled; the inside cylinders are 12 inches in diameter; it has a 24-inch stroke, and the frames are made of wrought Lowmoor iron, one inch thick. The boiler is 11 feet long, and the barrel three feet in diameter; tubes are two inches in diameter and 8 feet long. The boiler is fitted out with a pair of Griffard's injectors. The dimensions of the fire-box are 7 feet 3 and a half inches by 3 feet 3 inches. The tank is capable of holding 600 gallons of water, and the locomotive will carry three tons of coal on the foot plate. Its traction power over a level line is estimated at 240 tons. the weight of the engine when ready for starting is 14 tons. The frames, wheels, springs, and nearly every other part of the engine have been constructed in the colony. This is the ninth engine made by the firm, four being for the Government, and five for railway contractors. The company were invited to one of the workshops, where champagne was uncorked, and the health of the firm was proposed by Mr. Byrnes. Mr. Lacy, in acknowledging the compliment, said that the colony was greatly indebted to Mr. Byrnes for the very influential part he had taken in reference to the construction of locomotives and railway rolling-stock in New South Wales; and the engineers of the colony especially had good reason gratefully to appreciate his action in their behalf.

Ron Madden Wagga Wagga, NSW

#### VALE "JLN Southern"

How many times have we seen that name on the credit for a railway photograph in our publications?

Jack Southern or, as he was christened, John Louis Noel, was born on Christmas Day 1914 to his parents who lived in East Kew, a suburb of Melbourne. Jack's interest in railways surfaced whilst still at school and developed from that time to become a lifetime hobby.

He went to Melbourne University and gained academic qualifications in Metallurgical Engineering. His first full time work was at the Electrolytic Zinc complex at Rosebery, on Tasmania's west coast, where he became acquainted with the many industrial railways in that area, and found in them a greater variety than that previously experienced, though he continued to follow his interest in the technical aspects of Victorian Government Railways locomotives.

He also developed an interest in photography and became both proficient and prolific in this subject, using a folding 'postcard' size camera which allowed him to obtain his prints by direct contact.

In 1938, Jack took a position with the Australian Iron & Steel Co. at their Port Kembla works and he remained with them for the rest of his working life, rising through various technical administrative positions until his retirement in 1975. Here, he was able to continue his interest in industrial and mining railways, and he authored many articles on the subject.

He joined the LRRSA shortly after its formation, and was keenly interested in its progress from those days. In recent years, the onset of arthritis, vision problems and a general deterioration of health restricted his involvement in his hobby. This continued until his death, at home, on 30th September. My association with Jack goes back over fifty years, and I am sure that all those who knew him personally or by reputation will join with me in offering our sympathy to his widow Una and daughter Susanne and husband.

Some twelve months ago, Jack and I discussed the future of his collection of books and photographs, and he agreed to the suggestion that it be sold and the proceeds be applied for the establishment of an award scheme for authors of industrial railway history. This scheme, at present being investigated, will perpetuate his interest and memory.

Bruce Macdonald



&Tourist

#### LRRSA Council member Peter Evans has provided some thought provoking comments in an editorial in the Alexandra Timber Tramway & Museum (ATT&M) newsletter, *Timberline*, for October 2001. The stimulus for Peter's recourse to the quill to reflect on "Grandfather's Axe" was Lucien Henry's letter in LR 161 taking Peter to task for stating in his article in LR 160 that the ex-Melbourne Gasworks 0-4-0T *JOHN BENN* still exists, at least in

The 'Grandfather's Axe' Syndrome

any meaningful way. Lucien's challenge was that the process of "preserving" a locomotive may result in a very different product from the original to which heritage values have been ascribed. In the case of the formerly attractive Couillet locomotive, the changes have been such that it no longer retains its original form. In this case, 'grandpa's axe' had become a mattock.

The challenge for railway preservation is that changes may be necessary to the fabric in order to give it a use in today's world that will give the necessary return to retain the asset. If a locomotive, for example, is to be operated under the standards required today, then changes are usually necessary to meet safety and operating

Note new 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@ozemail.com.au News items can also be sent to the Editor, Bob McKillop, facsimile (02) 9958 8687 or by mail to PO Box 674, St Ives NSW 2075.

#### NEWS

#### Queensland

#### **DURRUNDUR RAILWAY,**

#### Woodford 610mm gauge Aust. Narrow Gauge Railway Museum Society Inc.

To mark the screening of the television documentary 'Bundy's Last Great Adventure', a special event was held at the railway on Saturday 15 September 2001. After a barbecue and speeches, 0-6-2T *BUNDY* (Bundaberg Foundry 5/1952) and 0-6-0 *MELBOURNE* (HC 1701/1938) headed a short train into the platform to the applause of 40 invited guests.

Bob Gough, 10/01

#### IPSWICH RAILWAY WORKSHOPS

610/1067mm gauge

This impressive new railway museum, which will be managed by the Queensland Museum, has now broadened its scope and will encompass Rail in Queensland, not just Queensland Rail. Several narrow gauge railway items have

recently been added to the collection. Ex-Qunaba 0-6-2T locomotive No. 3 FLASH (Perry Engineering 6160.48.1 of 1948) was moved from the Queensland Museum to lpswich on 25 September 2001. It is now displayed on a QR 1067mm gauge flatcar on the No.12 road of the Ipswich Railway Workshops. Two sugar box wagons from the Innisfail Tramway - one H and a HH - have also been procured for the collection and the museum is currently sourcing two wooden whole-stick cane trucks as part of the Perry locomotive display. Under QR management, the collection policy did not cover narrow gauge railway items, except those that had been owned by the QR (eq, Innisfail Tramway). David Mewes, 10/01; Bob Gough 10/01

#### New South Wales

#### ILLAWARRA TRAIN PARK, Albion Park 610mm gat

#### Albion Park 610mm gauge Illawarra Light Railway Museum Society

Further to LR 161 (p.27), Baguley Drewry 0-6-0DM locomotive *LEICHHARDT* left the museum on 24 September for its journey to the Lynton & Barnstaple Railway Association in England. Ex-ER&S 4wDM No.3 (Hudson-Hunslet 4580/1955) departed the following day for its new home on the Coal Creek Bush Tramway in Victoria. It was reported to be in action there a few days later. John Garaty, 11/01 standards. Peter and his team at the ATT&M recognise that the pressure to use the heritage asset to generate revenue may result in the original objective of ensuring its conservation may be lost. They have therefore sought to set in place strict procedures for defining the significance of the asset and establishing the steps necessary to preserve that asset according to principles of the Burra Charter of Australia ICOMOS.

The first step in that process is to develop a statement of significance. This examines the age of the asset, its rarity (including its place in the development of a new technology), its previous use and the importance of that enterprise, changes that have occurred in operation and how much of the original fabric remains. For the ATT&M, they have an asset of National Significance in the Kelly & Lewis diesel locomotive (4271 of 1935) as it has a special place in Australian locomotive building history. Accordingly, this item will be conserved with as much of the original fabric as possible and only used on special occasions. The difficulty arises with locomotives that are not so unique, and there have been several examples of butchering 'preserved' locomotives to meet perceived new operational requirements. The ATT&M plans to establish statements of significance for every locomotive it owns and, from this, to define appropriate restoration and repair strategies. In this way, the museum hopes to manage its heritage assets in such a way that avoids the "Grandfather's Axe" syndrome.

Bob McKillop

#### MILLENNIUM PARK RAILWAY 610mm gauge

Some 25 LRRSA members and friends gathered at Millennium Park, Newington on 5 November 2001 for an open day on the former Navy 2ft gauge munitions railway system (see *Light Railways* 161, p.28 and back cover). The group first assembled in the new running depot housed in shed 30. The four Gemco locos, the newly restored 1940 Wingrove & Rogers 4wBE locomotive (one of 1604/5 of 1940) and rolling stock are housed in the building. Gemco 4wBE locomotive No.3 (George Moss 3134.47.83 of 1964) had its battery box removed and was not available for operations on the day. A number of shunting movements were necessary to get two trains in place for the visitors to tour of the network.

First, Gemco 4wBE No.2 (George Moss 3134.45.83 of 1964) backed the newly delivered articulated prototype carriage set – the superstructure has yet to be constructed – up the main line. This loco is fitted with automatic couplers for this set. Next, Loco No.1 (George Moss 3134.44.83 of 1964) was run

#### **Coming Events**

#### DECEMBER 2001

 Puffing Billy Railway, Belgrave VIC. Santa Special Train, departs Belgrave 1100 for Emerald and Lakeside. Also on 8 and 15th. Enquiries and bookings: 03 9757 0770.
 Cobdogla Irrigation & Steam Museum, Barmera, SA. Steam Open Day. Phone 08 8588 2323.

8 Puffing Billy Railway, Belgrave VIC. Santa Sunset Special Train, departs Belgrave 1700 for Emerald and Lakeside. Enquiries and bookings: 03 9757 0770.

9 Lithgow Cantenary of Federation event, NSW. Open days, special activities and tours at Blast Furnace Park, Eskbank House and State Mine Museum. Phone: John Balyiss (02)

15 Timbertown, Wauchope, NSW. Timbertown's 25th birthday. Put this date in your diary or miss a weekend of celebrations when Timbertown kicks up its heels and enjoys its 25th birthday.

27-31 Durundur Railway, Woodford QLD. Woodford Folk Festival: ANGRMS narrow gauge steam trains run daily – also to 5 January. Phone (07) 3202 6585.

28 Cobdogla Irrigation & Steam Museum, Barmera, SA. Steam train twilight run. Phone 08 8588 2323.

#### FEBRUARY 2002

9-10 Puffing Billy Reilway, Belgrave VIC. Thomas the Tank Engine comes to Puffing Billy – a family fun attraction at Emerald town. Also on 23-24th. Enquiries and bookings: 03 9757 0770.

14 Puffing Billy Railway, Belgrave VIC. St Valentine's Night Train. Enquiries and bookings: 03 9757 0770.

18-20 Australian Forest History Conference, Hobart TAS. Fifth national conference with papers on a wide range of forest history topics. Contact John Dargavel (02) 6259 9102 for details.

21-22 Australian Forest History Tour, Geeveston TAS. Tour of the Southern Forests, covering the sites of the Huon Timber Company operations (see pages 3-5). Contact John Dargavel (02) 6259 9102 for details.

out with four bogie flat-tops and shunted onto the loop past Shed 30. This and other shunting movements had an air of caution and interest, as levers have yet to be fitted to most points, necessitating the use of timber chocks or G-clamps to prevent derailments – the group being responsible for re-railing any rolling stock that came to grief!

No.2 shunted the articulated set back into the shed, then followed No.1 and its train on the western line past the remnant Cumberland Plain forest to the junction near building 35 (see map LR 161). An inspection was made of the relaid track to buildings 36-39. Meanwhile, Gemco No.4 (George Moss 3134. 46.83 of 1964) brought a second train of four bogie flats out of shed 30 and the remainder of the group set off for the wharf area.

The group on the first train then joined this group on the loop outside building 20. This recently restored building was open for inspection and it offered interesting insight into its former use. A branch of the railway network serves this building. while inside, hand-pushed 4wheel trucks with brass wheels, wagon turntables with brass rails and brass-capped wooden rails capture the safety aspects of moving and storing munitions and explosives. The main storage areas have corridors down each side that allowed kerosene lamps to be placed behind glazed windows to

provide illumination in the days before electric light was available. The group inspected the wharf area by foot, as track maintenance work prevented the trains proceeding further. Len King 11/01; Editor

#### RICHMOND VALE RAILWAY 1435mm gauge Richmond Vale Preservation

# Co-operative Society Ltd

The annual Friends of Thomas event, held on 15-16 September, was a most successful affair with large crowds and all available locomotives in action. Due to the sale of the worldwide copyright of *Thomas the Tank Engine*, there was much additional work in revising all publicity material and obtaining approval from Gullane Entertainment PLC in the United Kingdom.

During the event, THE BARON (ex-SMR 2-8-2T No.30), DARRELL (ex-BHP Bo-Bo DE No.34), MARJORIE (0-4-0ST as herself) and KERMIT (Planet 4wDM) operated passenger trains to Pelaw Main, Mulbring Road and the glasshouse. MARJORIE added to the excitement by starting a grass fire on the Sunday, but the firetruck was on hand for a guick response. The Campbelltown Steam Museum brought their traction engine (WARRIGAL) to provide rides in a trailer, while the Steamfest Marshall portable engine and Thornycroft truck were also popular attractions.

Graham Black, *Link-Line*, Sept/Oct 2001

#### STATE MINE RAILWAY & HERITAGE PARK 1435mm gauge

#### City of Lithgow Mining Museum Inc.

The dedicated efforts of volunteers and Work for the Dole participants to restoring locomotives and rolling stock for passenger operations received a crushing blow on 31 October 2001, when fire destroyed the carriage shed and heritage rolling stock housed within it. Four wooden carriages, including three end-platform cars under restoration for the planned passenger service were destroyed and ex-Blue Circle Cement, Portland 2-6-2T locomotive No. 2605 suffered from severe heat, although the extent of damage was uncertain at the time of going to press. Railcar No. 761 was extensively damaged and this has put the museum's plans for a passenger service back for a considerable period. Mobile plant, tools, etc were also lost in the blaze. Police are treating the fire as suspicious. Further details of the fire and photographs can be found on the museum's web site at: www.railpage.org.au/statemine/ To support the development of the heritage park as a major open-air museum, the Mining Museum has been working with the Lithgow Business Enterprise Centre and other stakeholders, including the Zig Zag Railway, to negotiate a "whole of state government approach" to the development of a



The newly restored 1940 Wingrove & Rogers 4wBE locomotive (one of 1604/5 of 1940) at the Millenium Park Railway, Homebush Bay. Photo courtesy Len King



cultural heritage tourism industry in Lithgow. A ministerial working party consisting of the Ministry of Transport, NSW Heritage Office, NSW Ministry of the Arts and NSW Department of State and Regional Development and local stakeholders has been established to pursue this task. This process will attempt to develop a model for regional tourism that can be applied elsewhere.

During September, the contractors, Taylor Rail, completed tracklaying and ballasting from Lake Pillans to the Eskbank Goods Shed, together with installation of a new road/rail crossing at the entrance to the Museum and construction of retaining walls adjacent to the carriage shed to provide additional rail storage facilities.

In early November rail contractors will complete a runaround loop at the State Mine site. In the meantime State Mine volunteers have been undertaking sleeper replacement at this end of the line. Passenger platforms are planned for State Mine, Coal Stage Hill (Blast Furnace) and Eskbank Goods shed. With the completion of trackwork and completion of mechanical restoration of railcar set 661/761 training of railcar crews had commenced between the State Mine and Eskbank Yard prior to the fire, but the extensive damage to 761 in the fire brought this to a sudden halt.

Ex-BHP Port Kembla steelworks B-B DE D23 (English Electric A040/1963) was parked outside the workshop for repairs to its cab roof and preparation for repainting, so it escaped the fire of 31 October. This loco will be returned to its original orange livery. The additional BHP locos from the Port Kembla steelworks (D20/21 and D24, see LR 158, p.29) were scheduled for transfer to the museum in September, along with a large quantity of spare parts, but the movement was postponed due to technical problems. They arrived at State Mine on 2 November, providing a much-needed boost to the morale of museum volunteers.

Lithgow City Council has installed interpretive signage at the Hoskins

# Heritage &Tourist

Iron & Steel blast furnace site. A visitors' centre and interpretive walking trails are planned for this area. Further mining displays are being installed at State Mine. Displays relating to ventilation and rescue are currently being prepared. The museum is also developing curriculum-based learning activities that can be used by schools visiting the Heritage Park.

The joint research project between the LRRSA and local historical/preservation groups was the subject of a Centenary of Federation presentation at the Lithgow Workmans' Club on 28 October. The talk, "Forging the Nation through Steel" explored the central role of Lithgow in building Australia's industrial base during the Federation era. Rodney Cavalier, deputy chair of the National Centenary of Federation Committee, congratulated the research group on their achievements and highlighted the importance of recording the history of key centres such as Lithgow in forging the Australian nation.

The State Mine museum will confront its fire trauma with *lronfest - A Crucible of Fire* on 27 and 28 April 2002. This will be a major heritage week event and it is planned to hold the official opening of the museum at this time.

Ray Christison 11/01; Editor

#### WESTON PARK MINIATURE RAILWAY, Yarralumia, ACT 457mm gauge

457mm gauge Further to LR 159 (p. 28), the track of this new miniature railway is 14lb/yard and 20lb/yard rail. A circuit of track winds away through bushland out of sight of the station at this popular recreational area on the southern shore of Lake Burley Griffin. The journey (fare \$2.50) offers a pleasant ride through the bush lasting several minutes. The station incorporates a refreshment kiosk and a \$4.50 fare offers a "Train and Meal Deal": 5 chicken nuggets, small chips, small Coke and "Squid Lips icy pole." Full points for creative marketing!

Adjacent to the station, a recently constructed point - formed from

25mm X 50mm galvanised rectangular tube – leads to a short siding, on which the former locomotive is parked during running times as an attention-getter. This is a 4-6-0 i/c powered tender loco of small proportions – about a "Coleman" (sideshow) size.

The new Dunlop-built steam outline 0-4-0T diesel locomotive is named *BLUEBELL*. It is of a much larger loading gauge than its predecessor, with a spacious sit-in cab and appears to be a wellengineered effort. The two carriages are of open cross-bench size, each seating 8-10 children.

Lee Rodda, 10/01

#### Victoria

#### ALEXANDRA TIMBER TRAMWAY

& MUSEUM 610mm gauge Restoration work has commenced on the former Australian Army 4wPM (Malcolm Moore 1023 of 1943) (see LR 160 p.28). The wheel sets have been wire brushed and primed. It is planned to restored this locomotive in "army" green livery. Progress on 0-6-0 (Hudswell Clarke 1098 of 1915) has been hampered by a shortage of volunteer labour. During July, the axle boxes were cleaned in preparation for re-wheeling the locomotive. Timberline, October 2001

#### PUFFING BILLY RAILWAY 762mm gauge

**Emerald Tourist Railway Board** The onset of summer has seen an increase in the popularity of Night Trains on the Puffing Billy Railway. Ten Night Trains were booked for November and 20 Night Trains for December, making the busiest month since Night Trains commenced in 1982. Restoration work continues on 2-6-2T locomotive 6A. By November, the side tanks had been trial fitted and the cab was being painted. Cab piping fit out continues, the ash pan has been fitted and the front toolbox nearing completion. PBR Fan Pages, November 2001



On Saturday 15 September 2001, ANGRMS locomotives number 5 (Bundaberg Foundry 5 of 1952) and MELBOURNE (Hudswell Clarke 1701 of 1938) make a grand arrival at Woodford to the applause of 40 invited guests celebrating the release of the video Bundy's Last Great Adventure. Photo: Bob Gough



On 25 September 2001, former Qunaba sugar mill Perry 0-6-2T FLASH (6160.48.1 of 1948) sees daylight for the first time in 18 years as it leaves the Queensland Museum on its way to the new railway museum at Ipswich. Photo: Bob Gough



Firefighters battle to contain the blaze at the State Mine Museum, 31 October 2001. Photo: The Lithgow Mercury



Old and new motive power at Weston Park Miniature Railway, ACT, October 2001.

Photo: Lee Rodda



0-4-0ST MARJORIE and the firefighting trolley during the FOTTE event at the Richmond Vale Railway on 15-16 September. Photo: Graham Black

Heritage &Tourist

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

Progress of the railway extension into Walhalla received a setback on 4 July 2001, when a volunteer working on bridge six during ballasting operations fell some 10m and sustained fatal injuries. The accident is currently under investigation by external agencies such as the Victoria Police and the State Coroner. The WGR Committee of Management is therefore unable to make any further comment at this time. A coronial inquest, anticipated in early 2002, will examine the implications of the accident for the WGR and other volunteer railway preservation groups.

Work is continuing on bridges 2 and 3, and the line from Thomson to Walhalla is scheduled for completion by mid-November or early December 2001.

Further to LR 161 (p.29), the trial run of 0-6-0T *Spirit of Baw Baw* (Henschel 25427/1956) identified problems with the smokebox and that the locomotive balance had been affected by the coal bunker fitted for the WGR. Accordingly, the locomotive has yet to enter regular service. Peter Medlin 10/01

#### Tasmania

#### ABT WILDERNESS RAILWAY 1067mm gauge

There have been a number of significant developments concerning this new tourist railway. On 24 September 2001, locomotives Abt 0-4-2T No 1 (Dubs of 1899) and 0-6-0DM V13 *MT LYELL* (now ABT badged and fitted with rack drive) arrived back in a very wet Queenstown, having been transported from Saunders and Ward Engineering in Hobart.

By the end of September, about 80 per cent of the line had been laid, with track laying progressing from the Strahan end up to Rinadeena. All 39 bridges were complete. 0-6-0DM V22 (ex EBR) was based at Strahan and working tracklaying and ballast trains 6-days a week. A loop line and siding had been laid at Lowana, at the mouth of the King River. It also worked on Sunday

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19 August to repair damage that had been caused by a derailment the previous day during ballasting operations. V22 with 4 wagons arrived propelling its train from Strahan, and stowed a couple of ballast wagons at 11:45am, before returning to Strahan with a DB van and flat wagon.

In early October, the State Government announced that it had purchased the Abt Wilderness Railway assets of high-profile entrepreneur Roger Smith for \$2.1 million. The deal, described by Premier Jim Bacon as necessary to "ensure the future of the project is protected in the long-term\*, saw the State Government acquire the main railway infrastructure from Mr Smith. This includes railway stations and track. The move followed months of concern by businesses and West Coast community members who were having difficulty obtaining on-time payment for work and services provided to the railway.

The Abt Wilderness Railway is being hailed as an economic saviour on the West Coast, particularly in Queenstown, which is making the transition from mining town to tourist destination. Rob Bushby 10/01; *Hobart Mercury* 5 October 2001



This broad gauge 0-6-0DM loco was built by Brunswick Plaster Mills in 1956, using the frame and wheels of Pheonix Foundry 0-6-0 253 of 1889. In this guise, it was used at Nowingi, in Victoria's far north, and now languishes at West Coast Railway's Ballarat East workshops. 12 February, 2001. Photo: Brad Peadon



Malcolm Moore 1600mm gauge 4wDM, built in 1962 for Massey Ferguson at Sunshine, on 12 February 2001 at Central Highlands Tourist Railway, Daylesford, Victoria. Photo: Brad Peadon



On a wet Sunday 19 August 2001 Abt Wilderness Railway 0-6-0DM V22 hauls a short works train between Lowana and Strahan. Ph

Photo: Rob Bushby



On the same wet Sunday 19 August, sister locomotive V13 MT LYELL is seen shunting ballast hoppers at the newly established loop at Lowana. Photo: Rob Bushby



The crew of Perry 0-4-2T BT1 service their charge in the loop at Mussel Pool between trips on Bennett Brook Railway's Friends of Thomas the Tank Engine Day, 14 October 2001. Photo: Kim Parker



View from the Gernco loco as it enters No.2 platform at Whiteman Village Junction on the same day. Photo: Kim Parker LIGHT RAILWAYS 162 DECEMBER 2001

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#### Western Australia

#### BENNETT BROOK RAILWAY 610mm gauge WA Light Railway

#### **Preservation Association**

The BBR's *Friends of Thomas the Tank Engine* Day on 14 October 2001 was a great success. The weather was fine and mild and over 1900 passengers were carried, making it the third best achievement on record. All locomotives performed well on the day despite some initial dramas when it was found that 2-8-2 NG 118 (Henschel 2447/1938) had a failed boiler tube. Remedial measures were applied and the loco was away from shed only a few minutes late.

The NG spent the day running loop trips, about every 25 minutes, with the Fowler 0-6-0DM as backup. The 0-4-2T BT1 (Perry 8967.39.1). Gemco and the Planet worked the Mussel Pool line with two consists. Locos were swapped at Mussel Pool in order to speed turn-around times and allow the BT1 crew time to attend to loco requirements such as coal and water as they waited for the next train. This way, a departure approximately every 15 minutes was achieved to and from Mussel Pool, with stop times at Mussel Pool of around 3 to 5 minutes -- remembering that Mussel Pool is a terminus and the train has to return the way it came. All in all, a very slick job on the part of the loco and train crews and the signalling staff.

Other attractions available on the day included bus rides, tractor display, miniature train rides provided by the Northern Districts Model Engineers, a model railway running Thomas the Tank Engine models provided by the Australian Model Railway Association (WA Branch), fairground rides, tram rides, sausage sizzle, souvenirs, ride-on electric cars, and a fairground organ. Simon Mead, 10/01

#### CORRECTION

Further to the item which appeared page 26 of LR 161, the provider of the Certificate of Museum Practice is, in fact, The Illawarra ITeC Ltd Phone (02) 4223 3100

