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LIGHT RAILWAYS

Australia's Magazine of Industrial & Narrow Gauge Railways

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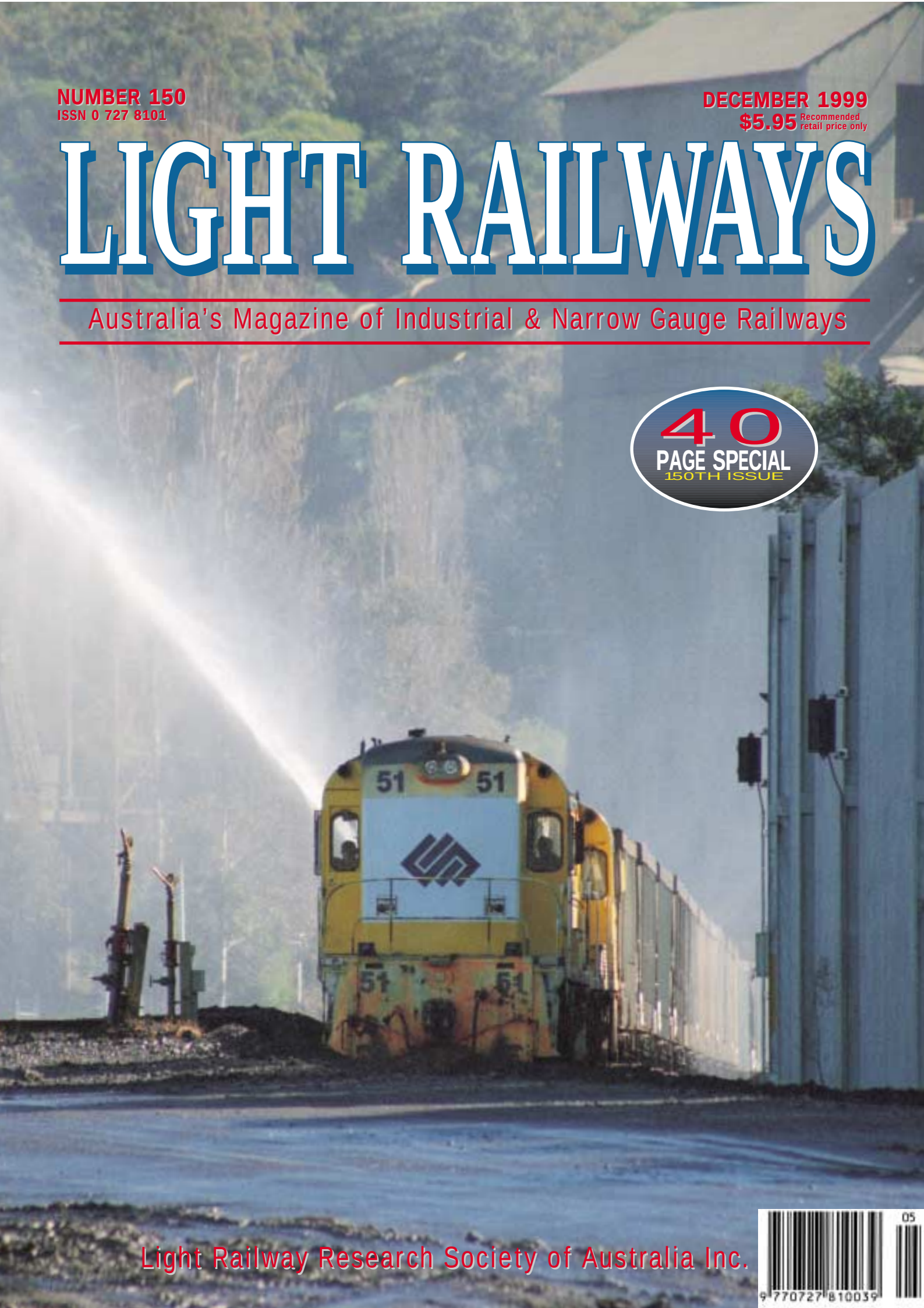

Light Railway Research Society of Australia Inc.

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LIGHT RAILWAYS
Australia's Magazine of Industrial and Narrow Gauge Railways

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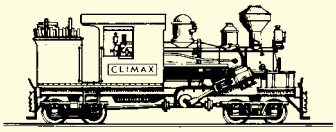

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Conversions:

1 inch (in)	25.40 millimetres
1 foot (ft)	0.30 metre
1 yard (yd)	0.91 metre
1 chain	20.11 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 yard	0.765 cubic metres

Contents

Comment

One sunny Sunday in early 1972, as my girlfriend and I were cruising down the Princes Highway in my old Kombi Van, we came upon the Sydney Tramway Museum, at Loftus. Having agreed that a tram ride might be fun, we drove into the carpark and, while waiting for our tram to appear, visited the Museum's bookshop. There on the shelf, an interesting magazine caught my eye. It was the Summer 1971 issue of *LIGHT RAILWAYS* (No.38) and, for the modest sum of 75 cents, I gained an introduction to the fascinating world of the LRRSA.

I swiftly joined up, and ordered every back issue then available (a couple of years' worth). It was not until three years later, however, reading Frank Stamford's LR50 editorial, that I realised how long this magazine had been around - under the name *QUARTERLY REVIEW*, it had first appeared back in June 1960.

A great deal has transpired since then, of course, and this year has seen a number of milestones reached for the LRRSA: Our magazine's fortieth year of publication, our one hundred and fiftieth issue, and the highest level of membership our Society has ever enjoyed.

On a personal note, this issue marks the end of my second year as editor. It's a task that I've enjoyed a great deal, and hope to continue for some time. Of course, LR is bigger than one person (or three, as the case is now). We are all part of a long line of editors and contributors whose efforts have made our magazine what it is today. Happy 150th *LIGHT RAILWAYS*, and many happy returns! *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.

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

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

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

Front cover: BHP (Port Kembla) English Electric [Aust] Co-Co Diesel Electric D51 (A.111 of 1965) with sister locomotive D49 (General Electric [Aust] A.242 of 1972) stand at Elouera Colliery loader, near Wollongong NSW, with a coal train while sprays soak the coal piles, 18 August 1999. *Photo: Brad Peadon*

Krauss 4687/1901, MORETON, *was imported by Arthur Koppel and worked at Moreton Central Mill, Nambour, Queensland. The last Krauss loco in Australia to see regular service, it was not retired until 1967, twenty years after John Buckland took the photo above.*

A Question of Influence

Agents for Krauss Locomotives and Bochum Union Rolling Stock in Australia

by Peter Evans

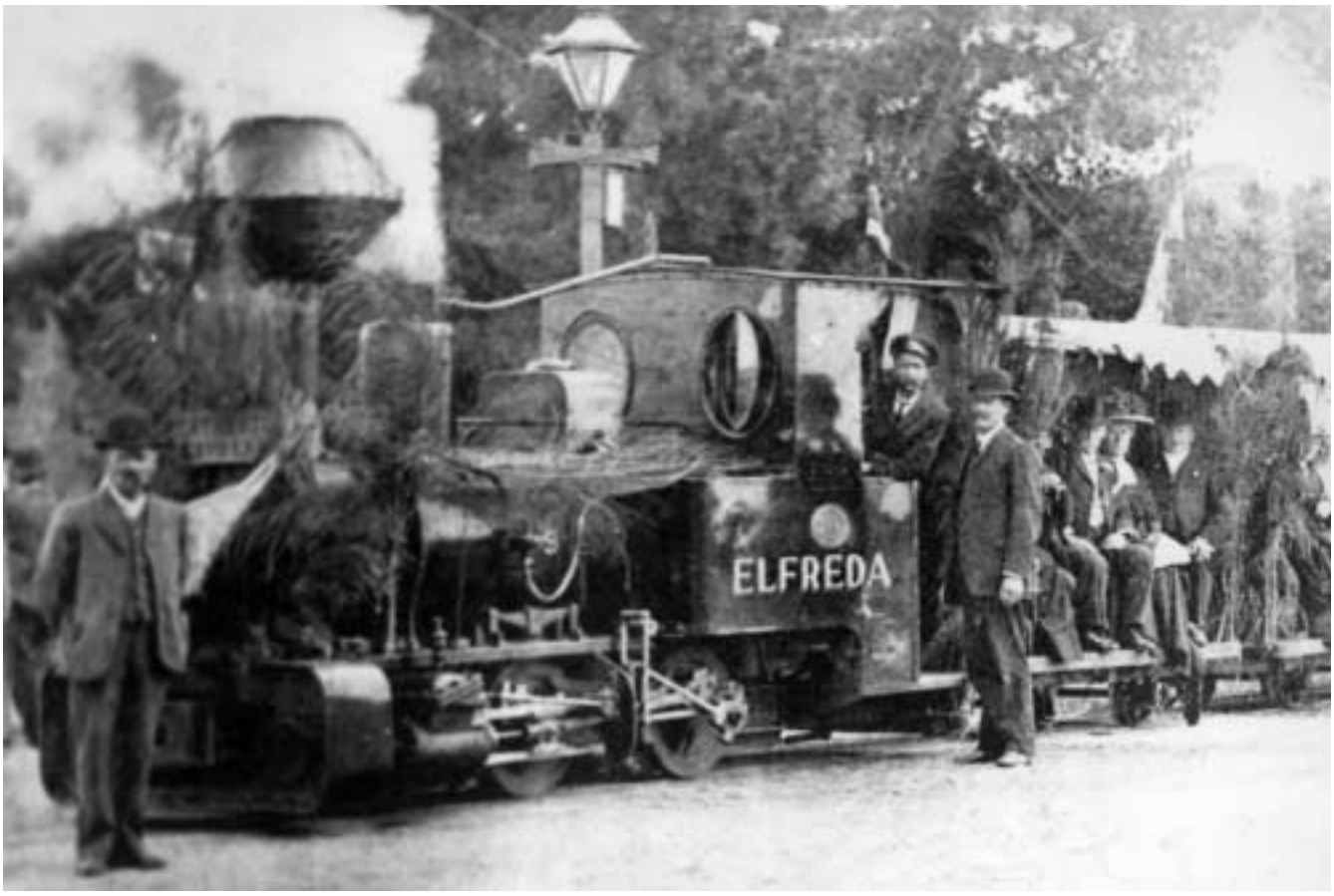
Introduction

The success or failure of imported light railway equipment, as with any industrial item, lay not only in its direct merit but also in the enthusiasm and professionalism with which the local agent promoted the product and handled the sales. As so often happens in the world of business, personal links were important and, in the case of the Krauss and Bochum Union agencies, apparently critical. This was especially so as German products had to compete with those of Great Britain which had stronger and more direct ties to Australia than Germany. It is therefore not possible to understand the pattern of imported locomotive sales in Australia without knowing something of the agents. The aim of this article is to provide a little background on each of the Krauss and Bochum Union agents, examine the differences and commonalities between them, and to explore their fate when war was declared between Germany and the British Empire in August 1914.

The two German manufacturers were both well-established and prominent in their homeland long before their products appeared in Australia. Georg Krauss was born in Augsberg in 1826, and studied engineering while working for the Royal State Railways. He was to become one of the more important locomotive manufacturers in Germany, and the enterprise in which he was to make his mark was Locomotivfabrik Krauss & Company. The Company opened its engineering works in Munich, Germany in 1866, and the first locomotive, a standard-gauge 0-4-0 named *LANDWÜRDEN*, rolled out of the works on 15 March 1867. By the time Georg Krauss died in 1906, the Company he established had completed some five and a half thousand locomotives. By 1931, the total had grown to over eight and a half thousand.[1] While the Company built a wide range of locomotives for both continental Europe and abroad, its range of small four- and six-coupled narrow-gauge gauge locomotives were the main type imported into Australia where they became widely accepted. Almost fifty were imported, the vast majority being 610mm or 2ft gauge. The first of these was exhibited in 1888 at the Centennial Exhibition in Melbourne, and the last was obtained in 1914 for the Corrimal-Balgownie Coal Company in New South Wales.[2] From 1893, Locomotivfabrik Krauss maintained a succession of agents in Australia to promote the sale of its products and these firms handled the great majority of the sales.

Strongly allied with the sale of Krauss locomotives in Australia were the products of the light railway works of Bochum Union. Its catalogues were headed "Bochumer Verein für Bergbau und Gusstahlfabrikation" [Bochum Union for mining and steel casting manufacture]. The Company's works were established in the Ruhr industrial district at Bochum, Germany, in 1842, and its products won two first prizes at the Centennial Exhibition in Melbourne in 1888. It employed between 8000 and 9000 men, and had its own collieries and iron ore mines producing 650,000 tons of coal and 40,000 to 60,000 tons of iron ore per year. This was fed to four blast furnaces which supplied two steel-casting factories producing the ingots for the manufacture of 24,000 tons of finished steel castings annually. Bochum Union had its own works railway with forty kilometres of track, twelve locomotives and 350 wagons. Its catalogues offered everything from a single truck to a complete light railway, including locomotives. The locomotive shown on the back cover of the catalogues appears to be of Krauss manufacture.[3] This link was

Clockwise, from above: A plate from Krauss 2180 of 1889, supplied through Shadler, Kœniger & Aron for John Robb. The use of the words "represented by" rather than "sole agents for" is perhaps evidence of the temporary nature of the arrangement between Krauss and Shadler, Kœniger & Aron. Most surviving plates for Krauss locomotives in Australia carry similar evidence of their origin. The writer is not aware of a surviving plate showing the name of Bloomfield Brothers, but early photos of Krauss 2459 show that they probably followed the practice too. Photo: Bruce Macdonald ❑ This plate from Krauss 3941 of 1898 of survives in the collection of the Australian Railway Historical Society (Victorian Division) museum at Williamstown. Imported by D. Diercks and Company Pty Ltd during the first incarnation of the Company, the locomotive was used on the Zeehan Tramway Company's line until 1921 when it was purchased by Dunkley Brothers. In 1932 it passed into the ownership of J. Howard of Zeehan and was finally scrapped in 1949. Note the claim on the plate for sole proprietorship of the agency for "Australasia". Photo: Peter Evans ❑ Krauss 5800 of 1907 was imported by Lohmann & Company for the Zeehan Tramway Company and has a similar history to that of 3941 of 1898. For a time, the locomotive was dismembered, but parts survive in a composite locomotive at the Redwater Creek Steam and Heritage Society in Sheffield, Tasmania. This builder's plate also claims sole proprietorship of the agency for "Australasia". Photo: Bruce Macdonald ❑ Krauss 6927 of 1914 was the last locomotive of its make imported into Australia and went to the Corrimal-Balgownie Coal Company in New South Wales. This plate is representative of the last incarnation of Diercks & Company. Note that the Company now restricts its claim to being the sole agent for "Australia" rather then Australasia. Photo: Bruce Macdonald ❑ An advertisement placed by Lohmann & Company in 1908. Curtis 1908: author's collection



Krauss 3267 of 1895 was imported by Bloomfield Brothers. No.2 on the roster of 2 ft gauge locomotives at the Mount Lyell mine, by 1908 it was being used by Wadey & Company to haul building supplies from the Cheltenham railway station to the Heatherton Asylum in the south-eastern suburbs of Melbourne. The locomotive is shown bringing special guests to the opening of the Asylum in April 1909.

Source: Weekly Times, 10 April 1909

reinforced in Australia where the products of both Locomotivfabrik Krauss and Bochumer Verein were usually handled by the same agent and, in many cases, the products were sold together as complementary items.

Shadler, Kœniger and Aron: 1888-c1890

The first agent for Krauss locomotives in Australia was the firm of Shadler, Kœniger & Aron, which represented both Krauss and Bochum Union at the Centennial Exhibition in Melbourne in 1888. The contingent of German representatives was more than double that of its nearest non-British European rival (the French), and outranked even that emerging industrial giant, the United States of America. Shadler, Kœniger & Company [sic] of Berlin was represented by G. Niemann. His photograph shows him to be a young man of slender build, lightly bearded, and dressed for the occasion in a tightly-buttoned suit, a high collared shirt and a tall, shiny top hat.[4] Herr Niemann was responsible for introducing Krauss locomotives and Bochum Union rolling-stock to a confident young Australia celebrating one hundred years of European settlement.

The Bochum Union exhibit consisted of 2000 yards of track and 60 wagons[5] of varying types. A small number of wagons were displayed in the Western Annexe, but the bulk of the exhibit was outside the buildings at the northern end of the exhibition grounds. A small Krauss well-tank engine weighing three tons was also on display. The four-coupled engine had 4½ inch diameter cylinders producing 20 indicated horsepower, and could pull 40 tons on the level at a speed of 7½ miles per hour.[6] The versatility of the portable railway system was one of its features. It was listed in the official catalogue under a wide range of industrial headings - agriculture, civil engineering, mining, and military purposes. It also had to compete directly with the Decauville system exhibited by the French.[7]

It would appear that Shadler, Kœniger & Aron's first sale was the engine shown at the exhibition (1824 of 1888), which went to an unknown buyer in March 1889. The next six locomotives to be imported were sold to railway and general contractor John Robb for the construction of Victoria Dock in Melbourne. Robb would have been well-acquainted with the Krauss and Bochum Union product, as he sat on the organising committee for the machinery section of the Centennial Exhibition.[8] Why Shadler, Kœniger & Aron made no more sales in Australia is unknown. The firm maintained a Melbourne office at 160 Elizabeth Street in 1888, but it seems not to have attempted to register a trading entity in Victoria, so it is likely that Robb's order was taken at the exhibition before Niemann returned to Germany. Certainly, the firm's office was not in Melbourne long enough for it to feature in Sands & McDougall's Directory of Melbourne. Robb's success with his newly-purchased Krauss locomotives would not have gone unnoticed amongst his competitors, so it is perhaps not surprising that the first true Australian agent was another contractor.

Bloomfield Brothers 1891-1895

Brothers John Thomas Rothwell Bloomfield, Samuel Charles Rothwell Bloomfield and William Henry Rothwell Bloomfield were railway and general contractors. Like the majority of the Krauss agents which succeeded them, the brothers were based in Melbourne where most of the large

Bochumer Verein für Bergbau und Gussstahlfabrikation, BOCHUM, GERMANY;

established in 1842.

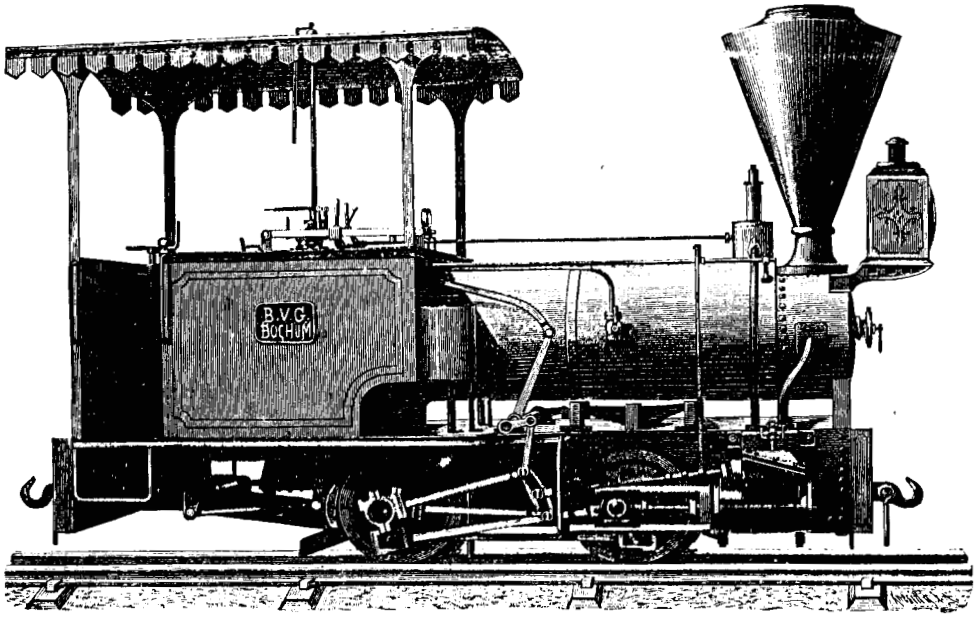
Works: **I. Mining:** a) 3 collieries yielding 650.000 Tons per year:.
b) several iron-ore mines; production per year: 40--60.000 Tons.
II. Production of Iron: 4 blast furnaces of the biggest construction; output per year: 190.000 Tons.
III. Steel manufacture: 2 cast steel factories, capable of producing per year: 300.000 Tons of Steel (Ingots), 240.000 Tons of steel castings.

Means of Transport: own railway of 40 kilometers, 12 locomotives, 350 wagons.

Articles manufactured: Cast steel bells; cannons; railway material such as: steel rails and steel sleepers, points and crossings, wheel sets, tyres, axles, springs for locomotives and wagons; cast and wrought steel pieces for the construction of machines and ships, especially heavy ship axles up to 30 tons weight, propelling screws.

Speciality: Portable railway plant viz.

Bessemer steel rails of all weights.
Wagons side, front and all round tipping.
Steel plates.
Axles. — Tyres.
Wheels.
Patent steel sleepers of all possible constructions.



Tram rails.
Dog spikes.
Turn tables.
Goods wagons
Trucks.
Trollies.
Skips.
Rail barrows.
Bogies.
Fish-plates.
Crossings.
Passenger cars.

Locomotives are supplied of all sizes and gauges. Full particulars on application.

Portable railways with patent steel sleepers for hand power, as well as semi portable, and light permanent railways for animal and locomotive power.

It is impossible to illustrate all our railway and rolling stock, and this pamphlet is merely intended to give an idea of the different articles we manufacture.

We shall at any time be pleased to answer any enquiries either direct or through our representatives giving full particulars and drawings of special constructions for mining purposes, tunnels, general contractors, gold and diamond fields, stone quarries, brickfields, dock yards, gas works, cotton and sugar plantations etc. etc.

Above: An advertisement placed by Bloomfield Bros in the early 1890s. Barry Kenyon collection **Page opposite:** *The rear page from a Bochumer Verein catalogue of 1895 when the agency for Australia was held by Bloomfield Brothers. The locomotive depicted looks suspiciously like a Krauss product although it carries BVG plates. VPRS 425 unit 394 serial 3955: Courtesy of the Keeper of the Public Records, PROV*

Australian mining companies had their head offices. Bloomfield Brothers won the contracts to build a number of railways in Victoria: the Maryborough-Dunolly railway (completed October 1874); Hamilton-Coleraine (November 1888); and Terang-Warrnambool-Warrnambool-Mortlake (February 1890)[9]. The firm was based in the northern suburbs of Melbourne, where it had its own siding between the Moonee Ponds and Essendon railway stations until 1898.[10] The cessation of new railway construction in Victoria during the depression of the early 1890s may have forced Bloomfield Brothers to look elsewhere for work. Presumably, the brothers were already aware of the Bochum Union light railway system from their contracting work, as they demonstrated the system in City Park at Launceston, Tasmania, in 1891. In the same year, Bloomfield Brothers won the contract to build the Oceana-Argenton tramway on the West Coast of the island state. The firm already held the agency for the Bochum Union portable railway system and, since a Krauss locomotive (2437 of 1890) was also supplied as part of the contract, they must also have held the Krauss agency by this time. Bloomfield Brothers' second Tasmanian contract was a line for the Western Silver Mining Company at Zeehan. Six tipping trucks and two bolster trucks were included with the contract, but no locomotive. However, not long after the Western Silver Mining Company tramway was completed, the Oceana tramway was pulled up and the Oceana Krauss was purchased to work on the Western Silver Mining line.[11] Bloomfields continued to make sales of Krauss locomotives in Tasmania. A total of eight locomotives were imported into Australia between 1891 and 1895, the majority of which went to Tasmanian lines. Only three of the eight were sold directly outside Tasmania, and these appear to have gone to Queensland sugar mills. The firm was equally successful with the Bochum Union agency and, amongst other sales, sold sixty-two side-tipping trucks to the Victorian Railways. These trucks were used on the construction of the Jumbunna and Outtrim railway and the St Kilda and Brighton electric street railway in Victoria. In addition, the same trucks were hired out for a number of Public Works Department projects including improvement works on the Yarra River.[12]

For some unknown reason, "Bloomfield Brothers" was not registered as a trading firm in Victoria until 16 January 1893, with offices at 214 Queen Street, Melbourne. The intention of the business was listed as "contractors and agents." The registration papers were signed by William Henry Rothwell Bloomfield who gave his address as "Rothwell", on the corner of Bloomfield Road and Rothwell Street, Ascot Vale.[13] The date the business ceased trading is not recorded in the registration file, and the business seems to have been struck off the register in January 1929 purely as a tidying-up measure. What is significant is that communications issued on Bloomfield Brothers' letterhead relating to light railway equipment were signed by Detlef Diercks[14]. A German merchant shown only in the passenger register as Herr Diercks arrived in Melbourne on 9 March 1891 aboard the *Kaiser Wilhelm II*[15], and is very likely the Detlef Adolph Josias Diercks who appears again and again in the story of the Krauss and Bochum Union agencies in Australia. Diercks acted as manager and travelling representative for Bloomfield Brothers for the entire time the contractor held the agencies and, when it was decided to relinquish them in October 1895, Diercks took the agencies with him to a new business.[16] The reason for the change is obscure: certainly there is no record of Bloomfield Brothers' business failing[17], and an offer to sell the firm's remaining railway construction plant to the Victorian Railways in September 1897[18] suggests an orderly retirement from business.

Krauss 4387 of 1900 was imported by D. Diercks & Company. By July 1926 it was in the service of the Rubicon Lumber & Tramway company on its line between Rubicon and Alexandra, where it worked until November 1935. It is shown at the Rubicon terminus in the early 1930s: the angle of the sun suggests noon on a hot summer's day . The driver attends to his pipe during "smoko" while behind him is a load of "books" of split palings supported on two Bochum Union trucks. The locomotive has long since ceased to be in pristine condition but, as the largest of the three Krauss locomotives owned by the Lumber Company, it is expected to do the lion's share of the work. Photo: author's collection

D. Diercks & Company Pty Ltd 1896-1902

D. Diercks & Company succeeded Bloomfield Brothers as Krauss and Bochum Union agents. The new agent simply took over Bloomfield Brothers' address at 214 Queen Street Melbourne and even overprinted Bloomfield Brothers' letterhead. If Bloomfield Brothers introduced the Krauss locomotive into Tasmania, it was Diercks & Company which ensured that Locomotivfabrik Krauss went on to dominate the market for 2ft gauge locomotives in the Tasmanian mining industry.

Even given a strong personal link to its suppliers, an agent and importer required capital, especially where the items being imported were relatively expensive and bulky, and the distance from the supplier was great. The best way to raise this capital was by incorporating a company with solid and influential shareholders. D. Diercks & Company Limited was registered in Melbourne on 2 March 1896. The major shareholders were Detlef Diercks, William Knox and Herman Schlapp.[19] Diercks was appointed General Manager of the Company. However, the more significant partners, especially where eventual sales were concerned, were Knox and Schlapp. William Knox was born on 25 April 1850. He was educated at Scotch College in Melbourne and went on to set up his own accounting practice. In June 1885, he accepted the position of Secretary to the newly-formed Broken Hill Proprietary Company. His energy and foresight were essential elements in the initial success of this Australian mining giant. In 1894 he formed Knox, Schlapp & Company with Herman Schlapp.[20] Schlapp was equally influential in the Australian mining industry. He was born on 6 March 1854 at Fort Madison, Iowa, USA. After completing his secondary education in America, he graduated from the Royal School of Mines in Freiberg, Germany, as a metallurgist. His growing reputation in the American mining industry resulted in his recruitment by the Broken Hill Proprietary Company, and he arrived in Australia in April 1887. He so improved the output of the smelters that, by 1892, he was Assistant General Manager of the Company.[21] His position at Broken Hill brought him into daily contact with William Knox. It seems little wonder that two such eminent and brilliant men, one a successful business manager and the other a specialist in the science of ores and their reduction, should join forces in 1894 to found a company specialising in mining consultation and the importation of equipment essential to the mining industry. The time was propitious for such a venture. While most of Australia was burdened by a severe depression triggered by the collapse of the land boom in Melbourne, mining in Tasmania and Western Australia held out a glimmer of hope for a return to prosperity if sufficient capital could be found to develop the ore-bodies and provide the necessary infrastructure.

Both William Knox and Herman Schlapp were instrumental in the meteoric rise of the Mount Lyell Copper mine in Tasmania. Herman Schlapp first learnt of the ore-body from his nephew, Otto Schlapp. Herman Schlapp realised that the value of the gold in the deposit was far outweighed by its potential as a copper mine and alerted Broken Hill mining magnate Bowes Kelly, who formed the Mount Lyell Mining Company No Liability in January 1892. William Knox and Herman Schlapp both held stock in the Company. In March 1893 the Company was dissolved and the Mount Lyell Mining & Railway Company NL was floated in its place to raise capital for the venture. William Knox was appointed General Manager and sent to England to raise the necessary capital to develop the mine and build a railway to connect it to the nearest port. The mission was a failure and Knox returned empty-handed. The mining venture was saved only by the timely discovery of a rich vein of silver which enabled the company to survive until business confidence had risen to the point where capital was again available. By April 1896 the Mount Lyell Mining & Railway Company had the money to develop the mine and build its railway.[22]

By this time, D. Diercks & Company was already one month old. William Knox and Herman Schlapp now not only

had a major interest in a company which needed railway equipment but controlled one which was able to supply it. A Krauss locomotive (2591 of 1892), originally supplied by Bloomfield Brothers and purchased second-hand in 1895, was already proving its worth at Mount Lyell carrying ore, flux and firewood to the smelters, and acting as personal transport for inspection trips by the mine manager.[23]. Moreover, the Mount Lyell Company was about to build a 3ft 6in gauge rack railway using the Abt system, and one of the agencies inherited from Bloomfield Brothers along with the Krauss and Bochum Union agencies was that for Rinecker, Abt and Company.[24] Although the decision to use a rack railway was made before Knox and Schlapp invested in Diercks & Company, the rack bar was not laid until November 1896, allowing the partners to profit by the transaction. Perhaps the oft-repeated allegation that the Abt system was chosen for reasons other than strict railway engineering requirements[25] had some foundation after all. On the other hand, perhaps Knox and Schlapp were simply ensuring that the Mount Lyell Company secured a line of supply for the equipment it so desperately needed.

The first Krauss locomotive Diercks & Company imported was sold to the mining industry. The next six went straight to the west coast of Tasmania, four of them to the Mount Lyell Mining & Railway Company. The Mount Lyell Company subsequently bought another two, both of them supplied through Diercks & Company. By 1897, Diercks & Company was able to write to the Victorian Railways Chief Engineer offering him conclusive proof of the success of both the Abt railway and the extensive plant of Krauss locomotives and Bochum Union rolling stock operating at the Mount Lyell mine. As well as the Krauss, Bochum Union and Abt agencies, Diercks handled the agencies for a number of other firms, mostly German in origin and, in the main, supplying the needs of the mining industry. These included J. Pohlig of Cologne (Otto's patent aerial wire ropeways), Allgemeine Electricitats Gessellschaft (electrical lighting and power apparatus), Luxsche Industrielwerke (patent water meters), Körting Brothers of London (gas engines, jet apparatus and pulsometers) and the Gemania Works of Chemnitz (malting, brewing and freezing machinery).[26] However, Diercks & Company had ambitions far beyond the mere supply of equipment. In August 1896 the Company offered to build and equip a complete 2ft gauge railway for the Victorian Government. The line was to run between Wangaratta and Whitfield and would cost the government £34,825, far less than the Victorian Railways' estimate.[27] The offer was never taken up and the proposed railway eventually became the first of the government-built 2ft 6in narrow-gauge lines in 1899. However, when it came to choosing a locomotive for the system both D. Diercks & Company and the Baldwin Locomotive Works were asked to tender.[28] That Baldwin won the contract is history but, if the outcome had been different, Puffing Billy could well be operating Krauss-designed locomotives today.

The Company was changed to a proprietary company, D. Diercks & Company Pty Ltd, in October 1897. By early 1900, Detlef Diercks no longer numbered amongst the shareholders of the company which bore his name, but was retained as General Manager. By this time, William Knox and Herman Schlapp controlled 90% of the shares in the Company. The firm moved to 163-169 William Street in February 1900, where the close ties between Knox, Schlapp & Company and Diercks & Company should have been apparent to anyone who cared to enquire: not only did the firms share the same address, they even had the same telephone number. By October 1901, Knox had sold his shares to George Schoen Davies, but retained an interest in the company through his wife Catherine Knox who held a small parcel of shares in her name. D. Diercks & Company Pty Ltd was voluntarily wound up shortly afterwards. A liquidator was appointed in January 1902 and, by June of the same year, the process was completed.[29] Knox, Schlapp & Company announced that, in future, the business formerly known as D. Diercks & Company Pty Ltd would be carried on by Knox, Schlapp and that "Mr D. Diercks has ceased his connection with this Company".[30] The announcement supplied no hint as to whether Diercks jumped or was pushed. Whatever the reason, Knox, Schlapp lost the Krauss and Bochum Union agencies shortly afterwards without supplying a single locomotive in its own name.

Arthur Koppel 1897-1907

It may be appropriate at this point to mention the "wild-card" in the list of Krauss agents in Australia - Arthur Koppel of Berlin. Arthur Koppel joined forces with Benno Orenstein to form Orenstein & Koppel in April 1876. The new firm was to deal extensively in light railway equipment. A growing trade in exports led to an agreement to divide the company in 1885, with Arthur Koppel concentrating on the export trade while Benno Orenstein concentrated on the domestic market. This cosy arrangement lasted for five years and, when the agreement expired in 1890, both firms competed openly on the world-wide market. Arthur Koppel established his own factory at Bochum for the manufacture of track and rolling stock but obtained his locomotives from established German manufacturers such as Krauss and Jung. Koppel's Australian ventures commenced under his own name but, by 1905, agents had been established in Brisbane (O. Granowski) and Melbourne (W. & J. Lempriere). This arrangement was short-lived for, when Arthur Koppel died in 1908, his business was absorbed back into Orenstein & Koppel. Benno Orenstein's brother Max had begun to repair locomotives in the 1880s and, by 1892, had begun to manufacture locomotives in his own right. This business too was brought under the Orenstein & Koppel umbrella in 1898.[31] Not unnaturally, after 1908 the firm would supply its own locomotives to Koppel's customers.

Arthur Koppel's window of opportunity to supply Krauss locomotives in Australia was therefore limited to the period 1885 to 1908. This is borne out in the Krauss order books. Koppel arranged the export of seven locomotives to Australian interests between 1897 and 1907. Most of Koppel's sales were made in the north of Australia and the majority of the locomotives were supplied to the sugar industry This success is very likely explained by the fact that Arthur Koppel had constructed a large number of light railways for the sugar industry in what is now Indonesia. This would have helped his local representatives to develop contacts in the north of Australia in general and in the sugar industry in particular. Unlike the other agents, there is no record of the Arthur Koppel registering a direct trading entity in Melbourne, which was the administrative heart of the mining industry in Australia. This may explain the firm's relative lack of sales to the mining industry, where the market penetration of the Krauss product was at its greatest and at least some sales might have been expected. What is unusual in this saga is that Koppel's sales overlapped those of other agents and it is the only exception in an otherwise direct lineage of agents for Krauss and Bochum Union light railway equipment in Australia.

Krauss 5945 of 1907 was purchased by the NSW Water Conservation & Irrigation Commission for the Burrunjuck Dam construction railway, where it became JACK. *On completion of the work, in 1929, it was sold to machinery dealer EA Sloman, who sold it on to Fairymead sugar mill in Bundaberg, Queensland. There, it was numbered 7, but known as* HITLER *John Buckland photographed it at work in October 1944.*

Lohmann & Company 1902-1908

Into the vacuum created by the liquidation of D. Diercks & Company stepped a new agent. Weber, Lohmann & Company was registered in Sydney by May 1899 and sought registration in Melbourne on 25 April 1901.[32] The first Melbourne manager was Paul Gutike, very likely the same man who represented the Berlin Union of Manufacturers at the 1888 Centennial Exhibition. The Melbourne office was opened just in time to syphon off most of the agencies for German industrial equipment formerly held by Diercks & Company. The new agent was based in Bremen, Germany, but traded in Australia as Weber, Lohmann & Company from at least May 1899 until 1 September 1903 when the "Weber" was dropped and the firm became simply Lohmann & Company. Strangely, there seems to have been no documented connection whatsoever between Detlef Diercks and Lohmann & Company. Nine Krauss locomotives were imported between 1906 and 1908, making the Company the second-largest importer of this make into Australia. The principals of Lohmann & Company were Frederick "Alfred" Lohmann and Goswin Herman Boner. On 1 January 1909, Boner retired as a director and was replaced by Georg Waldthausen and Oscar Georg Plate.

As well as the Krauss and Bochum Union agencies, Lohmann & Company held the agencies for J. Pohlig Ltd's Otto's patent aerial ropeways and suspension railways, and Hunt's conveyor systems for mines. Lohmann claimed in its advertisements to have supplied locomotives to the NSW and Victorian Governments and all major contractors, mining companies and sugar plantations in Australia. The firm maintained offices at 493 Collins Street Melbourne, 7-9 Bridge Street Sydney, and in Fremantle.[33] Amongst its other contracts, in April 1907, Lohmann & Company won the right to supply ten one-cubic-yard side tipping trucks of 2ft gauge for the Waranga Reservoir tramway in central Victoria.[34]

In addition to these engineering lines, Lohmann & Company acted as agent in Australia for the Nordeutscher Lloyd shipping line of mail steamers, as an agent for the export of wool and mineral ores, traded with companies in New Zealand, and was active in trading with the Neuguinea Kompagnie which administered German New Guinea. It is possible that some of this trading activity included the supply of light railway materials for various short tramways in New Guinea.[35]

Diercks' revival 1909-1914

In June 1909, Detlef Diercks, who appears to have remained in Melbourne at 29 Collins Place as an "agent and importer" and may have imported a single locomotive under his own name in 1906, formally revived his former business. Diercks & Company Pty Ltd was registered in Melbourne on 21 June 1909. Diercks held one-sixth of the shares in the new Company, the rest being almost equally distributed amongst a number of new shareholders. Knox and Schlapp were noticeably absent. Diercks immediately set about reacquiring his former agencies. Lohmann & Company sold the stock of machinery they had been holding to Diercks for the sum of £1873 10s 0d and handed over the Krauss and Bochum Union agencies. The new company occupied the same offices at 493 Collins Street Melbourne as Lohmann & Company and took over the latter's store at 318-320 King Street from 1 April 1909. Such a peaceful transition suggests that the transfer was either seen as being of mutual benefit to both parties or that Detlef Diercks still had the strongest ties with both Locomotivfabrik Krauss and Bochumer Verein. Perhaps the trade in locomotives was slow, or possibly growing antagonism between Great Britain and Germany cast a cloud on the future of German products in the British Empire. Whatever the reason, Diercks & Company was soon back in business as the sole agent for Krauss locomotives in Australia.

That business was not good was soon demonstrated. In 1913, the Company was forced to double its capital as all of

the capital on the existing shares had been called up. Once again Detlef Diercks was removed from the share register. The declaration of war between Germany and the British Empire in August 1914 was the final blow. With its source of product cut off, the Company was left very little to trade save accumulated stocks of machinery in its stores. In March 1917, the shareholders realised that their position was impossible. Unable to trade at a profit, the Company went into voluntary liquidation. This was completed in November 1922 and the Company was struck off the register. No locomotives are listed in the disposal of stock. Bochum Union stock was sold to Cheetham Salt Limited (£35) and Kirchner & Shadwick (£270); "Siskol" brand mining equipment was sold to Goodlet & Smith (£36), Emu Prospect and Gravel Company (£8), J. E. Toole & Company (£332), British Australian Machinery Company (£7), Taupiri Coal Mines Limited (£304) and International Channelling Machines (£800). Other customers listed in the disposal register under various headings were the Victorian Railways, Bellambi Coal Company, Corrimal-Balgownie Coal Company, R. G. Watkins & Company, Copes Creek Central Tin Dredging Company, the Frankston Sand Pits Company, and the Tasmanian Timber & Tramway Company.[36]

And what of the main protagonists during the heyday of Diercks & Company? William Knox suffered a stroke while on holiday in England in 1910, and died in August 1913. Knox, Schlapp & Company Pty Ltd had already ceased trading four months earlier. The business was revived by William Knox's son Robert, and the entity Knox, Schlapp even survived the death of Herman Schlapp in 1938. The last of the Victorian engineering companies to bear the proud names of the former mining giants was voluntarily wound up in 1950.[37] Detlef Diercks became an Australian in 1903. Diercks was not a common surname in Melbourne, and a search of Sands & McDougall's directories reveals some intriguing information. A Mr Dearlove Dierck [no "s"] seems to have shadowed the movements of Detlef Diercks and, in 1901, when Detlef left his address at 29 Chester Street, Moonee Ponds, Dearlove Dierck turns up living in William Bloomfield's house "Rothwell". This suggests that Detlef and Dearlove are one and the same man: perhaps Diercks used an anglicised version of his name for his personal address and retained the original German for his business dealings. On 18 December 1903, at the age of fifty, Detlef Diercks became a naturalised Australian citizen. Naturalised with him was Johanna Augusta Dorothea Diercks, aged forty, almost certainly his wife.[38] Mysteriously, Sands & McDougall's directories lists no private address for Detlef Diercks from 1911 to 1918, when he resurfaces at 150 Hotham Street, East Melbourne, where he was to live for the remainder of his life. Detlef Diercks died in 1933 at the age of eighty, and his wife followed him to the grave in 1937.[39]

Diercks & Company had been by far the most important of the Australian agents, importing nineteen locomotives between 1896 and 1914. While its future was curtailed by the declaration of war, it at least was a Company owned by Australian nationals and was saved from the less dignified fate of Lohmann & Company.

Trading with the enemy

In the late nineteenth century, Germany and Great Britain were competitors rather than enemies. The heads of the British and German Royal families were cousins. Germany even sent three ship loads of assisted immigrants to Australia between 1849 and 1850.[40] More Germans followed during the gold rushes and their names are scattered liberally over early mining maps. Like emigrants from other nations, they mined, fought at Eureka, ran businesses, raised families and entered into the social life of the truly multicultural Australian community long before the term became as widely accepted as it is today.

German engineering, metallurgy and chemistry had a strong influence in Australia in the early years of the twentieth century. Intractable ores from Australian mines were often sent to Germany for treatment as German science was held in the highest regard. In turn, German firms invested heavily in Australia.[41] This was often evident in the open retention of German names in the title of the firm, but sometimes even an innocuous name such as "The Australian Metal Company" masked a firm with strong connections to Germany[42]. The activities of many such small but flourishing enterprises were brought to an abrupt end by the declaration of war in August 1914. For the first two months of the war, trading with German-owned companies was regulated by an Imperial proclamation made on 5 August. Australian legislation replaced this proclamation on 23 October 1914 when the Trading with the Enemy Act (I) passed into law. This act allowed the Comptroller of Customs to assume control of enemy-owned firms and seize their records. The act was amended and replaced by the Trading with the Enemy Act (II) on 26 November 1914. This second act extended the powers of the Comptroller of Customs and provisions were made for dealing with debts owed to enemy subjects. The primary intention of both acts had been to strangle trade with enemy countries and German citizens resident in Australia. The act was enforced by the Department of Defence.[43]

In anticipation of attempts to control the activities of Lohmann & Company at the outbreak of war, Lohmann and Waldthausen, both German residents, had officially retired on 5 August, leaving the firm's attorney, Oscar Plate, in apparent sole control of Lohmann & Company, which was re-registered under his name on 28 August. Plate was married to an Australian woman and held letters of naturalisation and, as a result, stood the best chance of maintaining the activities of the Company. Plate's wife was Mary Dawes, daughter of Sir Edward Dawes, and Plate may have believed that this connection offered some additional protection. The Plate family occupied a house known as "Brema" at 102 Elizabeth Bay Road, Darlinghurst, a suburb of Sydney. Title to the house was held by Alfred Lohmann. Following the outbreak of war, the house appears to have been renamed "Braemar", perhaps in an attempt to shield the occupants from anti-German sentiment.

Plate's attempts to protect the business of Lohmann & Company were, ultimately, futile. The deception that Lohmann & Company was in effect an Australian firm was obviously false and it was, as later admitted, a directly owned subsidiary of the German company and Oscar Plate was still, in law, a German citizen. He was placed on parole before being interned in December 1915 and sent first to the Holsworthy camp near Liverpool and then to the Trial Bay camp. His wife and daughter remained at "Brema" in Sydney. On 12 January 1916, Lohmann & Company was formally declared an "Enemy Firm". Back in Germany, Alfred Lohmann, as President of the Bremen Chamber of Commerce, made an impassioned speech denouncing the British Empire for the seizure of his business, describing it as an act of piracy.

Under Australian Government control Lohmann & Company continued to operate, although its activities were vastly curtailed and seem mostly to have been related to the disposal of assets owned by the firm. Two Australian employees, Mr E. McBurney and Mr Rickard, continued to draw salaries,

as did several German-born employees who had been interned in Australian camps. As the funds available declined, these salaries were reduced to a living wage and, eventually, payment was made from Mary Plate's personal funds.

This gradual disbursement of Lohmann & Company's assets caused some alarm in official circles, and the firm was ordered to be wound-up by the Minister of Trade and Customs. George T. Clarke was appointed as liquidator on 30 April 1919. The liquidation was a slow and messy affair, complicated by the deliberate destruction of eight cases of the firm's Melbourne records by Mr Paul Schreiterer in 1922, and the death of the liquidator in 1925. Eventually, the sum of £6951 6s 5d was realised for distribution to creditors. This appears to have mainly come from the proceeds from the sale of "Brema" in Sydney and ten acres of orchard in Wonga Park Road, Ringwood, a suburb of Melbourne.

A bitter Oscar Plate, accompanied by his Australian wife and daughter, had already long been repatriated to Germany on the steamer "Innsbruck" on 16 October 1919.[44]

Continuing anti-German sentiment during the post-war years meant that no further Krauss locomotives were imported into Australia. Although second-hand Krauss locomotives continued to change hands, this effectively ended the participation of this manufacturer in the Australian light railway industry.

Acknowledgments

The author thanks Colin Harvey, Des Jowett, and Michael Guiney for their assistance with the location of some of the sources used in the preparation of this article, and to John Browning for his suggestions for improvements to the text. Bruce Macdonald kindly checked the article to ensure that the locomotive data conformed with photocopies of the Krauss order books in his possession. The staff of the Australian Archives in Canberra, the State Library of Victoria, and the Public Record Office of Victoria went out of their way to assist with the location of original records pertaining to the agents.

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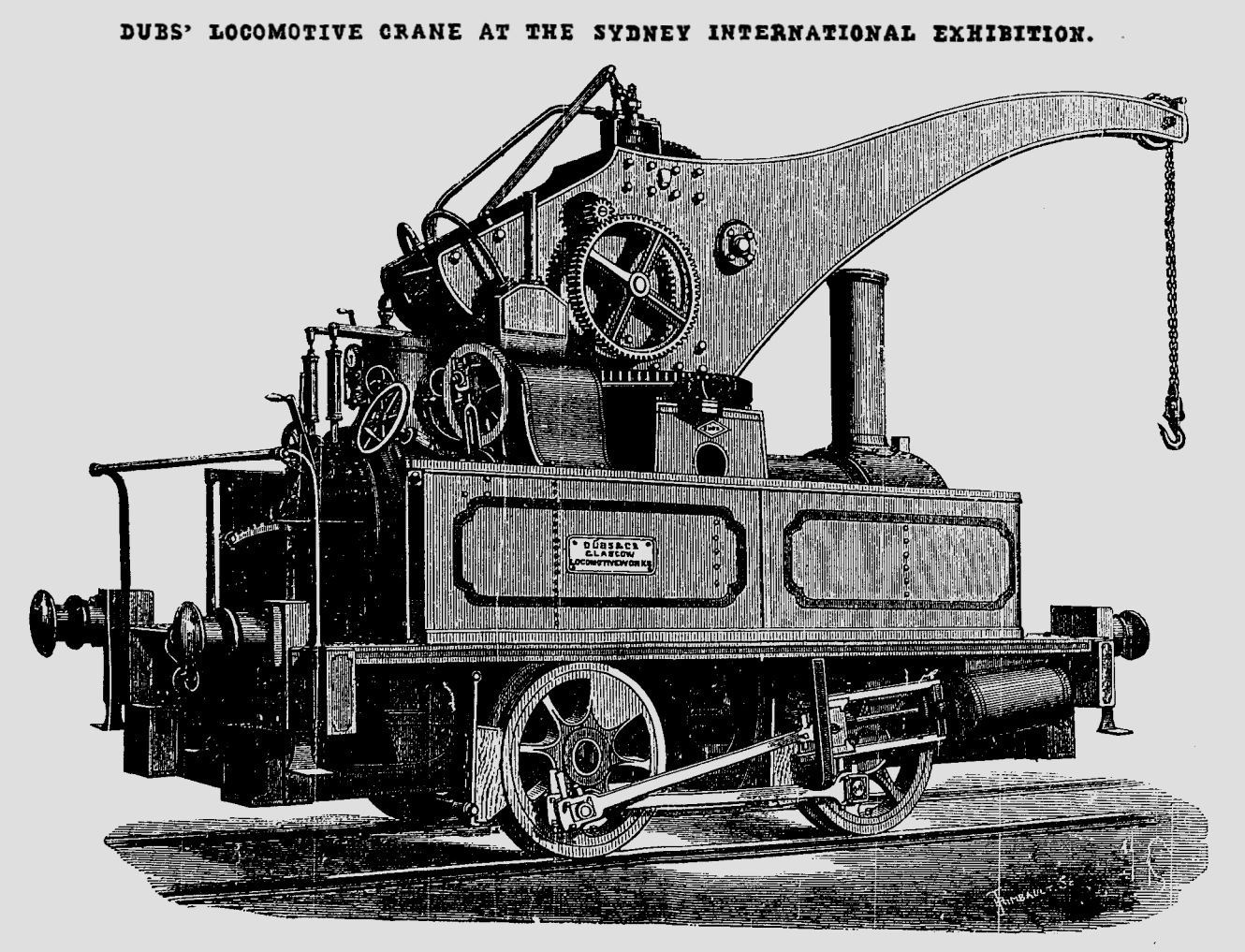

The Dübs and Co. crane locomtive (B/N 1237 of 1879) as it appeared in the pages of The Australian Engineering and Building News.

The Crane Locomotive of the 1880 Sydney International Exhibition Railway

The 1880 International Exhibition in Sydney was a massive undertaking and a standard gauge railway was used for the placement of exhibits. The Australian Engineering and Building News *reported on the railway and its, then, unique locomotive. The following extracts are of interest:*

Vol. 1, No. 3, September 1879, page 68. The railway at the [Sydney] Exhibition grounds is rapidly being completed, and it should prove a great advantage to transporting heavy exhibits to their respective sites. The locomotive crane which has been placed at the disposal of the Executive [Exhibition?] Commissioner for this purpose by Messrs Dubs and Co. of Glasgow, is ready for work, and will be of great service. This crane is of totally different construction to any yet introduced into the colony, but it is of a type well known in railway yards at home…

Vol. 1, No. 8, 2 February 1880, p. 176. The Locomotive Crane Engine which we illustrate in the following page, is exhibited by Messrs. Dubs and Co. of Glasgow at the Sydney International Exhibition. It was largely used for getting the heavy packages into the Machinery Hall, the Exhibition Commission having laid down a line of rails so that the exhibits could be taken from the waggons in the roadway, and carried by crane straight away to the entrance nearest to their allotted position in the Machinery Hall. Mr. Oxley, the superintendent of the machinery department in the Exhibition, speaks in high terms of the services rendered by this machine, and its extreme handiness in working.

The original engine was designed by the late Mr. Henry Dubs, of the Glasgow Locomotive Works, and one of them has been in use in the works of Messrs. Dubs and Company for the past eleven years, and is capable of lifting five tons at a radius of 8ft 6in. Many other crane engines have been made with variation in length of job, lifting-power, etc.

The subject of the present notice is constructed with a 14ft jib, and a nominal lifting power of 3 tons; but it has frequently while at work at the Exhibition lifted nearly double this weight.

The crane engine consists of two cheeks made of wrought-iron plates 13/16" thick, which meet at the small or top ends and carrying the usual chain pulley. At the large or bottom ends are fixed two castings embracing a cast-iron central hollow pillar at the top and bottom, which pillar rests upon a strong wrought-iron platform… The pair of lifting cylinders and necessary gearing consists of a pair of cylinders 3" diameter and 6" stroke with crank and intermediate shafts, working in long journals... The power is communicated to the chain drum by a set of toothed wheels, which together with the 3" crank and 19" diameter of chain drum, is equal to a power of 12.5 to 1. The working pressure is 120lbs per square inch...

The steam pipes supplying the lifting cylinders and the reversing rod connected with the link motion, pass up the centre of the hollow crane-pillar. The steam valve and the reversing screw are under the control of the engine driver on

The Dübs crane loco, now NSWGR 1030, has a 32 class 4-6-0 for company as it simmers outside Sydney's Eveleigh Loco Sheds, sometime in the 1930s. Photo: the late H H Matthews, courtesy ARHS

the platform. The lifting and lowering are both effected by the steam pressure on the piston of the lifting cylinders being above or below the force of gravity of the article raised, so that no rachet-wheel or pawl is necessary…

The Locomotive Engine is of the usual tank engine type. With side tanks, fuel bunkers, etc. The chief dimensions are as follows:-

	Sq. ft.
Grate Area	5.35
Heating Surface of fire box	32.89
Ditto, brass tubes	342.78
Total	375.78
Length of boiler barrel	7' 6"
Diameter	2' 9¼"
Wheel diameter	3' 0"
Cylinders, diameter	0' 10"
Ditto, stroke	1' 8"
Capacity of tanks	360 gals.
Ditto for fuel	11 cu. ft.
Weight in working order	about 22 tons

The locomotive is also available for shunting and other purposes, and will take the following loads exclusive of its own weight, with steam cutting off at 60% of the stroke, at from 15 to 20 miles per hour:

64 tons up gradients	1 in 50
120 " " "	1 in 100
223 " " "	1 in 300
340 " on the level	

Vol. 2, No. 1, July 1880, page 15. The Locomotive Crane by Messrs Dubs and Co. of the Glasgow Locomotive Works, which did such good work at the late Exhibition, has been purchased by the New South Wales Government, for use in the Railway Department.

Subsequent History

Upon joining the New South Wales Government Railways' fleet the crane locomotive was listed as "Shop No.158" and later given the number Lo 02. Under the new numbering system in 1924, it became 1030.

Two sister crane locomotives were obtained from Dübs & Co in 1886 and 1887 for use in railway workshops.[1] In 1901, these became Lo 03 (2250 of 1886) and Lo 01 (2251 of 1886) and, in 1924, 1034 and 1038 respectively.[2]

In 1907 they were joined by a similar but slightly larger machine, built by Dübs' successor, the North British Locomotive Co. (18086 of 1907). This was numbered Lo 04, and became 1044 in 1924.[3]

1030 was the last of the quartet to be retired, being sent to Enfield loco depot for storage on 9 July 1971, still in working order. Somewhat controversially, it was then used as a source of parts to help restore its younger sibling 1034, which had been donated to the NSW Rail Transport Museum two years earlier.[2] 1030 was officially condemned on 26 May 1972, but not scrapped until February 1975.[4]

A more modern successor to this breed of industrial workhorse, 7-ton capacity 0-4-0T locomotive crane 1082 (Robert Stephenson Hawthorn 7542 of 1950) is on static display at the former Eveleigh Railway Workshops, now Australian Technology Park. A trio of earlier 7-ton machines, 1052, 1067 and 1068 (Hawthorn Leslie 3035/1914, 3565/1923 and 3564/1923 respectively), is preserved at the Dorrigo Steam Museum, in northern NSW.[5] *Colin Harvey*

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At Whyalla, circa 1930, number 8 (Baldwin 60311/1927) receives some attention from its driver between runs. In the background is the upgrade bin shunt siding, where loaded trains would be pushed up, then drift slowly back as the ore was unloaded. Photo: Phil Belbin Collection

Whyalla Memories

by C V Anderson

Since 1901, BHP's 3ft 6in gauge Whyalla Tramway has carried millions of tonnes of iron ore to the port of Whyalla from the mines at Iron Knob, Iron Monarch and Iron Baron, in South Australia. Though diesel power took over the majority of the work in the late 1950s, the preceding three decades saw the tramway's main lines dominated by a fleet of impressive Baldwin 2-8-2 steam locomotives.

The following article first appeared in the company's house magazine BHP RECREATION REVIEW, *Vol.8, No.1, of December 1930, under the title* TRANSPORT MEMORIES. *Thanks are extended to BHP for their permission to reprint the article and for the use of photos similar to those originally published. Thanks, also, to Arnold Lockyer for his help with the photo captions and preamble.*

Visitors to Whyalla remark with commendation upon the efficient transport service existing between there and Iron Knob. Such comments tend to set memory working and to cause one to compare the present-day transport service with that existing in the early days.

The original locomotive employed on the Whyalla-Iron Knob line in 1900 was a small saddleback locomotive used for construction work, but several months later the first locomotive for transporting ore was introduced into the service. This was nicknamed "Kilmarnock" and, if rumour is to be believed, the trips to Iron Knob in the earlier days were filled with incidents, which, if known to the chief engineer, would probably have caused that officer's demise.

It is said that on one occasion the driver of "Killie" spotted a parrot's nest in the scrub, upon which he kept his eye until the parrots were ready to "bag". One day "Kilmarnock" lost a crank pin in very close proximity to the parrot's nest! The driver got his parrots, and "Killie" eventually resumed her journey.

Generally speaking, however, the time taken on the trip was good, until the commencement of the turkey season, and then all the breakdowns possible occurred to "Killmarnock"- and, this in confidence, the driver, fireman and guard usually arrived in Whyalla with a few turkeys!

The guard's van in those days consisted of two chaff bags thrown in an ore truck. The brakes on the train were of screw type and, whenever the driver wanted a brake application, he would give two blasts of the whistle. Providing, of course, the guard hadn't settled himself too comfortably, the driver would get his brakes.

The only spare carried on this locomotive was a strong wire rope to pull the locomotive on the line again, if it disgraced itself by taking the wrong turning. It was once necessary for horses to pull a loaded rake home from five miles out along the line owing to "Killmarnock" "going bush."

The year 1915 saw transport really begin at Whyalla, when Nos. 4 and 5 locomotives were introduced into traffic, Serious difficulty, however, was encountered here, as it was found that one of our locomotive drivers was too small to reach the controls on the bigger locomotive! However, the problem was solved by providing him with stilts.

The train service increased when the new locomotives were introduced - from two 500-ton trains daily to six trains per day with a total transport of 2,700 tons. It was very

No.4 (Baldwin 41242/1914), was still in original condition when photographed at Iron Knob in December 1914. Photo: BHP Archives

Number 7 (Baldwin 52695/1920) heads towards Whyalla with a load of iron ore, circa 1928. Photo: BHP Archives

necessary with six trains daily that each train ran to schedule. Five hours 45 minutes were allowed for the journey to Iron Knob and return, so that from 1915 onwards transport was a more serious proposition for those concerned.

Seven years later (in 1922) Nos. 6 and 7 locomotives were placed in service. The locomotives weighed approximately 140 tons each and were required to haul 900 tons net, making a gross tonnage of 1,275 tons, this weight being made up as follows: - 54 17-ton trucks of ironstone, six water tanks, six cargo trucks and one brake van - a total of 67 vehicles.

In 1928, a third 140-ton locomotive was added to the service, making a total of seven locomotives for transport and shunting operations, which number is in use at the present time.

The round trip from Whyalla to Iron Knob takes six hours 40 minutes, made up of one hour 45 minutes to travel to Iron Knob, a distance of 33 miles; three hours 10 minutes at Iron Knob to load approximately 900 tons ironstone, this time also covering shunting operations at Iron Knob; and one hour 45 minutes for the return trip to Whyalla.

The train on arrival at the weighbridge (which accurately records the tonnage hauled whilst the rake is moving) is taken over by a shunter, whence it is shunted in two rakes to the crusher bins. The ore is then crushed and conveyed to the storage bin by conveyor belts, and tipped ready for shipment. Many amusing incidents, of course occurred, particularly in the "good old days," in connection with the transporting of ore from the quarries, but space unfortunately forbids my entering into lengthy details. However, I cannot omit the story of one incident which occurred many years ago when our permanent way was maintained by four gangs, one of which was in charge of an Irishman known as Paddy.

Paddy had an apparently incurable habit of leaning on his shovel almost on the line when "Killie" passed and the driver after issuing repeated warnings, eventually prepared a syringe carrying about 1½ pints of water, the contents of which Paddy received to the full, much to his discomfiture.

Andrew Barclay 914 had the imposing name IRON MONARCH *when it left the works at Kilmarnock, Scotland in 1901, but was always known by its birthplace when in service. Photo: BHP Archives*

However, the gentle hint was ignored, and driver, fireman and guard put their heads together, with the result that on the next trip strings were fastened to the whistles, release cocks, and blow-down valves. When Paddy was sighted the driver got up as much steam as possible and the fireman climbed to the rope of the loco. and pulled all strings.

The result justified all expectations. A huge cloud of steam enveloped the intrepid Irishman, who dropped his shovel and streaked bushwards, whilst "Killie" victoriously pursued her way.

At Iron Monarch, trains ran around a triangle, with the loading bins at its apex, in order to keep the locomotive in front, funnel first, and the brakevan at the rear for the return trip. Here, number 6 (Baldwin 52694/1920) and its train have just rejoined the mainline, heading back to Whyalla with a full load. What appears to be a 'signal', on the right, is actually the switch indicator at the Whyalla end of the triangle. The profile of Iron Monarch, in the background, suggests a date of around 1934. Photo: Phil Belbin Collection

At Narpi School terminus, 16 shunts the empty bins before assembling its train of fulls. The mill's Tamper sleeper replacement machine waits in the siding. *Photo: Steve Malone*

A Cane Train Morning 1989

by Steve Malone

The day dawns bright and fine at Marian Mill, west of Mackay, in November 1989. The cane crushing season is nearing its end and many fields have been harvested, with plant cane or ratoons less than a metre high, giving a clear view of the scenery, the surrounding fields, and 2ft gauge cane trains. Early in the season the fully grown cane can be 2-3 metres high, so your view can be limited. The humid air, reeking of the unmistakable sour molasses smell of a sugar mill, hangs heavily. It will be hot by the middle of the day. A good hat and good footwear are important to counter the twin dangers of skin cancer and snakes in the grass.

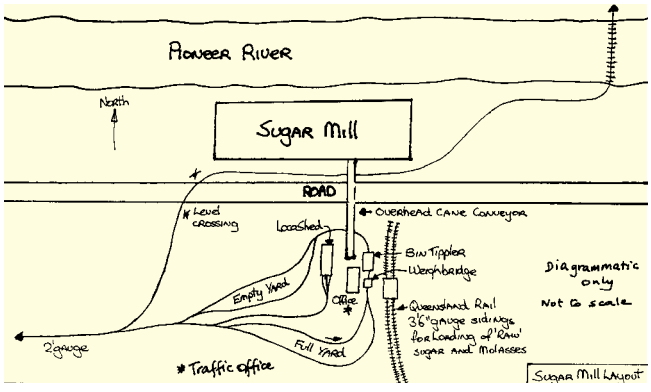
At 7.00am, in the mill loco depot, the fitter and loco crews check over the hard-working locomotives, ensuring that the brakes and drive systems are OK, and that sand, water and fuel supplies are on board. Some locomotives, mostly the larger ones, have worked through the night shift and will go straight back out after being handed over, but the others have been parked in or near the loco shed overnight. Marian's main cane haulage fleet is made up of Clyde 0-6-0DH locomotives (three 18-ton and two 24-ton) and two 32 tonne Baldwin bogie locomotives, with an 18-tonne Com-Eng 0-6-0DH inherited from North Eton Mill which closed last year.

The crews check with the Traffic Office as to their workings for the day. Each locomotive has a set run, but the particular delivery points and the number of bins to be delivered and picked up varies, depending on the co-ordinated harvesting schedule which is designed to keep the supply of cane up to crushing requirements. Safe working is by effective 2-way radio communication coupled with specific operating procedures and an expert knowledge of the mill's tramway system on the part of traffic officer and loco crews.

Our loco today is E M Baldwin B-B DH 16 (9562-1-6-81) built in 1981, with a Niigata torque converter coupled by drive shafts to the four driving axles. The motor is a 500hp 12-cylinder GM diesel. The 32-ton locomotive can haul a load of 300 tons gross (60 four wheel cane bins) up a 1:33 grade. On the level the loco can pull 300 full bins, each 3 metres in length, making a train length of nearly a kilometre.

Heading out from the loco depot we enter the empty bin yard and pick up 110 empties. Our journey will take us to the northern reaches of the mill system, some 24km distant. The mill is built on the southern bank of the Pioneer River, and is normally in a constant state of change and expansion. This has been particularly the case since the merger of all local mills to form the Mackay Sugar Co-operative in 1988, and the closure of nearby North Eton Mill. It is planned to close Cattle Creek Mill, further up the valley, at the end of 1990, and this means that work is already beginning to install a second milling train at Marian.

We venture out into the empty yard, cross the main road which separates the mill from the rail yards, cane unloading station and loco shed, then through the mill complex itself and cautiously descend the river bank on a steep grade to cross the Pioneer at just above water level on a low level timber bridge designed to minimise damage at flood times



View from the cab as the loco eases onto the low level bridge across the Pioneer River. *Photo: Steve Malone*

when the water will rise well above. Skill is needed by the loco driver in this crossing, both to control the descent and, at the right moment, power on to climb the steep grade on the other side. Each coupling on the rake of bins has about 25mm slack and you can feel each one of them run out or bump in as the train traverses the steep grades and in stopping and starting. Construction work is starting on a high level road/rail bridge just downstream to replace the old low-level bridge and eliminate the bottleneck caused by the restricted train sizes which can be handled on the steep grades.

Once out of the river we traverse undulating country. The rail used on these systems is mostly 60lb ex-Government 3ft 6in gauge rail from disused branch lines in Queensland and central Australia. This makes heavy track for narrow gauge trains and we continue at a good pace, around 35kph with a gentle rocking and rolling motion, the loco running cab first on this outward journey. At one spot the rocking and rolling gets a bit much and the loco starts bouncing up and down very hard so that the crew have a job hanging on. We brake, reduce speed and then power up again once the motion has reduced and we are on smoother track. The crew explain that the rubber suspension blocks may be a little soft for poor track conditions, but 99% of the time the suspension is very good.

We are following a similar train for a time and its driver uses the two-way radio to let us know where he is and if he is going to stop. At one stage, he calls up for assistance in dropping off some of his empty bins at a siding. With long trains, it is quicker and easier to drop the wagons from the front of the train, but in this case the train is on a down grade

Crew's view back down the loaded rake as it snakes along beneath a hot sun. *Photo: Steve Malone*

and the remaining bins would need "spragging". This means braking the uncoupled consist on the main line by placing "sprags", specially made triangular section timber poles with rounded end sections, in the wheels. To make this unnecessary, we close up to the train ahead and couple up to his bins to hold them while he shunts bins from the front into a siding for loading by the farmer's harvesting gang. This not only saves a lot of time for the crew ahead but also for our crew who are keen to get on with their run.

We climb over the interesting Messmate Range and pass from the Pioneer River valley to that of Constant Creek. The climb is quite fascinating and we pass through some tropical forest at the summit. Down the other side, we part company from the train ahead at "The Junction", when it heads off to the right on the Mt Jukes line. We follow the Bruce Highway, the main coastal route from Brisbane to Cairns, which we pass just past Hampden School. At Kuttabul, we cross over the Queensland Railways 3ft 6ins gauge main coastal line, with all necessary safeworking procedures.

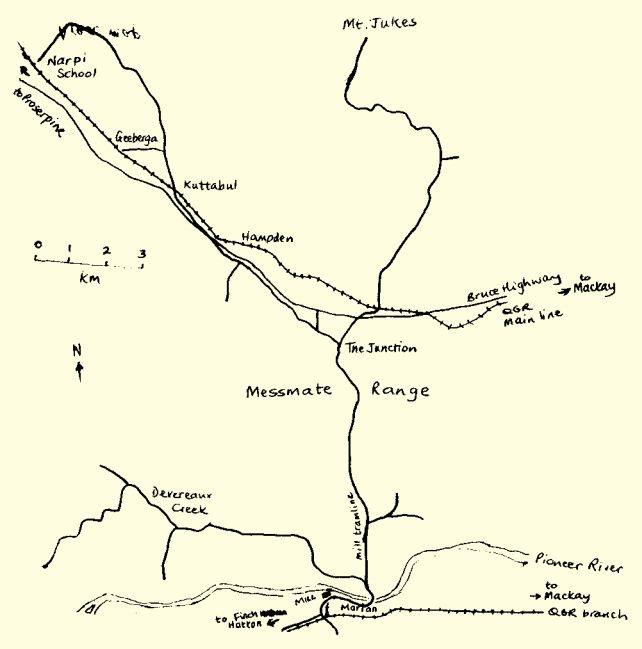
After passing through more pleasant undulating country we arrive at our destination, the terminus at Narpi School, where we drop off and shunt our empty bins. We have to pick up 100 full ones here. The track maintenance crew have stowed their sleeper replacement machine in a siding and will continue their work once we are clear of the area. We assemble

Crossing the government railway main North Coast line at Kuttabul. The red and white disc signal is a catch points indicator. *Photo: Steve Malone*

our train of full bins and find one with a coupling height problem. We try various other bins to try and couple up but with no luck. The crew decides to leave the bin behind and to radio the mill about the problem. We leave the terminus for the trip back to the mill with 99 fulls.

On our return journey we see a mill gang heading down the highway in a road truck to attend to the problem bin. In the back they have several complete wheelsets of slightly different wheel diameters. All they will need to do is to jack up the end of the offending bin and fit another wheelset to produce the appropriate coupler height.

The driver's assistant helps the driver with shunting, safe-working and paperwork, ensuring that bin numbers are correct and match the farmer's consignment notes. Shunting long trains like this means a lot of running back and forth. At the crossing with the QR, the assistant (years ago called the "points boy') checks that the main line track is clear, changes the signals and holds the catchpoints lever. He waits for the cane train to pass, then resets everything back to favour the QR before running back to rejoin the loco. This has been an easy run. At least we are not stopping off at every siding to drop off or pick up bins.



We approach the Messmate again, where our maximum load is 60 bins, so we leave 39 in a siding at The Junction, close to the start of the climb, for another loco to bring over later. We continue up over the range and at the top we are at walking speed, with the GM's diesel exhaust screaming among the trees. Frequently, the driver applies sand to control slipping. Passing the summit, we run carefully downhill, the driver selecting "braking" on the hydraulic drive to assist the normal air brake in controlling speed.

Down the other side of the range, we cross a smaller loco running "light". It will be picking up full bins, commencing with the 39 we have left on the other side of the range, as we continue through the canefields towards the mill. Just north of the Pioneer River we cross another train heading out with empty bins before carefully descending onto the river bridge and climbing up the steep bank into the mill.

We hear over the two-way that the loco bringing our other 39 bins over the range has had some problems on the down hill section. The first bin has derailed and will need to be uncoupled from the loco to be rerailed. The crew is short of sprags to hold the rake on the downgrade while the rerailing is done, and radios in for some more to be sent out. It is late in the season and most of the supply of sprags has been lost or broken and they are generally scarce.

The traffic officer radios the helpful suggestion "Go and cut down some trees", while another driver breaks in to warn "Watch out for the greenies" as the constant chatter over the two-way turns to banter.

Through the mill complex, across the highway and past the head of the mill yard we continue. It only remains to reverse the rake into the full yard and then it is back to the loco shed and off for lunch after a hot dusty run of around 4 hours.

Clyde Model HG-3R 0-6-0DH locomotive 14 (61-235 of 1961) powers into the climb on the south bank of the Pioneer River. Preparatory works have begun for the construction of the new high-level road/rail bridge (top right). *Photo: Steve Malone*

Acknowledgements

This is a revised version of an article which first appeared in *Narrow Lines*, the magazine of the 7mm Narrow Gauge Association.

Thanks to Len Heaton for his assistance.

Clyde 14 has passed through the mill complex and crosses the Eungella Road to enter the mill yard. *Photo: Steve Malone*

Bliss in the Dandenongs

Puffing Billy's Luncheon Special Train

by Bob McKillop

On a recent visit to Melbourne, my daughter Katrina suggested we take advantage of her work-free day to travel on "that train that goes through the forests in the hills". There might have been an element of "pleasing Dad" in that suggestion; and there was little hesitation in responding that we should try the mid-day Luncheon Special train. My business colleague, Richard, thought that was a good idea too, and he would take the opportunity to spend the day with his daughter, Hannah, aged nine. So we planned to take Monday's Luncheon Special.

The publicity brochure advised that we should book ahead for the "light hamper lunch". However, all efforts to contact the Puffing Billy number on the Monday morning proved fruitless, as we could only get a recorded message up to 9.45am. Possibly they start late at Belgrave on a Monday! We decided to try our luck and headed off toward Belgrave, via Fitzroy to collect Katrina.

From Fitzroy, we took the South Eastern Freeway to Ringwood and caught the Hillside train there. It was my first experience of this engineering excess, and it struck me that one should take this route to gain a full appreciation of the Puffing Billy Railway. Richard reminisced with nostalgia of his involvement in the protests over the Freeway; to me it was a huge concrete scar through the landscape, seemingly over 100 metres wide, that divided suburbs and communities, pollutes the atmosphere and undermines any incentive for sensible urban transport solutions. In contrast, Puffing Billy comprises two thin lines of steel, just 762mm wide, that merge into the landscape and follow its meandering paths. It lives with the natural environment and ties communities together.

We caught the 1102 train from Ringwood and were at Belgrave in good time to prepare for the journey in a relaxed manner. The sales office was most courteous and explained the lunch options - but no hampers at this stage of proceedings. We were invited to inspect the workshops before the train departed.

Hannah had commandeered her father's camera by now and busied herself recording the event for posterity. As the proud owner of an electric train set, she is my best hope for a train enthusiast from the coming generation, but is currently weighing up her love of trains against that for horses. Hannah thinks that steam locomotives burning coal and belching black smoke are an environmental pollutant; I respond that horses dropping manure all over the streets is not that desirable either, but she claims that this would be valuable manure for gardens. The theme of the day's discussions has been established!

Our locomotive, 8A, in shining black with beautifully polished brass saunters back to couple to the train. It is an overcast, grey autumn day - some might say typical Melbourne weather - which highlights the steam from the locomotive and adds character to the scene.

Soon we are invited to enter the first class carriages via the red carpet. The train includes three of the beautifully restored 19th century carriages from the former Mt Lyell Railway, each fitted out with tables and comfortable seating in a four and two arrangement. Today there are 19 first class passengers and we neatly fill one of the Mt Lyell carriages

We are soon under way: a gentle meander through the forested landscape. Our attendant introduces herself and serves home-made vegetable soup. It is excellent and an appropriate opener to the experience. We are invited to order refreshments and the three adults settle for a generous glass of red wine - a wholesome drop from the local region.

Menzies Creek offers a chance to stretch our legs. The Puffing Billy Railway demonstrates that it is a busy passenger operator as two trains cross here and the locomotives are exchanged. Locomotive 14A in deep red livery, but lacking the glistening polish of 8A, will be our motive power for the remainder of the journey.

Meanwhile, the Luncheon Train passengers are given a guided tour of the Menzies Creek Museum by station master, Les Fenwick, dressed for the occasion in a splendid 1920s VR uniform. Les does a good job putting some life into a lack-lustre display of old locomotives and rolling stock.

Back on the train, our various lunch orders have been laid out on the tables in readiness for the serious part of the journey. As "late arrivals" we have the standard Quiche Lorraine and salad. The salad is crisp and fresh; the quiche an average offering. Across the aisle, a couple from Dallas, Texas tuck into their "light hamper lunch box", which looks more inviting. They had booked the whole package on the Internet. Perhaps that is a more reliable means of communication than the Puffing Billy phone number?

The ever-changing scenery outside the windows is the highlight of the experience. Grand eucalypt forests, ferntree gullies, orchards of exotic fruit and berries, and grand vistas draw our attention to the landscape as our little train meanders through the hills. Add a leisurely meal and we are all engrossed in the setting. We and our Texan neighbours order another glass of red wine.

Our concentration on the natural world outside is temporarily distracted by the collapse of one of the tables in our carriage, complete with lunch. Fortunately the diners were not red wine drinkers and a major crisis is averted.

Soon we are in Lakeside. Passengers are invited to walk around the gardens beside the Lake while the locomotive is watered and serviced for the return journey. The cold, bleak day somewhat dampens the enthusiasm for this activity, but the autumn colours add interest. We get to know some of our fellow travellers. A young Indian couple from Singapore is exploring the spacious surrounds of Melbourne and are overawed with the sense of space they can enjoy in Australia.

Returning to our carriage, we find Devonshire teas set out for the return journey. The scones are excellent - light and fluffy - and the local blackberry jam is a special treat.

At Emerald we cross a train hauled by locomotive 8A, then as we head back toward Belgrave, our attendant keeps us entertained with her PBR version of the airline stewardess routine. That gets us in the mood to support Puffing Billy by investing in souvenirs. The group consensus is that it has been a great day - " ah wooonderful experience" in Texan speak - and we readily look for something practical. The Puffing Billy blackberry jam looks the best bet to Richard and I - and we are still savouring the day through that jam!

And how did the experience impress Hannah? Judging by her enthusiastic reports to others, trains have the upper hand over horses again, thanks to Puffing Billy.

From left: Hannah and her father, Richard, enjoy the special ambience of the Luncheon Train. ❑ At Menzies Creek, red 14A takes over from black 8A at the head of the Luncheon Train. Photos: Bob McKillop ❑ Hannah Pelka-Caven and Bob McKillop try out the Mt Lyell carriage. Photo: Richard Caven ❑ At Belgrave, Katrina and Hannah discuss the coming journey. ❑ Menzies Creek station master, Les Fenwick, imparts some of his considerable knowledge at the Steam Museum. Photos: Bob McKillop.

THE PUFFING BILLY LUNCHEON TRAIN

Location: at Belgrave, 43km east of Melbourne.
Operation: 12 noon Monday to Friday, except school and public holidays.
Bookings: (03) 9757 0710 (business hours Mon-Fri) or Internet: www.pbr.org.au

Options

- 1st Class Fare, which includes home-made soup with tea and coffee OR Devonshire Tea, $27 per adult.
- 1st Class Fare plus Light Hamper Luncheon pack, $39 per adult.
- 1st Class Fare plus quiche and salad lunch with Devonshire Tea, $39 per adult.
- 1st Class Fare plus Gourmet Hamper Luncheon (for groups of 10 or more), $45 per adult.

Wine: Yarra Valley, North East Victoria and South Australian selection at $5 per glass (large).

Ambience: ★★★★★
Food: ★★★
Experience: ★★★★★
Service ★★★
Value for Money: ★★★★1/2

Industrial Railway NEWS

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EDITORIAL

The closure of the Newcastle steelworks at the end of September was a major, if sad, event in the story of Australian industrial railways, and indeed in the story of Australian manufacturing industry. Fortunately, the railway history of the plant has been well recorded and published thanks to the efforts of LRRSA researchers. Although the number of Australian industrial railways has been in decline, particularly in manufacturing industry, new developments in the service industries means that there is a growing number of private freight companies with their own rail depots, complete with locomotives. This issue features a couple of these.

NEW SOUTH WALES

BHP LTD, Newcastle
(see LR 146 p.16)
1435mm gauge
Ten days before its closure on 30 September, the wind-down of the steelworks was very apparent and this continued as blast furnace number 3 shut down on 21 September, followed by number 4 on 24 September. By 26 September the main traffic appeared to be the movement of wagons in preparation for their disposal.
Nine Goninan centre-cab Bo-Bo diesel-electrics were still in service during 1999 as follows: 48, 49, 50, 51 (012 to 015 of 1961), 53 (018 of 1964), 54 (020 of 1966), 55 (051 of 1977), 57 & 58 (057 & 058 of 1982). 48, 50, 51, 53, 54 and 57 were in use on 18 September, with the other three sitting alongside Industrial Avenue and not used all weekend. At this time, it was rumoured that two locos had been sold at very low prices, including 58 to Heggies Transport at Wollongong, and that another four might go to Barclay Mowlem. On 26 September, a pair of locomotive bogies were seen leaving the works, possibly bound for the Richmond Vale Railway Museum.
Track removal had been taking place near the wharves and more was expected to follow. A reduced private rail system will remain after the

Brad Peadon visited the Newcastle Steelworks on 18 September 1999 as it neared its closure date. ***Top:*** *57 shunts in Morandoo yard.* ***Centre:*** *53 shunts torpedo ladles near the blast furnaces.* ***Above:*** *48 with a load of steel.*

RAN NEWINGTON (Report and Map on page 24): All photos taken by Len King, 20 September 1999. ***Top:*** *Gemcos 1 and 4 stand before the original gunpowder issuing depot, close to the wharf and early heritage buildings.* ***Centre:*** *Gemco 4 travels over waterlogged track in poor condition from the Holker Street (southern) end of Newington.* ***Above:*** *Gemco 1 beside the large brick retaining wall for the blast mound surrounding Building 20.*

closure of the steelworks, to serve the rolling and wire mills, and is expected to be operated by National Rail. An 81 class (8124) had been trialled on the private network at the start of this year. However, BHP announced on 6 October that it intended to divest itself of the remaining Newcastle assets.

The nine locomotives and rolling stock had been advertised for sale for some months by agents Mason Greene, with offers required by 31 July. An auction of remaining equipment was due to take place on 9-11 November.

Rolling stock advertised by Mason Greene included ten 70-tonne, twenty-six 60-tonne and four 40-tonne bottom dump wagons, sixty-one 100-tonne bolster wagons, seven 100-tonne flat top wagons, five 80-tonne and eleven 100 tonne scrap wagons, sixteen 100-tonne, eight 80-tonne and seventy-two 50-tonne billet wagons, sixteen 60-tonne lime hopper cars, fourteen 60-tonne sinter/coke/tripper cars and twelve Treadwell 200-tonne 16-wheel hot metal cars. Coke oven rail equipment advertised included two Sumitomo 40-tonne coke charging cars, two coke guide and door extracting machines, two quench cars and their driverless locomotives, and two pushing machines.

Brad Peadon 9/99, 10/99; *Men, Steel & Rails* (David Jehan), Mason Greene web pages; BHP press release 6/10/99

BHP LTD, Port Kembla

(see LR 149 p.18)

1435mm gauge

English Electric (Aust) Co-Co DE D51 (A.111 of 1965) was out of service with a main generator failure from 18 August but was noted back in use on 6 September paired with English Electric (Aust) Co-Co DE D34 (A.197 of 1969). English Electric (Aust) Bo-Bo DE locos D20 and D21 (A.041 & A.042 of 1960) are stored out of service and are reportedly to go to the State Mine Museum at Lithgow. A number of former BHP hopper wagons were noted at Port Kembla Outer Harbour on 30 September being converted for limestone traffic by their new owners, National Rail.

At the end of September it was noted that both roads have now been restored to use at the Kemira coal loader. There were no trains running on the Kemira line on 26 October as it had suffered severe damage during the storms and floods which hit Wollongong the previous day. The worst damage was just west of the Central Road level crossing where the loop used to be. Part of the ballast embankment was washed onto the road leaving the track suspended. Ballast was also washed away just before Mount Kembla where the track runs beside the road. By 30 October, much restoration work had been carried out on this section.

Brad Peadon 9/99, 10/99; Chris Stratton (ausloco discussion group) via Brad Peadon 9/99 &10/99

Industrial Railway NEWS

COLIN REEVES TRANSPORT, Yennora
1435mm gauge
This freight depot has two NSWGR-built X200 class 4wDH locomotives, X209 (built 1967) in service and X216 (built 1968) under repair. Two Walkers 73-class B-B DH locomotives have recently been acquired from Freightcorp at Lithgow, 7322 (684 of 1972) and 7334 (696 of 1972) but it is not known where they will be operated.
ARHS *Bulletin* 10/99; Brad Peadon 10/99

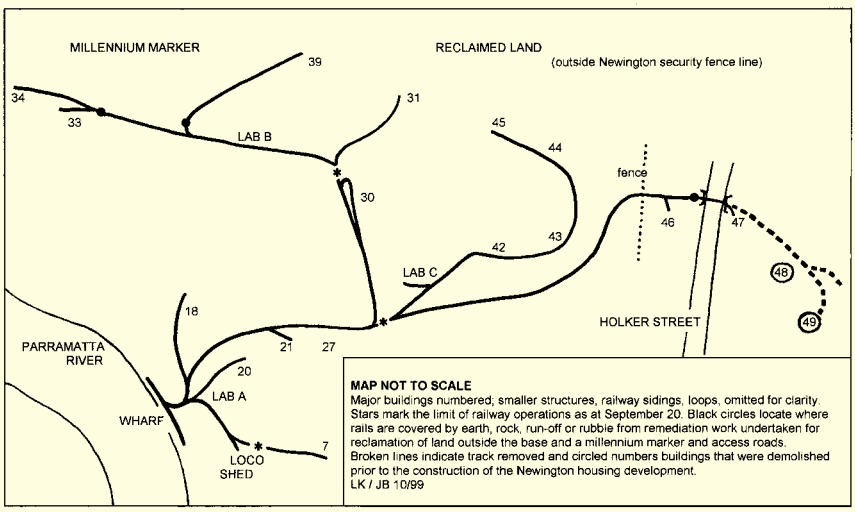
ROYAL AUSTRALIAN NAVY, Newington Armaments Depot, Silverwater
(see LRN 119 p.9)
610mm gauge
The rail lines at the depot still see a restricted use as a munitions / stores transport system and there has been an upsurge in activity recently as a result of events to the near north. Two visits were able to be made on 19 July and 20 September. Extensive work has been done within the site and on both sides of it. Thousands of tons of soil, rubble and general fill has been formed into millennium markers. On completion these will be landscaped, and pathways will be incorporated for leisure activities and to give views over the area.
On 19 July a Gemco 4wBE locomotive was available to travel over most of the system, with the exception of the lines to buildings 33, 34, 39 and 7. Some shovelling of earth was required in a number of areas to expose the rails and to provide clearance for the loco's chassis. Unfortunately, in many places the track has become covered with runoff debris from the earthworks on site. All lines suffer from flooding with wooden sleepers in a poor state. The concreted track sections suffer from a build-up of debris, soil, and water lying over the rails. The drainage system put in since World War I has become overgrown and neglected. Little maintenance has been carried out in recent years.

The frame of John Fowler 20713 of 1935 is one used as a heavy duty wagon for storing mill rollers at Mourilyan Mill, July 23 1999. *Photo: Chris Hart*

With Walsh's Pyramid in the background, Mulgrave Mill's Com-Eng 0-6-0DH 9 (FC3473 of 1964) shunts the full yard, 28 July 1999. *Photo: Andrew Webb*

On 20 September, two Gemco locos were available for use, numbers 1 & 4. Access was further restricted to some sections of line by steel posts bolted to concrete bases between the rails at several locations. One of these was removed to allow access to the Holker Street boundary.

ROYAL AUSTRALIAN NAVY NEWINGTON ARMAMENTS DEPOT



Travelling to building 30, a row of 32 wagons blocked the way. Their condition ranges from very good to poor, with rotting timbers and rusted parts. Two of the original 4-wheel wagons from World War II were included; the rest are bogie wagons. Originally stored at various locations around the site, and inside Building 30, these have been placed to provide the least possible obstruction to operations. It is reported that an auction will be held at Newington for the disposal of furniture, artifacts and 'other stores" that the navy no longer requires, and all buildings are reportedly cleared.
The four modern battery electric locomotives are serviceable, but show signs of rust and wear. Only around eight bogie wagons remain certificated. On 31 December the navy is due to depart and ownership will pass to the State Government. The site will become part of the Millennium Park - and there is a chance that the railway may be kept as a tourist line.
Brian Rowling has recently released a 100 minute video entitled *The Railways of Newington Navy Armaments Depot - a Driver's View Plus.*
Len King 10/99

QUEENSLAND

BABINDA SUGAR LTD
BUNDABERG SUGAR LTD, Mourilyan Mill
(see LR 149 p.18)
610mm gauge
The number changes forecast in LR 149 had not fully eventuated by late September. Com-Eng 0-6-0DH AJ2359 was transferred to **Babinda**, but carried number 10 when observed outside the loco shed there. It appeared not to have been put into service at Babinda. Com-Eng 0-6-0DM B1111 of 1956 was noted out of use at the old Goondi mill site numbered 19, together with Walkers 0-6-0DH 11 (570 of 1956).
Meanwhile, three Babinda Com-Eng 0-6-0DH locomotives were noted recently fitted with new cabs and equipped for multiple-unit running. AA1543 of 1960 (allocated number 8) did not carry a number and was noted running both singly and in multiple with 9 (AH3979 of 1964), which has lost its name, *BARTLE-FRERE. RUSSELL* (A2027 of 1958) which was not carrying its number, 10, was noted running in multiple with 1 *JOSEPHINE* (A1821 of 1957), which received a new cab some years ago but was recently multi-unit fitted.
Mourilyan Mill's Clyde 0-6-0DH 16 (56-93 of 1956) was under repair in the Babinda loco shed. Babinda's Baguley 0-6-0DH 3387 of 1954 was noted dismantled and derelict near the loco shed and E M Baldwin 4wPM line car 3092-1-10-69 was also derelict in the mill yard. There were also five discarded Com-Eng cabs in the area near the loco shed.
A number of ex-Innisfail Tramway bogies were noted at Babinda and Mourilyan, some of those at Mourilyan being in use as mill roller carriers.
Editor 9/99

CARPENTARIA TRANSPORT PTY LTD, Woree
(see LR 139 p.23)
1067mm gauge
Walkers B-B DH DH37 (619 of 1969), one of two similar locos here, was visible from the Bruce Highway on the southern side of Cairns on 28 September. The loco is painted white with a red horizontal stripe and red QRX logo. It has black frames, a yellow running board and black/yellow dazzle stripes on the headstocks.
Editor 9/99

CSR LTD, Herbert River Mills
(see LR 149 p.19)
610mm gauge
The new **Victoria Mill** line under the Bruce Highway at Grasso's Road runs for about 3.2km west before arriving at Pappins Road which it runs alongside for 900m. Construction work at the terminus was almost complete on 26 September with the Plasser GWS-75 spot tamper (434 of 1997) in attendance. On 29 September, Plasser KMX-12T tamper 435 of 1998 was seen making its way down the branch.
Macknade Mill's E M Baldwin B-B DH 20 (7070-4-4-77 of 1977), with its brakewagon, was on loan to Victoria Mill on 23 July and from 27 September to 5 October. Macknade's Clyde 0-6-0DH 18 (DHI.5 of 1954) was on loan to Victoria from 5 to 8 October and from 9 or 10 October to at least 26 October.
A few further 11-tonne bogie bins are being delivered by Rinaudo's Engineering to Macknade Mill's wharf line for delivery to Victoria. These seem to be replacements for written off 4-tonne bins. There is certainly no full scale production occurring.
Macknade Mill's class leader Clyde 0-6-0DH 16 (DHI.1 of 1954) will be receiving new roller bearing side rods, a motor overhaul and new headlights during the coming slack season.
Editor 9/99; Chris Hart 10/99

CSR PLANE CREEK PTY LTD, Sarina
(see LR 149 p.20)
610mm gauge
A locomotive driver was killed when two cane trains collided head on just north of a crossing loop near the intersection of Brooks Road and Hoey Street, Sarina at about 9.35am on 10 October. Walkers B-B DH 1 *ALLAN PAGE* (594 of 1968 reb.Bundaberg Foundry 1995) was hauling 88 full bins to the mill from Koumala, while E M Baldwin B-B DH D12 (6890-1-10-76 of 1976) was heading south hauling 93 empties. As is normal practice, the Baldwin was travelling cab first and the Walkers nose first. 13 loaded and 18 empty bins were derailed, so this was not a massive accident. However the driver of the Walkers locomotive jumped out and was crushed by a toppling cane bin. His pointsman stayed on board and suffered bruising. It took six hours to clear the wreckage.
Mackay Daily Mercury 11/10/99; *Courier-Mail* 11/10/99; ABC Local News Mackay 11/10/99; mill press release via Chris Hart.

ISIS CENTRAL SUGAR MILL CO LTD
(see LR 149 p.20)
610mm gauge
On 20 October, E M Baldwin B-B DH 11 (10130-1-6-82 of 1982) was involved in a collision with a cane transporter, thankfully without human injuries. The cab moved about 300mm away from the engine, with all dash gauges including the throttle lever pulled through the dash. The handbrake chain and brake hoses were also severed and some electrical shorting occurred. It was hoped to have the locomotive back in service within a couple of weeks.
Brian Bouchardt 10/99

MACKAY SUGAR CO-OPERATIVE ASSOCIATION LTD
(see LR 149 p.20)
610mm gauge
During the last week in August, a locomotive exchange transfer occurred. **Marian Mill's** Com-Eng 0-6-0DH 25 *ETON* (FB3170 of 1963) went to **Farleigh Mill** while Farleigh's Clyde 0-6-0DH *LACY* (65-439 of 1965) went the other way, and apparently was allocated the number 27. This was not a permanent move and *LACY* was observed at **Pleystowe Mill** on 9 October, apparently on its way back to Farleigh.
A shredder breakdown at Farleigh Mill on 1 October meant that the mill was shut down for about 10 days and following temporary repairs was only able to crush on reduced capacity, with the season finishing around 20 October. To keep crushing operations going, cane had to be sent to Pleystowe Mill while most Pleystowe cane was diverted to **Racecourse** and Marian Mills. Much Farleigh cane from Habana and the north coast line was diverted to the Pleystowe system through Mapalo, via the old Pleystowe Habana main line, while cane from Farleigh was worked up to Mapalo through Forest Hill. Trains from Habana had to run towards Farleigh at the junction with the north coast line and then needed to back up to be able to take the line to Pleystowe, as there is no longer a direct link from the Habana line.
A number of Farleigh locomotives seemed to be involved in shuttle working to and from Pleystowe on 8 and 9 October, with a centre of activity being Pleystowe's old Mandurana road transfer depot at the foot of the very steep (1 in 26) Church Hill. 4-ton bins from the north coast line were shuttled a short distance to here by road transport as the capacity of the Church Hill bottleneck is no more than 6000 tonnes per day.
A number of local mishaps were reported with one being a collision between Farleigh's Walkers B-B DH *CALEN* (692 of 1972 reb.Bundaberg Foundry 1995) and Pleystowe's E M Baldwin B-B DH *SHANNON* (7126-1-5-77 of 1977). This happened early one morning at Plainview while *CALEN* was on cane transfer duties. *CALEN* ended up partially tipped over to the side and on 9 October was noted in the loco shed at Pleystowe. Also in the shed was Clyde 0-6-0DH 12 *NELLIE*, transferred from Marian Mill. In another incident, Farleigh's Walkers B-B DH *DULVERTON* (690 of 1972 reb.Walkers 1997) ran off the end of a siding at Sawyer (Calen) on 11 October, collecting a road cane transport truck on its way. The loco ended up with its weight at the front end resting on the truck's rail ramp and with its last axle in mid-air. The truck's back was partially broken.
Pleystowe Mill's Walkers B-B DH *WALKERSTON* (672 of 1971 reb.Pleystowe 1994) was on loan to Farleigh Mill with its brake wagon for the last two weeks of the season, to enable brake wagon trials to be carried out on the Farleigh system. In exchange, Farleigh Mill's Walkers B-B DH *CEDARS* (693 of 1972 reb.Walkers 1997) was sent to Pleystowe and was noted shunting around the mill on 8 & 9 October. It is reported that five new brake wagons are to be ordered for Farleigh Mill for the 2000 season.
Work on the new road/rail bridge over Cattle Creek at Gargett seemed to be suspended when viewed on 9 October. The bridge has been completed to concrete decking stage.
Numerous bogie bins were seen in operation around Pleystowe Mill. A train of such full bins noted at North Eton on 9 October had a test

wagon coupled next to the loco, Clyde 0-6-0DH *PALMS* (70-708 of 1970), possibly for drawbar tension measurements. A sign denoting the current division between the Pleystowe and Marian Mill tramline areas is located immediately to the south of North Eton loco shed.
Andy Roberts 8/99, 10/99; Mark Gough 9/99, 10/99; ABC Local News Mackay 7/10/99 & 11/10/99; Editor 10/99.

MILLAQUIN SUGAR CO PTY LTD, Bundaberg
(see LR 149 p.20)
610mm gauge
On 24 October, E.M.Baldwin B-B DH 752 (6456-1-11-75 of 1975) broke an axle on the St Johns Line, a branch off the Red Soil line connecting the Millaquin and former Qunaba Mill rail systems. It is said that this is the first such incident affecting a bogie Baldwin at Millaquin in the 26 years since the first one arrived there, a tribute to the makers.
Lincoln Driver 10/99

THE MULGRAVE CENTRAL MILL CO LTD
(see LR 149 p.21)
610mm gauge
Road developments have meant substantial alterations to various sections of cane railway in the last two years. The massive overbridge across the Bruce Highway at Kamma, north of Gordonvale, carries all the traffic from the old Hambledon Mill lines west of the Bruce Highway. The 15km of the old Hambledon Mill line from Edmonton to Brinsmead is basically through suburbia with very few interruptions. There are more than 25 road crossings in this section and the amount spent by developers on crossing lights must have been astronomical. In Edmonton, the line completely bypasses the old mill area. The tunnel under the road at the Brinsmead Gap has cut out the former horseshoe bend here, and takes some time to locate. South of Redlynch, the line has been deviated to accommodate a new highway embankment from which the motorist looks down on the cane railway depot. The Jungara line goes underneath the new highway and its junction has been moved towards Redlynch. There is also a short branch off it to serve a farmer whose former access must have been severed by the road works. Com-Eng 0-6-0DM 5 (A1005 of 1955) was noted under major overhaul at the loco shed late in September. Motor Rail 4wDM (2090 of 1922) was reportedly sold to a Rod Parker in Sydney. A number of 4-wheel long bins of around 10-ton capacity were noted in use.
Editor 9/99

PROSERPINE CO-OPERATIVE SUGAR MILLING ASSOCIATION LTD
(see LR 145 p.22)
610mm gauge
A new loco shed has been constructed in recent years. A fluorescent yellow bogie brake wagon, apparently similar to the type constructed by Mackay Sugar was noted in the shed. This type uses regauged QGR bogies and has a small covered shelter for the air compressor and brake gear at the centre of the vehicle.
The mill's old six-wheel Baldwin brake wagons have been out of use for many years and are still to be found in the navvy area, one in the shed and one outside. Also in the navvy shed was the small Gemco line car which is at least 23 years old, while outside and obviously out of use was the ComEng-Aresco line car (IC796 of 1980).
Editor 9/99

PIONEER SUGAR MILLS PTY LTD, Pioneer Mill
(see LR 142 p.21)
1067mm gauge
A major cane train derailment on 10 September involved more than 80 full bins and caused a brief delay in crushing.
Townsville Daily Bulletin 16/9/99 via Chris Hart

QUEENSLAND SUGAR INDUSTRY CORPORATION, Lucinda
(see LR 140 p.21)
610mm gauge
The sugar terminal's Com-Eng 0-6-0DH G1023 of 1958 was broken down in early September and Macknade Mill's Clyde 0-6-0DH 18 (DHI.5 of 1954) was sent there on loan from 8 to 12 September.
Chris Hart 10/99

SOUTH JOHNSTONE MILL LTD
(see LR 143 p.19)
610mm gauge
The mill has put pressure on local and state government to assist with the replacement of the "silver bridge" across the Johnstone River just south of the mill. The nearby Japoon Road bridge is flood prone, and the mill is often called upon to provide an emergency rail service across the silver bridge while the road bridge is impassable. Now the mill says that public liability could be so burdensome that the emergency flood services may have to cease. An alternative would be a rerouting of the road and the construction of a new road/rail bridge to replace the silver bridge, which is due for renewal.
What is now the silver bridge is said to have been first erected in 1900 as part of the Hawkesbury River bridge in NSW. (Can any reader confirm this?) Four spans were re-erected on the present site in 1934 and further sections were used to span Miskin Creek and two small watercourses on the No.1 branch.
Large amounts of cane are arriving at the mill by road, with the 14-tonne containers of cane bing transferred to rail bogies at the transfer station, and constant shunting of these vehicles taking place through the mill yard.
The Cairns Post 9/9/99 via Roger Anderson, David Blakeley & Andrew Webb; Editor 9/99

TULLY SUGAR LTD
(see LR 149 p.21)
610mm gauge
A visit in late September showed that further track extensions have been made in the Murray area. An extension approximately 4km long has been made to the Warrami line west along Blackman Road, turning north to cross a creek near its current terminus. Another line is being developed about 12km to the north, where a branch off the Riversdale line near Echo Plains runs west and south for about 5km, crossing Davidson Creek shortly before its present terminus.
E M Baldwin B-B DH *TULLY No.7* has been modified through being fitted with what appears to be a louvred bonnet top. Many 10-tonne four-wheel bins are now in service at this mill.
Editor 10/99

SOUTH AUSTRALIA

BHP LTD, Whyalla
(see LR 145 p.22)
1067mm gauge
On 21 September it was noted that Transfield Engineering was replacing track and sleepers along the BHP iron ore line leading to Iron Monarch and Iron Baron. No report has been received of any possible outsourcing of iron ore rail operations. BHP has announced an intention of disposing of the Whyalla operation as a going concern. It is not known whether the subsequent announcement to go ahead with the Alice Springs - Darwin rail link, and its demand for steel products, will affect this intention.
Robin (aus.rail newsgroup); BHP press release 6/10/99; Editor

VICTORIA

SPECIALISED CONTAINER TRANSPORT, Laverton
1435mm gauge
SCT have transferred their depot from North Dynon (see LR 147 p.19) to Laverton. An ex-WAGR English Electric (Aust) Bo-Bo DE, SCT101 (believed to be A.085 of 1964) was noted freshly arrived there on 11 October, together with a rail tractor.
Michael Davies 10/99; Stuart Thyer 10/99 (both aus.rail newsgroup)

WESTERN AUSTRALIA

PEMBERTON TRAMWAY PTY CO
(see LR 149 p.21)
1067mm gauge
On 16 October, Com-Eng 0-6-0DH BB1050 of 1961 worked to Bunnings Pemberton Sawmill for the first time since its acquisition by the Pemberton Tramway, and on the first occasion in about 30 years that it has hauled logs into the mill.
Simon Mead 10/99

ERRATUM
In LR 147 p.19, Specialised Container Transport's SCT101 was said in error to be ex WAGR H2. It is in fact ex H3. The builder's details given were correct. Thanks to Brad Peadon.

Book Reviews

The Darjeeling Himalayan Railway A photographic profile 1962-1998

Edited by Emile D Badawy and Lindsay Crow.

Train Hobby Publications, 1999. A4 landscape size. 48 pages, card colour covers, 59 colour photographs. Available from LRRSA Sales for $29.95 ($27 for LRRSA members) plus postage for 280 gm.

Coming to love the 2ft gauge through the Festiniog Railway in Wales in my teenage years, my interest was expanded in my early 20s through membership of the Narrow Gauge Railway Society. Attending the regular Leeds talk and slide show meetings, I became aware of a fascinating variety of little trains both in Britain and further afield. The more exotic fare on offer included the Avontuur and Natal lines of South African Railways, sugar cane trains in Queensland, Fiji and Java, and the delights of the Indian sub-continent. Among the foremost attractions was the legendary Darjeeling Himalayan Railway, a line which has subjugated all efforts at dieselisation. Although I am still to visit it, the photographs I have seen and the experiences I have heard recounted still make it a Mecca in my eyes.

This latest offering from Train Hobby Publications presents yet another superb evocation of narrow gauge steam, this time through the photographic efforts of six contributors. To those familiar with the output of the publisher, little needs to be said of the spectacular quality of its presentation, which is fully up to the standard of previous books.

Some of the difficulties facing the editors on this occasion would include the fact that the line's blue B-class 0-4-0ST/WT locomotives are basically identical, that there is little variety in train operations, the ubiquitous presence of people among the trains that many visitors have found distracting, and finding photographs that in some way do justice to the breathtaking scale of the mountain landscape.

These difficulties are largely met with success. The locomotive offering is leavened through the inclusion of a couple of shots of B-class locos in the maroon livery which lasted until the early 1960s, together with one of the Pacifics once used on the plains section, a preserved construction locomotive, and a green B-class at the New Delhi railway museum. A few goods trains (now a thing of the past it seems) are interspersed among the standard 3 and 4-car passenger trains, and variety is further enhanced by shots of light engine workings and of trains crossing. There are numbers of classic shots of the train on its journey as it ascends the line parallel to the winding road originally built as a cart track. There are also other very interesting station and shed shots as well as of various loops and zig zags, and a few delightful detailed close-up scenes. A variety of climatic conditions is also shown. The clear sunlit shots are nice, but more atmosphere is created by scenes such as the one featuring Tindharia Works, blackened by smoke and mildew, on an overcast day, and those capturing the train in the cool moist and misty environment of the hill towns it traverses (although little snow is in evidence). A virtue is made of the presence of the local people in the photographs. In crews five strong they proudly ride the locomotives, they hang on to the outside of carriages while easing their legs on a trip across town, they gather by the trackside at remote stopping places, they eke usable coals from the detritus of the ashpan, and they stride purposefully across or alongside the rails, or more commonly stand as spectators, at railway stations and depots, and in village streets amid the chaos of the road vehicles which have spelt the end of the railway as much more than a tourist attraction.

My main regrets were seeing little evidence of the damage caused by the landslides which we are told have often blocked the line for months at a time, continually threatening its complete closure, and the absence of any photographs taken within the fabled Tindharia Works..

Adequately portraying the landscape is a challenge that has been met well. A number of vertical format photographs have been included to achieve this, although unfortunately reproduced half page size. However, even the most spectacular photographs are a reminder that the camera cannot do more than suggest the sheer scale of the magnificent country the train inhabits. The photographs will whet your appetite while reminding you that there is no substitute to being there. To support current world-wide efforts to preserve and promote the line could be our contribution to ensuring that when we finally get to make that trip, it is still in operation. Strongly recommended.

John Browning

Men, Steel and Rails

By David Jehan.

BHP Rod, Bar & Iron Division, in association with the Light Railway Research Society of Australia (NSW Division), 1999. A4 size. 118 pages, card colour covers, 16 colour and 92 b&w photographs, 25 diagrams. Available from LRRSA Sales at $34.50 ($31.05 to LRRSA members), plus postage for 570 grams.

Integrated iron and steel works provide the ultimate in industrial railway operations, with a wide range of rail transport applications within a compact area. Unfortunately, these operations are largely shielded from public view by tight security at the plants - even when public tours are offered, photography is usually not permitted.

It was therefore with a sense of anticipation that the NSW Division of the Society responded to the invitation from BHP to assist them in researching the operations of the BHP Rail and Dispatch Department at the Newcastle steelworks prior to their closure in September 1999. The brief was to produce a book to complement the Society's earlier publication, *Steel and Rails in Newcastle* by Keith McDonald (LRRSA 1981). The publication was to document the work of the employees of the Rail and Dispatch Department and provide them with a momento of their contribution to the operation of the Newcastle steelworks.

The new book covers all aspects of the rail system from the introduction of diesel-electric traction in the 1950s to the closure of primary steel-making in 1999. Indeed, it closes with a section on the role of rail, through National Rail, in the future operation of the Rod, Bar and Iron Mills at Newcastle and shunting for other industrial sidings in the area. It complements *Steel & Rails*, to which the reader will need to refer for details of the steam era operations and the technical specifications of the many types of rolling stock used on the system.

I found David Jehan's work much more 'user-friendly' than the earlier publication. The emphasis is on how the railway system worked and its role in the overall operations of the steelworks. It commences with a discussion of the process of steel-making and the role of the rail system. Two clear transport flow diagrams explain the role of rail between 1962 and 1987 - with some 20 million tonnes of materials transported around the plant at its peak - and its reduced role from 1987 to closure, when the system still transported 5 million tonnes of products over 45km of track annually. This is followed by chapters on the diesel-electric locomotives (with a clear explanation of the evolution of the two designs from contemporary North American industrial locos) wagons and track.

The major focus of this book is on Operations and Traffic, where David has documented the evolution of railed transport since the steam era. Through a logical presentation of each category of rail traffic and a series of excellent diagrams - based on those done by Keith McDonald, but offering a much improved interpretation of how different types of trains evolved. Two fold-out diagrams of the works and railway systems in 1972 and 1998 are an excellent record of this complex and fascinating industrial railway.

The researchers have been able to access the photographic records of BHP to illustrate the text, but they also obviously had fun with their own cameras recording the finale of rail operations at Newcastle steelworks. Photographs by David Jehan, Craig Wilson and Ray Graf are well represented in the fine collection which illustrates the character of the industrial railway. And this reviewer is pleased to note that an appeal through the Research Column of

Book Reviews

this magazine for a photograph of a BHP train crossing the bridge to Kooragang Island resulted in the excellent colour study by Colin Harvey on page 45.

My one criticism of the book is that it does not live up to its title. There is an interesting story about 'steel' and 'irails', but very little about the 'men' who built, operated and maintained the system. This is essentially a clinical, technical assessment of the railway operations at Newcastle, albeit one presented in a clear and easy to follow manner. The story of the men (and women) who made it happen still awaits attention.

Nevertheless, this is an excellently presented and thoroughly readable book. Recommended for every follower of industrial railways in Australia.

Bob McKillop

In the Beginning

The Story of the New Zealand Locomotive 1863-1877

By Gerald Petrie

201 pages A4 size, hard cover, 45 black and white photographs, many diagrams and maps. Published Locomotive Press, Christchurch, New Zealand. 1996 Available from LRRSA Sales, $42.00 ($A37.80 for members) plus postage.

This book is the result of detailed original research into old newspaper files, shipping records, and official sources to trace the early history of New Zealand's first locomotives. Some of these were weird and interesting, including vertical boilered locomotives, Double-Fairlies, and 5 ft 3 in gauge locos to work on wooden rails, whilst others were elegant but mostly very small. The elegant ones came from well-known builders, like Avonside, Dubs, Hunslet, Neilson, Rogers, and Vulcan.

There is a remarkable range of photographs, all from the period, most of which have an extraordinary amount of detail. They include some excellent views of double-Fairlies. The photographs are not just limited to the locomotives themselves, but show the locos in their working environment. There is a lovely view of a triple header on a very long passenger train. The book also includes a series of maps showing shipment of locomotives by year.

The text includes extensive extracts from original newspaper reports. It is very thorough, covering the subject in 22 geographic areas, starting in the north and finishing in the south. Where information is unknown or conjectural, this is clearly stated. Whilst many of the locomotives were used on New Zealand Railways, the book also covers locomotives used in mining and logging. The quality of printing does full justice to the photographs.

Frank Stamford

New Zealand Steam Locomotives by Official Number

By Gerald Petrie

67 pages A4 size, soft cover, 45 black and white photographs. Published by Locomotive Press, Christchurch, New Zealand. 1993 Available from LRRSA Sales, $14.00 ($A12.60 for members) plus postage.

Subtitled *A Research Manual for those interested in the Privately Owned (non-NZR) Steam Locomotive*, the purpose of this book is to list steam locomotives used in private industry by their boiler record number. "Official number" in this context means the number allocated to that boiler by the Marine Department, which was responsible for locomotive boilers other than those of New Zealand Railways. The data is mainly in tabular form, and there is very little descriptive text. It includes extensive reference notes, and cross references to builder's number where known. As a result, movements of locomotives can be traced, as well as reboilerings. Many of the photographs are interesting, and illustrate some very peculiar locomotives.

Frank Stamford

Guide to Australian Heritage Trains and Railway Museums: Year 2000 (7th) Edition.

Compiled by Bob McKillop.

Australian Railway Historical Society (New South Wales Division), 1999. B5 size. 144 pages, card colour covers, 15 colour and 62 b&w photographs. RRP $16.95 from railway bookstores (review copy from ARHS Sales, Redfern)

This is a considerably updated re-issue of the popular and informative handbook which gives a complete 'who's who' and 'what's where' of the current Australian preservation and heritage scene. The book is crammed with useful information and is well illustrated with excellent colour and black and white photographs, many of recent (1999) vintage.

Organisation of information is of prime importance in a work such as this, chiefly for ease of reference and navigation through the book. As in previous editions, the subject matter is treated on a state by state basis and further subdivided into fairly logical geographic regions. Each state chapter and regional subdivision contains an informative introduction including the historical and economic background, a brief summary of railway development, and descriptions of the main towns. The railway, heritage and museum items of interest in each region are then described. Listings are quite detailed and give all information that tourists and visitors are likely to need, such as addresses and contact numbers (including web pages for the computer literate), opening times, entry charges and fares, and how to get there by public transport. Rail trails and notable non-railway heritage items are also included.

The task of combining the diverse and geographically spread subject matter into a compact, concise and comprehensive form has been ably achieved in this publication and the author is to be congratulated on his efforts. Perhaps more than anything else, the book illustrates the huge railway heritage that Australians are lucky enough to possess and showcases the many organisations which are actively involved in its preservation.

Critical readers may notice a few typographical errors but they are minor and do not detract from the whole. A surprising omission perhaps, in an otherwise wonderful compilation, is the lack of an index. Those unfamiliar with the country and our railways have no option but to plough through the pages to locate their areas of interest, be it narrow gauge, mainline steam, electric tramways, etc. This reviewer would also like to see a map at the start of each chapter showing the location of all the items which are described in each state. The current maps are quite good, but are not fully inclusive.

All in all, an exceptionally good reference book and a veritable goldmine of information. It should be on the bookshelf of every serious Australian railfan and armchair travellers should not go to sleep without one. Highly recommended.

Malcolm Dow

Ed: The decision by ARHS to limit the new edition to 144-pages, thereby avoiding a price increase, resulted in the index and some other features being dropped due to space limitations

The 'Ballyhooley Commuter', at Port Douglas, is one of many such operations listed in the Guide to Australian Heritage Trains and Railway Museums. *Photo: Catherine Burke*

Recommended reading from the LRRSA Sales Department ....

Timber Tramways & Logging Railways:

The Era of the Bush Tram in New Zealand by Paul Mahoney
Published by IPL Books, Wellington, NZ.
Over 200 steam locos, and over 80 NZ built geared locos, as well as Climaxes and Heislers. Spectacular scenery, amazing bridges!
It is irresistible.192 pages, hard cover, A4 size, 12 colour and 181 black & white photographs.
$60.00 (LRRSA members $54.00) Weight 1000 gm

Logging by Rail - the British Columbia Story by Robert D. Turner. Published by Sono Nis Press, Victoria B.C. Canada. Lots of geared locos, spectacular scenery, high lead logging, excellent photos. 342 pages, soft cover, 215 x 280mm, almost 500 photographs.
$55.00 (LRRSA members $49.50) Weight 1300 gm

Settlers and Sawmillers
A History of West Gippsland Tramways and the Industries they Served 1875-1934
by Mike McCarthy. Published by LRRSA
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.
$29.00 (LRRSA members $21.75) Weight 700 gm.

Arsenic and Molasses
A Pictorial History of the Powelltown Tramway and Timber Milling Operations
by Frank Stamford. Published by LRRSA
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.
$33.00 Hard cover (LRRSA members $24.75) Weight 650 gm.
$22.00 Soft cover (LRRSA members $16.80) Weight 470 gm.

Bellbrakes, Bullocks and Bushmen
A Sawmilling and Tramway History of Gembrook 1885-1985 - by Mike McCarthy
Published by LRRSA. A network of 3 ft and 3 ft 6 in gauge timber tramways, and timber mills.
104 pages, soft cover, A4 size, 71 photographs, 17 maps and diagrams, references and index.
$24.00 (LRRSA members $18.00). Weight 500 gm.

Rails to Rubicon
A History of the Rubicon Forest
- by Peter Evans. Published by LRRSA
3 ft and 3 ft 6 in gauge timber tramways in rugged mountainous terrain; the 2 ft gauge Alexandra-Rubicon steam tramway, and the 2 ft gauge State Electricity Commission tramways.
200 pages, hard cover, A4 size, over 175 photographs, 53 maps/diagrams, references and index.
$34.50 (LRRSA members $25.90) Weight 1 kg.

Timber Mountain
A sawmilling history of the Murrindindi Forest from 1885 to 1950
by Norm Houghton. Published by LRRSA
Timber tramways and mills in the area from Healesville to Yea. 106 pages, soft cover, 165 x 230 mm, 40 photographs, 8 maps/diagrams, 3-colour fold-out map.
$15.00 (LRRSA members $11.25) Weight 275 gm.

Powelltown
A History of its Timber Mills and Tramways
by Frank Stamford, Ted Stuckey, and Geoff Maynard. Published by LRRSA.
Victoria's best known timber tramway.
150 pages, soft cover, A4 size, 150 photographs, 22 maps and diagrams, references and index.
$20.00 (LRRSA members $15.00) Weight 550 gm.

Other recommended books

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

In the Beginning, The Story of the New Zealand Locomotive 1863-1877. By Gerald Petrie.Published by Locomotive Press, Christchurch, New Zealand. The history of NZ's first locomotives. Many were weird and interesting, including 5 ft 3 in gauge locos designed to run on wooden rails, and vertical boiler locos used on timber tramways.
Wonderful photographs, all from the period, with an extraordinary amount of detail, including excellent views of Double-Fairlies. 201 pages, hard cover, A4 size, 45 black and white photographs
$42.00 (LRRSA members $37.80) Weight 1,100 gm

Vancouver Island Railroads
By Robert D. Turner. Published by Sono Nis Press, B.C., Canada. Logging railways, mining railways, electric trams, interurbans, and "normal" railways in extremely rugged and mountainous terrain. Large number of Shay and Climax locos, and about ten Heislers. Excellent photographs in magnificent scenery. Many sensational bridge photographs. Extended bibliography, good maps, and a detailed index.186 pages, 215 x 280 mm, soft cover, 19 colour and 275 black and white photographs, 9 maps.
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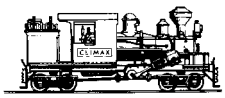

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LETTERS

Dear Sir,

Perseverance Gold Mining Tramway

I have stumbled across a small but important piece of information concerning Boulton Moulineaux's Perseverance Gold Mining Tramway at Adelong, NSW. In a description published in 1880 of the Esbank Iron Works concerning that firm's production of rails, the following remarks were made:

But while the iron works have been very busy with Government Contracts, orders have been supplied to two private persons. Two of these were for 80 tons of small bridge rails, or colliery rails, 14lb to the yard - one lot being for the New Chum Gold Mining Company, Tasmania, and the other for the Adelong Gold-Mining Company of this Colony. These rails were made out of iron produced at the works.

-*Sydney Morning Herald*, 7 June 1880, page 7.

Prior to the formation of the Perseverance Gold-Mining Co. which was owned solely by Molineaux, the gold leases operated by this company were owned/operated by the Adelong United Quartz Mining Company, in which Molineaux apparently had a substantial interest. As it was advised locally in 1880 that the rails for the tramway at Adelong had come from the Esbank Iron Works, we can be certain that the 14lb to the yard small bridge or colliery rails described were initially used on the tramway at Adelong.

These rails, which were produced from iron manufactured at the Esbank works, proved unsatisfactory right from the word go, and were replaced by late 1882. The 80 tons of rails described apparently represents the total of the two consignments.

Does anybody have any information concerning the use of the 14lb rails at the New Chum Gold Mining Co. in Tasmania?

Mort's Dock Locomotives at Cobar (LR 146 & 148)

I was a little bemused to notice some speculation, following my Cobar Mort's Dock locomotives article, that the Cobar locomotives may have been re-badged Fowlers. I have not seen one iota of evidence put forward to give this notion, nor the notion that the Hartley Vale Mort's Dock locomotive was a re-badged Fowler, any credence. I think the following evidence, which I stumbled across while researching another subject, should put an end to the matter.

Whilst seated in the Mitchell Library, scanning the various volumes of the Engineering Association of New South Wales that I had requested, a further but thin volume was handed to me which, although incorrectly labelled, was in fact the

"Official Catalogue of the Engineering Associat'n of New South Wales Conversazione held at the Exhibition Building, Prince Alfred Park, 28 June 1883"

The Conversazione continued until 14 July 1883, the Exhibition Building having been Sydney's original version thereof at Redfern (not to be confused with the Garden Palace, erected in the Botanic Gardens and subsequently burnt down in 1882).

On page 29 of the Official Catalogue, under the heading "List of exhibits from Mort's Dock & Engineering Co., Limited", No.7 on that list reads:

"Drawing of a Mining Locomotive 1 Constructed for Perseverance Gold Mining Company. 2 Now being constructed for the Great Cobar Copper Mine. Cylinders 5.5 inches diameter by 10 inches stroke; capable of drawing 10 tons up an incline of 1 in 12.5."

It is quite clear that all three locomotives were built from the same basic plan. Given that there appears to be universal agreement that Molineaux's Perseverance Gold Mining Company, Adelong locomotive was not a Fowler product, I believe we can safely dismiss any notions that the Cobar Mort's Dock locomotives were re-badged Fowlers.

James Brown, Engineer

Locomotive builders Manning Wardle & Company, Leeds, were represented in Australia from early 1880 by their agent James Brown, Engineer of 317 George Street, Sydney. Brown had, for the previous seven years, been manager at Charles Cammell and Company Limited, Sheffield, iron and steel manufacturers, who he also represented as agent in Australia.

James Brown announced the launch of his business in the Public Notices section of the *Sydney Morning Herald* on 24 January 1880. This James Brown should not be confused with the James A Brown who ran a large plumbing supplies business at 238 Pitt Street through the 1870s and into the early 1880s. James A Brown appears to have been heavily involved in the early days at Joadja, along with Saddington & Parbury etc.

A Fifth Locomotives at Joadja? (LR 148)

Further to my letter quoting Alfred Swinney's report of five locomotives at Joadja, it now appears that this situation may have only have lasted for a short period. The Australian Kerosene & Mineral Company advertised for sale in the *Sydney Morning Herald* on 22 August 1884, "One Four-wheeled LOCOMOTIVE, complete, 3.6 gauge."

Given that AB 237 is the only known four-wheeled 3ft 6in gauge locomotive to have been ordered for Joadja and the curious complete lack of photographs of that loco at Joadja, this advertisement appears to indicate that the AKO & M Company received the locomotive, but its stay at Joadja may have been rather short. If in fact, the locomotive was sold shortly after this advertisement appeared, we are faced with the problem of just where was this 3ft 6in gauge locomotive for the nect thirty or so years before it reappeared on the North Coast of NSW?

Mellor's Meadowbank Manufacturing Company Limited (LR 143)

Further to the painstakingly researched and detailed article by Jim Longworth and Grant Fleming on Mellor's tramway at Meadowbank in Sydney, I have assembled some additional background information on the above company that gives a broader perspective on the firm's establishment and early history.

The float of Mellor's "Meadowbank" Manufacturing Company was announced in late June 1890 (SMH, 27 June 1890). The capital was £50,000, of which 25,000 £1 shares were offered to the public. Fifteen thousand fully paid up shares were issued to the Mellor Brothers (JF and BF Mellor) of Adelaide, as full payment for their stump-jump plough patents and good will. Provisional directors in addition to the Mellor Bros. were Laidley Mort, James W Johnson, John McPherson and John See.

The Mellor Bros had been in business as makers of agricultural and other implements for over 35 years. It was proposed to immediately commence building a factory at Meadowbank for the production of stump-jump implements. Mr WC Barton, who for 10 years had acted in a managerial role for the Mellor Bros., was appointed manager of the factory. On 13 May 1890, prior to the float of the firm, a public display of the firm's stump-jump ploughs and other agricultural implements was held at the Eulalia Nursery, Ermington.

As detailed in the Longworth/Fleming article, GH Rhodes & Co purchased a 5-acre section of the firm's property for a second engineering works on the estate. In mid-June 1893, the GH Rhodes & Co property was advertised for sale or lease. It was described as "Large engineering works on the Parramatta River in the vicinity of Sydney, connected by siding with the Northern Railway and by light tramline with the wharf on the river..."(SMH 13 June 1893). This description adds weight to the tramway having been horse-worked. GH Rhodes & Co was in liquidation by late November 1893 (SMH 25 November 1893).

Drought and the 1890's depression hit agricultural implement manufacturers hard, and Mellor's Meadowbank Manufacturing Company was placed in voluntary liquidation in March-April 1985 (SMH 26 March and 3 April 1895). However, a new company was formed to continue operations as the Meadowbank Implement Company (NSW Telephone Directory, April 1896). Its directors included John McPherson and John See (*Progress*, Vol.1, No.2, 1895, pp 31-32). By late 1897, operations were being undertaken by a further company, the Meadowbank Manufacturing Company

(NSW Telephone Directory, October 1897), under whose guise railway rolling stock was later to be manufactured, the firm operating well into the 20th century. It appears that it was at this later juncture that Mr JH Angus took over the firm. WC Barton was still manager of the factory in late 1898 (NSW Telephone Directory, October 1898).

Ron Madden
Wagga Wagga, NSW

Dear Sir,

The Zeehan & North East Dundas Tramway (LR 148)

I am writing to add a few notes to Ralph Proctor's very interesting letter in LR 148 about the disposal of North East Dundas Tramway rolling stock.

The combination of the rolling stock returns in the annual reports of the Tasmanian Government Railways and the TGR rolling stock register (now held in the Hobart office of the National Archives as series P2376/1) gives a fairly complete history of the TGR's 610mm gauge rolling stock, although there are still a few gaps and inconsistencies. The TGR built 36 of the 10-ton capacity A class bogie lowside wagons between 1896 and 1899. They also built 4 bogie bolster wagons for timber traffic in 1896 to the same basic design. The latter were listed under the FF classification in the annual reports, but according to the rolling stock register they were numbered in the A series somewhere between A1 and A16. In 1919-20 the number of bogie A wagons increased to 40 and the bogie timber wagons disappeared from the returns in the annual reports. The rolling stock register notes that 10 A wagons were sold to the New Catamaran Colliery Coy in January 1934, but only identifies nine of them (A1, A5, A9, A24, A27-A30 and A32). The register also notes the sale of A38 and A39 to North Farrell in 1936-37 and A20 and A34 to North Farrell in 1939-40. These numbers tally with the totals in the annual reports. The remaining 26 A wagons were written off by authority of a memorandum from the TGR's general manager on 23 April 1945.

The 15-ton capacity AA wagons were a longer and wider version of the A class with prominent buffer beams. They were built between 1899 and 1907 and numbered AA1-AA25. One disappeared from the totals in the annual reports in 1940-41 and the remainder were all written off on 23 April 1945. The rolling stock register notes that AA9 was sold to RJ Howard of Zeehan on 21 October 1948, but it is not clear whether this was the wagon which disappeared in 1940-41.

The 20-ton capacity all steel lowside BB wagons were built between 1910 and 1912 and numbered BB1-BB12. They were all written off on 23 April 1945, but BB9 and 10 were sold to RJ Howard on 21 October 1948.

There were also two very short 5-ton capacity 4-wheel timber wagons, which were built in 1898 and sold to the Zeehan Tramway Coy in 1909-10. They appeared under the OF classification in the annual reports, but the rolling stock register lists them as A21 and A22 and gives the full extent of the A series as A1 to A42.

Top: A former North East Dundas 'A' wagon outside Ida Bay workshops, on 13 March 1964. Above: The former TGR 'DB' brakevan at Tullah on 18 August 1964. Alongside is the frame of the second Fowler locomotive. *Photos: HJW Stokes*

In March 1947 Mr D.J. Howse, the acting general manager of the TGR, completed a comprehensive report on the TGR's remaining operations and equipment on the West Coast. He recommended that all 610mm gauge stock at Zeehan be scrapped, apart from the bodies of the passenger cars. Howse included a list of the remaining 610 mm gauge stock, which was apparently compiled in September 1946. This stated that there were 26 A, 24 AA and 12 BB wagons, all of which had been condemned and written off. It is possible that he used this number merely because it tallied with the numbers in the annual reports and register, but other aspects of his report indicate that he checked every bit of equipment that was actually in Zeehan yard. I have gone over the air photos taken of Zeehan yard in February 1947 and the number of 610mm gauge wagons visible would certainly come close to 62, although it is impossible to be precise.

The wagons were in theory all disposed of in the late 1940s, but in fact quite a lot of wreckage remained around Zeehan yard until it was cleared in the late 1960s to make way for the Renison Bell housing estate. Some wagons were fairly complete, while others had been tipped over so that the rails and bogies could be removed from beneath them. In both February 1961 and August 1964 I listed five A or AA wagons and one BB wagon on the eastern side of the yard, one A or AA beside the 1067mm gauge locomotive shed and six A or AA underframes beside the workshops.

The delivery of the A wagons to Catamaran in 1934 was probably complicated when a bush fire destroyed the bridge over the Little Henty River on the TGR Zeehan - Regatta Point line on 9 February 1934. The line was cut for several weeks and the TGR borrowed Mount Lyell Railway Baldwin 0-6-0T No.4 and MLR stock to run a service between Regatta Point and the Little Henty, both TGR engines having been at the Zeehan end of the line when the bridge went. Other fires on the same day damaged or destroyed a number of bridges on the Mount Lyell Railway and the abandoned North Lyell Railway. It may be that shipping could not be found for four of the A wagons at Strahan and four others were sent from Zeehan instead. The rolling stock returns suggest that the sale of a further 12 wagons to Catamaran in 1935 did not proceed.

In his history of the Catamaran collieries (*Papers and Proceedings of the Tasmanian Historical Research Association*, Vol.30, No.2, June 1983), Lindsay Whitham noted that the receiver's auction of the New Catamaran Colliery's equipment in June 1940 included '14 8-ton trucks'. However these may have included the three RY Pickering and/or Salisburys Foundry 7-ton bogie open wagons which went to Catamaran from the Sandfly Tramway in 1922. Whitham also noted that 'several of the ex-NED trucks were left lying in the scrub on Evoralls Point for some years until they were "pirated" ... for use on the Ida Bay limestone tramway'. Ray Graf (LR40) noted six bogie wagons with NED archbar bogies on the Ida Bay Tramway in 1971. I enclose a photo of an A wagon outside Ida Bay workshops in March 1964.

The sale of six A wagons to RJ Howard for the Mariposa Tramway in 1935 does not show up in the stock returns, although it is possible that Howard did not complete the purchase and the wagons were later returned to Zeehan.

In August 1964 I attempted to list the bogie wagons or remains thereof around Tullah yard. There were two wagons with Zeehan and North Dundas Mineral Tram bogies; one was a two plank open with visible axlebox dates of 1896 and 1898 and the other was a flat with eight axlebox dates ranging from 1896 to 1903. There was also a steel framed two and a half plank open with three axlebox covers from the Oilbath Axlebox Coy of Hutton Works, Birmingham and five others of similar design but without the makers name and dated 1904 and 1905. A fourth wagon (frame and wheels only) had unmarked axlebox covers fairly similar to the Oilbath ones. In addition to the four wagons there were four or five other steel frames from bogie vehicles, four wooden frames and at least seven bogies, four of which were Z and NDMT with visible axlebox cover dates of 1896 and 1899.

Brakevans DB2 and DB3 also raise some complications. The stock returns indicate that they entered service in 1897 and 1898 new rather than as converted A wagons. In any case they were 21 feet long over the buffers, which was three feet longer than the A wagons. In their original form they were quite unsuited to the West Coast climate, having an open platform at one end, a very small guard's compartment and a passenger section with six transverse seats and entirely open sides. The picture of DB3 on p89 of Lou Rae's *History of Railways and Tramways on Tasmania's West Coast* shows that the guard's compartment had been extended at the expense of one of the passenger seats, a roof (higher than the main roof) had been provided over the end platform and bulkheads with windows had been installed at each end of the vehicle.

The photograph at Montezuma in 1924 on p47 of H J King's *Tasmania Remembered* shows a DB van apparently identical to the one which later went to North Farrell, so it is probably DB3. The sides have been completely filled in with vertical panels and there are two side doors, one serving the enlarged goods compartment and the other a passenger compartment with facing bench seats at the non platform end of the car. The rolling stock register notes that DB3 was sold to North Farrell in June 1937. It was the main passenger vehicle on the North Farrell in its later years and I enclose a photo of it at Tullah in August 1964. It then had seven Zeehan and North Dundas Mineral Tram axlebox covers, five of them dated between 1896 and 1898 and two dated 1925.

The other North Farrell covered van/carriage in later years had a body with horizontal weatherboard panels that looked like a garden shed on wheels (knowing the North Farrell it might have been). However it had TGR bogies and a frame with a platform with iron railings at one end, which suggests that it had come from DB2 rather than an A wagon. The Howse report noted that DB2 was still at Zeehan in 1946 and 'not suitable for any purpose'. The rolling stock register said it was sold to M Gray at Zeehan (date unspecified). Ralph noted that the body remained at Zeehan, but did the frame go to North Farrell? There is a good photograph of this vehicle on p14 of *Along the Line in Tasmania, Book 2*. It was left at Farrell when main line operation ceased in December 1961.

The Howse report recommended that the four 610mm gauge saloon cars at Zeehan (A1, AB1 and 2 and AD1) be converted to portable workmens' camp vans and the rolling stock register notes all four as 'transferred to Launceston for conversion to Loco Camps'. However the only one I actually saw as a camp was the body of one of the AB cars, which was outside Launceston roundhouse as Camp 84 on 6 September 1963. It was written off on 11 November 1963 and offered for sale by tender. The restoration of A1 and its return to service on the Redwater Creek Railway was documented by Peter Martin in LR144.

In 1936 the Marine Junk Coy of Hobart sought to purchase as scrap two 610mm gauge locomotive boilers at Zeehan. The TGR replied on 4 June 1936 that the two boilers had not been condemned and were not available as scrap: 'One boiler is a spare for our Hagan 2 feet gauge locomotive and is a good boiler. The second boiler is not likely to be required again for locomotive use, but it would be quite serviceable for stationary use'. The second boiler was presumably that from Krauss 0-4-0T H1. The Howse report noted that H1's boiler had been sold, but that its frame and wheels were still at Zeehan. On 14 January 1943 the TGR offered 'a spare boiler located at Zeehan for the Hagan type locomotive' to

Where is it?

This old photograph, submitted by Stuart and Toni Livesey, was, in company with the subject of our previous "Where is it?", found within the papers of a Deceased Estate, processed in 1998

A narrow gauge tank locomotive has derailed on a trestle bridge, and the various onlookers are, most likely, pondering how best to rescue the little engine from its unfortunate predicament.

Whilst two of our Editors believe they know the make and model of the locomotive, neither they, nor any other of our experts have been able to identify the location of the accident, or the tramway system on which it occured.

Obvious clues include the trestle bridge (which may or may not have survived into the present era) and the style of drawgear fitted to the locomotive.

Does anyone have any thoughts?

Wedd's Machinery Agency of Hobart for 190 pounds. What the TGR described as the 'spare' boiler in these letters was in fact the boiler in locomotive J1 (TGR boiler 84 of 1901). The spare boiler for J1 was Hagans 598 of 1909, which was TGR boiler 108. The Howse report noted that in 1946 boiler 84 was fitted to J1 and boiler 108 was spare at Launceston. However on 30 August 1961 I noted that the J class boiler set up at the back of 23 road in Launceston roundhouse carried Hagans plate 526 of 1900, so it had been presumably been brought up from Zeehan after J1 was scrapped.

Finally I was intrigued to hear that consideration was given in 1931 to completing the East Coast Development Coy's line from Dalmayne Colliery to Coles Bay as a 610mm gauge line. It would certainly have been one of the great Australian light railways! Most of the formation of the southern half of the line was constructed between 1924 and 1927, but the Company ran out of money before it actually laid any 1067 mm gauge track. A large part of the formation disappeared under the present Coles Bay main road, but the first two kilometres north westwards from the edge of Coles Bay village can still be followed along a long bank behind Muirs Beach, beyond which are the remains of a trestle bridge over Saltwater Creek and then shallow rock cuttings. Some formation can also be seen on the east side of the Tasman Highway north of Bicheno. There was probably little hope of the railway being completed on any gauge and when the colliery eventually reopened in 1939 the coal was taken to the TGR at St Mary's by road truck.

HJW Stokes
Curtin, ACT

Dear Sir,

Cameron & Sutherland Sale Catalogue, May 1911 (LR 143, 145, 147)

In his letter on page 24 of LR 147, Jim Stokes asked what became of Hudswell Clarke 271 of 1884 in South Australia (locomotive *EVANID* in the catalogue). Details are given in the Society's 1987 booklet on Hudswell Clarke locomotives in Australia. It was used from c1914 by railway contractors, Smith & Timms, on the construction of the SAR's Eyre Peninsula line from Yeelanna to Mt Hope. Sold in 1921 to the Wallaroo Phosphate Co. (later Walleroo & Mt Lyell Fertilizer Co.), it was scrapped c1927 on closure of the works.

Incidentally, the Mt Lyell Mining & Railway Company named it *CARBINE* after the 1890 winner of the Melbourne Cup (and similarly named 0-6-0ST Sharp Stewart 2030 of 1870 *MALVOLIO* after the 1891 winner).

Aveling & Porter Locomotives (LR 146, 147, 148)

Ray Gardiner queried what became of the 2ft 8½in gauge Aveling & Porter locomotive 952 of 1873 (LR 148. P.24). In *The Cement Railways of Kent* (Oakwood Press, 1990), BD Stoyel and RW Kidner state that the 2ft 8½in gauge system at Knight, Bevan & Sturge Ltd's Northfleet cement works was converted to standard gauge in 1926 (the new system closing in 1964 and the works themselves in 1970).

A&P 952 was the first of a least ten narrow gauge locomotives built from 1873 to 1921 and the only geared one. Details of its disposal are not given, but it is noted as being the smallest locomotive built by A&P. The cylinder size is quoted as being 6in x 10in, so it is unlikely to be the Charters Towers locomotive offered for sale in 1900 (noted in John Knowles' letter in LR 146), as this is shown as having an 8½in cylinder.

John states that the largest locomotive offered by A&P at the turn of the century was 9¾ tons, so with the Charters Towers locomotive quoted as weighting 10 tons, it is unlikely to be A&P's smallest, namely No. 952.

Richard Horne
Croydon, Surrey UK

Dear Sir,

Queensland Canefields Steam Era (LR 149)

I was pleased to read Christopher Hart's corrections and elaborations, in LR 149 "Letters" section, of the above Train Hobby Publications book which I edited.

One problem we encounter at THP is that many slides we receive, in various collections, are either untitled or only very briefly so. The photographers are, in many cases, hazy about the details of their slides taken so long ago.

Some slide collections are from deceased estates. Many slides are just too good not to be used because of the lack of information about location, dates, etc, in which case we seek advice from others, and do as much research as possible in a reasonable time frame, sometimes ending up with short, generalised captions; brief and hopefully accurate, leaving the picture to be admired and tell its own story.

My observations on some of Christopher's remarks are:

Page 37. *CARSTAIRS* is certainly at Inkerman Mill. I'm not sure how that error escaped me! As a matter of interest, we had a similar slide (also taken in Jan 1957) of what originally must have been an identical Hunslet, named *ROCKET*. The visible difference in their final form appears in the method used to extend the height of the side tanks. *CARSTAIRS* (in the book) has upward extensions welded on to the top of the existing riveted tanks, whereas *ROCKET* has new all welded slab-sided tanks of the same height.

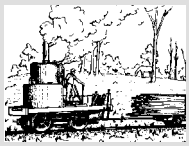
Page 38. The location of the photo was agonised over by the photographer. As he couldn't be sure, it was decided to generalise with "tidal creek". The loco certainly is a coal burner, not an oil burner, my mistake. Were any Macknade Mill locos, other than the Hudswell Clarkes, ever converted to oil burners?

Page 40R. The slide was only identified as being a Macknade Mill Hudswell Clarke in the Ingham area, and couldn't be expanded on by the photographer. A couple of us pored over a mill tramway map of the area, trying to nail down the location. Neither of us had explored the system since the early 1970s; thus the generalised caption, including a guess at the activity of the crew member!

Page 40L. Similarly, this slide was identified as being in the Herbert River Valley - with no specifics!

Despite the odd unintentional inaccuracy, and sometimes brevity of the captions, in this and other THP publications, we hope that the excellence and often rarity of the slides selected make a valuable contribution to recording in colour the glories of railway motive power long gone!

Lindsay Crow
Camberwell, Vic.



LRRSA NEWS

MEETINGS

ADELAIDE: "Christmas Meeting"
The 1999 Christmas Meeting will be a Film Evening at Trevor Triplow's *The Parks* Theatre.
Location: Contact Arnold Lockyer (08) 8296 9488 for further details.
Date: Thursday 2 December.

BRISBANE: "Indian Narrow Gauge"
Ken Walker will give a talk on, and show slides of, some of India's fascinating narrow gauge railways.
Location: BCC Library, Garden City Shopping Centre, Mount Gravatt.
After hours entrance opposite Mega Theatre complex, next to Post Office.
Date: Friday 3 December at 7.30 pm. Entry from 7 pm.
Contact Bob Dow (07) 3375 1475

MELBOURNE: "The Year 2000 Bug Mystery Meeting"
Full details were not available at the time of going to press, but an entertaining evening is guaranteed.
Location: Ashburton Uniting Church Hall, Ashburn Grove, Ashburton.
Date: Thursday, 9 December at 8.00 pm.

SYDNEY:
The NSW Division's next meeting will take place in February 2000. See the February issue of *LIGHT RAILWAYS* for details, or contact Jeff Moonie on (02) 4753 6302.

RESEARCH

Centre Rail Railways & Tramways of New Zealand

David Jehan is interested in hearing from anyone with information and/or photographs of the railways and tramways of New Zealand that used centre rail for braking. These include the Rimutaka, Rawanui and Roa inclines of the NZR, as well as the timber tramways of Ikamatua Sawmilling Coy at Rough River, G Gibson & Son at Redjacks, Gilbert & Tomasi at Cape Terrace and a colliery at Stockton. Please contact David Jehan, 44A Crump Street, Mortdale NSW 2223, Australia; Phone +61 2 9580 8564.

Snowy Mountains Scheme Research Project

Further to the advice on the proposed LRRSA project to mark the 50th anniversary of each of the major tunnelling jobs on the Snowy Scheme (LR 148, p.26), the 50th Anniversary of the inception of the Scheme has brought forward potential resource material. At Sydney's Powerhouse Museum, the exhibition "Snowy! Power of a Nation" opened on 29 September 1999. From the political wrangling to the technical innovations, the exhibition examines how the Scheme has shaped Australia, from its environmental impact to its multicultural legacy, and pays tribute to the people who worked and lived together on the project. At least one of the video films running at the exhibition features excellent footage of tunnel railways in operation. The Museum Bookshop has a number of books on the scheme. Brad Collins, *Snowy: The Making of Modern Australia* (Tabletop Press, 1998) is the most useful from a technical perspective. There are also several books that bring together personal and oral histories of the people who made the scheme. Of these, Scobhan McHugh, *The Snowy: The People Behind the Scheme* (A&R, 1999) may contain useful personal accounts of tunnelling work.

Eskbank Iron Works/Lithgow Iron & Steel Works

The LRRSA (NSW Division) and the City of Lithgow Mining Museum Inc. have held discussions on a proposed research project on the history of the Lithgow Iron & Steelworks with a view to publishing the material in a book form. The project would also involve the Greater Lithgow City Council, which would make the resources of the City Library available, including its extensive photo collection.

The project would examine Lithgow as the birthplace of the modern Australian iron smelting industry and the industrial railways that serviced the industry over the years. As one of Australia's most significant industrial heritage sites, Blast Furnace Park at Lithgow has been well documented, but there remain gaps in our knowledge about the Eskbank Iron Works. The project will examine the key eras of iron and steel production at Lithgow, namely:

James Rutherford (1874-1886): Opening of the first rolling mills and foundry (1874), and blast furnace in 1875. The first railway sidings date from 1878. An interesting theme here is the role of Rutherford, a key figure in the rise of Cobb & Co, selling out to the Iron Horse.

William Sandford (1886-1907): Emerging dominance of Eskbank Ironworks, first Australian-made steel in 1900, own locomotives from 1905 and establishment of the Blast Furnace complex in 1906.

Hoskins Bros (1907-1913): Transfer of ownership of Sandford's operations and expansion of production. Construction of No.2 blast furnace.

Hoskins Bros (1914-1928): War-time operations and emerging competition from BHP at Newcastle. Emerging difficulties of the Lithgow location and decision to transfer to Port Kembla, with closure of the Lithgow operations.

Any readers interested in helping with this project should contact Jeff Moonie (02 4753 6302) or Bob McKillop (details on page 36).

Brooks & Company, London

In *Light Railways* 81 (July 1983), Richard Horne provided details of early John Fowler locomotives that came to Australia and Fiji. He also listed several unidentified JF locomotives that could, because of the agents involved, have come to Australia. These included 4020, 4284 and 4445, which were handled by "Brooks & Co." B/No. 4020 states "Brooks & Co., Sydney", but it has been uncertain if this was Sydney, Australia or its namesake in Nova Scotia. Details in the JF records are very sketchy, although all three locos were built to 2ft 6in gauge with 7in cylinders and 4020 is listed as a 0-4-2T.

Through his extensive research into the *Sydney Morning Herald*, Ron Madden has located an advertisement in June 1884 from Messrs Brooks and Company, General Commission Merchants & Shippers, 2 Railway Approach, London Bridge, LONDON SE. The advertisement seeks, for sale on commission, all sorts of Australian produce and manufactures, and offers to undertake the purchase and shipment of "every description of European produce and manufactured goods of all kinds." It appears that Brooks & Company were announcing themselves in a new market and seeking new business. Any further information from readers that would suggest any of these locomotives came to Australia would be much appreciated.

EM Baldwin & Sons, Locomotive Builders

Craig Wilson is writing a book on the history of the Castle Hill Works of EM Baldwin & Sons Pty Ltd, who constructed rail equipment between 1962 and 1984. He is interested in receiving any details or photographs of the Works, and sighting any photographs of their products working for their owners, especially the tunnelling and coal mining equipment. If any reader can assist, Craig can be contacted at 18 Rodney Crescent, Beecroft NSW 2119. Phone (02) 9484 7984.

Heritage Registers

The Victorian Heritage Register On-Line was launched on 31 August 1999. This is a searchable database that provides information about places listed on the Victorian Heritage Register.

The Register can be accessed from the Web site of the Victorian Heritage Council, located at: www.heritage.vic.gov.au

The Australian Heritage Council also offers Internet access to the Register of the National Estate (RNE). This is located at: www.environment.gov.au/heritage/

Foden Locomotive at Yarraman, Queensland

The report of the SE Queensland Group tour to Pinda and Yarraman [LR 149, p.26] has prompted Len Purcell of Western Australia to forward the accompanying photo from his collection. The lettering beside the locomotive reads: "THE LOCOMOTIVE YARRAMAN MILL".

The locomotive is very similar to the 4-2-0T locomotive built from parts of an Allchin traction engine and a Foden steam lorry depicted in the LRRSA book, *The Beaudesert Shire Tramway*. However, there are several differences, namely the bogie wheels and the shorter canopy. It is stated that two Foden steam lorries were converted for use as locomotives by timber companies in the Upper Brisbane Valley in 1917. The one that went to the Beaudesert Tramway was heavily rebuilt prior to its sale to the Shire in 1935. Bob Dow advises that the second Foden locomotive operated at Moore. He has recently located a photograph of this locomotive at Moore in June 1928 and it is reported that it remained at Moore at least until the 1950s. Therefore, the Foden that went to the Beaudesert Tramway, via Horn Engineering Company, would have been the one from Yarraman.

Heritage & Tourist

When columnists and editorial writers pondered the future in December 1899, the politics of constructing and operating railways were a dominant theme. A hundred years later, though there are many who are optimistic about a 'new age' for railways in the 21st century, the task of conserving and managing the heritage that resulted from the 19th century vision will be foremost in the minds of those reading this column. Railway heritage management is largely an issue of the latter years of the century, though it needs to be remembered that the rebirth of the Puffing Billy Railway commenced in 1962.

What has emerged in recent years is a recognition that the heritage railway or museum must be managed as a competitive business in the tourist market if it is to survive. The volunteers who lived in the age of steam and who so enthusiastically drove the many preservation groups in their formative years are rapidly ageing. The new generation, as both worker and customer, do not relate to the steam age in the same way. Rather, they seek an understanding of their heritage, or place in the world, and attractive new experiences. Meeting these changing market tastes in a competitive manner is the major challenge for our railway preservation groups. Moreover, where that response involves the continued operation of steam trains, then there is a second challenge to develop the skills to maintain and operate the locomotives, rolling stock and infrastructure.

The H&T Section of LR provides a venue where industrial/narrow gauge heritage railway groups can exchange of information about their activities. It takes a broad view of the heritage scene and seeks to bring you information about new ideas that work in bringing visitors to a venue. During 2000, we look forward to covering the centenary celebrations of the Puffing Billy Railway, news of various locomotive/rolling stock restoration projects around the country, and reports of effective interpretative activities. I am also looking forward to opportunities to visit various groups around the country and see their achievements first-hand. A number of NSW groups had stalls at the Sydney Model Railway Exhibition, Liverpool over the October long-weekend. I was assisting with the Australian Railway Historical Society (NSW Division) stall on the Monday and met up with a number of LRRSA members there. The Illawarra Light Railway Museum Society had a good range of LRRSA publications on sale at its stall, and I also met up with the crew on the Richmond Vale Railway stand. *Bob McKillop*

News items should be sent to the Editor, Bob McKillop, Facsimile (02) 9958 8687 or email, rfm@enternet.com.au; or by mail to PO Box 674, St Ives NSW 2075.

NEWS

Queensland

ARCHER PARK STATION, Rockhampton 1067mm gauge

Further to the report in LR 148 (p.27), the formal opening of this museum has been postponed to 11 December 1999, which marks the anniversary of the station's inauguration. An interpretative feature is a series of 12 cone speakers on the platform, linked to a computer system to provide a realistic impression of train operations at the station during the 1920s.

Denis Sheehan, via John Browning, 10/99

DREAMWORLD GOLD COAST RAILWAY, Coomera

610mm gauge

The railway at Dreamworld theme park has received an additional locomotive (see LR 145, p.27). Former Proserpine sugar mill 0-6-0DH No.1 (Clyde DH1-7 of 1955) arrived at Dreamworld late in 1998 and is currently undergoing a rebuild. This includes lowering of the cab to meet height restrictions on the DGCR and a reduction in the weight of the loco (by up to 5 tonnes).

It is hoped to complete the rebuild by Christmas 1999.

David Mewes, 10/99

DURUNDUR RAILWAY, Woodford 610mm gauge

Aust. Narrow Gauge Railway Museum Soc. Inc.

"Bundy's Last Great Adventure" - the proposed trip by 0-6-2T No.5 (Bundaberg Foundry 5/1953) to northern sugar mills to film a nostalgic journey for the locomotive through the sugar fields from Nambour to Mossman - has been postponed. Funding for the project by the State Government has been held up by contract problems, then the director/cameraman accepted another commission.

The project will now proceed in late July-August 2000. Over a period of a month, it is planned that Bundy No.5 will operate at Moreton Sugar Mill, Nambour, then Millaquin Mill, Bundaberg; on the Mackay Sugar Co-operative Association network; Victoria Mill, Ingham; the South Johnstone, Mourilyan, Babina and Mulgrave systems at Innisfail/Cairns; and finally at Mossman Mill.

The film will feature interviews with former cane railway drivers, gangers, etc, as well as other sugar industry identities. The locomotive will also visit the place of its birth, where it will be driven into the workshops of the Bundaberg Foundry. ANGRMS will also be providing two 4-wheel wagons ex-Douglas Shire Council Tramway to accommodate passengers and equipment.

The provision of passenger accommodation is for film crew, ANGRMS staff and mill staff as required, not the general public.

David Mewes, 10/99

LOWER BURDEKIN HISTORICAL SOCIETY, Home Hill

610mm gauge

The first Perry cane locomotive, 0-6-2T *CARSTAIRS* (9351.34.1 of 1934), has been a familiar sight displayed on the Bruce Highway outside Ashworth's Rock Shop in Home Hill since 1972. Early in 1999 it was removed to a local farm property for restoration.

John Browning 10/99

ROD LEONARD, Cairns

610mm gauge

Rod's railway equipment has been moved from his: former Trinity Beach storage site {see LRN 121, p.14 and 113, p.13] and is mostly located at a site on the Redlynch-Intake Road. A quantity of cane railway rolling stock, four ex-Sugarworld four-wheel carriages and two large bogie carriages were observed here. There are also three locomotives on site: Hudswell Clarke 0-6-0 1653 of 1935, F C Hibberd 4wPM 3570 of 1952, and E M Baldwin 4wDH 4660-2-8-72 of 1972. Another Baldwin 4wDH (4660-1-8-72 of 1972) and some other carriages are believed to be stored elsewhere.

John Browning 10/99

New South Wales

AUSTRALIAN WAR MEMORIAL, Canberra

1000mm gauge

Further to the report in LR 147 (p.28), the Jeep converted for rail use on display at the Museum is numbered 145508, and it also carries Ford serial number 222712 and United States census number 6010. A light tyre and flange have been welded onto each wheel and the vehicle has timber baulks mounted above the front fender and a single wooden beam above the rear fender. A simple claw type coupling is fitted to the rear. It is believed that this item has been stored by the museum since being salvaged from Borneo after World War II. John Browning 10/99

BURRINJUCK DAM

610mm/915mm gauge

NSW Department of Land and Water Conservation

Two locomotives are stored in the Opera House at the dam site. One is 2ft gauge Krauss 0-4-0T *JACK* (5945 of 1907), which is dismantled. The other is a 3ft gauge 0-4-0PM with a Fordson engine, supplied to Wyangala Dam in 1931 or 1932 by Armstrong-Holland. It was transferred to Burrinjuck in about 1938. In the 1980s, there was a proposal to restore *JACK* to operating condition for a tourist railway operation, but that came

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to a sudden halt when the cost of a new boiler became apparent. It was then proposed to place both locos on static display at the Dam site, but this too has lapsed.
ARHS Bulletin 744 via John Browning; John Newland 10/99

LLAWARRA TRAIN PARK,
Albion Park 610mm gauge
Illawarra Light Railway Museum Society Ltd
The project to construct Shay locomotive No. 5 [LR 145, p.28] is progressing well. The frame of the locomotive, which has new universal beams and timber headstocks, is now basically complete, with the exception of some brackets and couplers. Almost all the fittings are original, having been taken off both Munro Shays (Lima 906 of 1904 and 2097 of 1908). It has been educational to see how Lima actually built their locomotives - the workmanship was functional, but rough!
Work has commenced on the smokebox and chimney from one of the Munro Shays prior to attaching them to the Davenport boiler. Also, the design of the engine unit is progressing and cylinder castings have been obtained that will be adapted for the loco. The first two wheel sets from the Nambour Shay *MAPLETON* (Lima 2800 of 1914) have been machined to a new design wheel profile that makes the best of the heavy wear pattern experienced at the Mill. New bronze journal bearings have been cast and will soon be machined. Re-assembly of the first bogie will then commence.
The Society had a stand at the annual ARMA Exhibition at Liverpool on 2-4 October. The stand featured various Shay components, including a Lima steam brake cylinder and a set of bevel gears. A fleet of wooden models of various Society locomotives was also on display, and a large range of LRRSA publications were on sale. David Jehan, 10/99

LONGWORTH LOGGING RAILWAY PROJECT
Kendall Heritage Society
Further details of this Federation Community Project (LR 145, p.28) have been announced. It will be implemented in three stages: 1) Identification of the original route of the logging railway from Kendall to the terminus in Kerewong State Forest; 2) Identification and documentation of all remaining relics (trestle bridges, loading ramps, sleepers and rails); 3) Clearing of walking trails to selected sites, erection of protective fencing, boardwalks and, where necessary, provision of parking areas. Direction and education signage will then be erected. It is also intended to utilise the information gathered to write and publish a book on the history of the Longworth rail line and the logging industry in the surrounding areas.
Port Macquarie News 8/9/99, via Michael Marczan

RICHMOND VALE RAILWAY MUSEUM 1435mm gauge
Richmond Vale Preservation Co-operative Society Ltd
An unusual Cadillac rail car from the J&A Brown Company railway has been returned to the RVR. The rail car was constructed in the 1930's by removing the road wheels of a Cadillac touring car. The body was cut off behind the dashboard, and a traybody, seats and a roof fitted. It was intended to use the vehicle for conveying workmen from Pelaw Main to Richmond Main and Stockrington No.1 collieries on Saturdays and Sundays. Small turntables were installed at the two collieries to allow the car to be turned. However, the unions banned this use of the railcar after only one or two trips, and it only saw occasional use to transport company officials.
The Cadillac rail car was stored in the 1940's. It was saved for preservation by the South Pacific Electric Railway (SPER) in the early 1960's and taken to its site at Loftus. SPER subsequently donated the car to the RVR and it was moved to a member's home in Newcastle for safekeeping.
On Saturday, 21 August, the Cadillac rail car was placed on RVR rails at Richmond Vale station after an absence of 35 years. The car was towed to the car-shed, where it was lifted onto a temporary extension of No. 3 road and hand pushed into the shed.
The boiler certificate of ex-South Maitland Railways 2-8-2T No 25 (BP 6126 of 1922) expired in September 1999. No.25 has provided the main motive power on the RVR in recent years. Workshop staff have been active trying to complete the heavy overhaul of ex-SMR 2-8-2T No.30 (BP 6294/1925) in time to replace No.25. *Link Line*, 9/99

STATE MINE RAILWAY
HERITAGE PARK 1435mm gauge
City of Lithgow Mining Museum Inc.
Construction of the new poppet head commenced at the museum on 6 October 1999 with surface preparation of steel sections from the Newstan poppet head. Construction is expected to be complete by Christmas. Approval has also been obtained for extension of the State Mine rail link to Eskbank yard. This will connect The State Mine Branch from Lake Pillans to the Blast Furnace and Eskbank Goods Shed. Tenders are to be let for this work.
The Museum has set up a display of horse harnesses used in coal mines. Most came from Ayrfield No.3 Colliery near Greta, which was the last underground coal mine in Australia to use horses. Items of memorabilia received from local miners include a lot of material about men and horses. There are a number of magnificent photos of miners and horses taken underground. These include a large photo of "Mary", the last horse working on the Western Coalfield (Ulan). The photo of Mary was donated by the United Mineworkers Union Western District. Ray Christison, 10/99

Victoria

ALEXANDRA TIMBER TRAMWAY & MUSEUM
610mm gauge
The Museum was successful in winning a $20,000 grant for a visitor centre under the Federal Government's Federation Grants Scheme. The centre will house an education area consisting of displays and interpretative material outlining all facets of life at a bush sawmill in the Rubicon Forest. It is expected that this will include the fine Ernie Le Brun models currently displayed in cramped surroundings. In addition, there will be an archival storage and research centre where the Museum's documentary and photographic records can be safely housed and conserved. Electronic databases relating to forest history records, sawmill boiler records and historic sites will be developed around the theme of forest-related sawmilling. The visitor centre will make its resources available to schools and researchers.
Currently four locomotives are available for service and restoration of Hudswell Clarke 0-6-0 (1098 of 1915) is proceeding, although emergency work on other tasks has restricted progress this year. On 1 August, the tender was moved in readiness for further cleaning and painting.
Timberline, Nos 49 and 50.

KERRISDALE MOUNTAIN RAILWAY 610mm gauge
Ruston & Hornsby 4VRHL engine 286048 has been donated to the KMR. This engine was removed from Puffing Billy's Ruston & Hornsby Model 48DL 4wDM NRT1 (296058 of 1950) when it was converted to Gardner power.
Andrew Forbes 10/99

PUFFING BILLY RAILWAY,
Belgrave 762mm gauge
Emerald Tourist Railway Board
The Commissioner's Special made a welcome comeback in October, when it ran on the 2nd, 9th, and 16th. Hauled by the *Climax* from Belgrave to Menzies Creek, then by NA class to Gembrook, the train still consists of the Mount Lyell cars. Passengers were provided with morning and afternoon tea, and a two course carvery meal at the Ranges Hotel. The package included guided tours of Belgrave and Emerald workshops, and the Menzies Creek musuem, and the cost was $72 per head.
It has been announced that the *Olympic Flame* will be carried on Puffing Billy from Emerald to Belgrave on 10 August 2000.
Frank Stamford 10/99

TACL Tractor Restoration Group
The restoration project on the TACL 4wPM (55 of 1928) - "the Climax's little brother" - by LRRSA and PBPS members is now nearing completion. The last report on its progress appeared in *Light Railway News* No.118 (page 13) following the fitting of the engine, radiator and fuel tank.
Since then there has been much

The Cadillac railcar returns to RVR rails, after three and a half decades. 21 August 1999. Photo: Graham Black

The major event of the decade in the narrow gauge and industrial railway arena was the opening of the Puffing Billy Railway extension to Gembrook on 18 October 1998. Peter Medlin caught the LRRSA symbol, the ex-Victorian Forestry Commission Climax, at Gembrook amid the celebrations.

progress. On 12 December 1998 the engine was started and ran for about ten minutes. The engine was again run in February. At that stage starting it required swinging the crank handle in a confined space between the frames. During 1999 new gear-guards have been fitted. These are a distinctive feature of the TACL tractor.

The restoration had commenced in 1987, and until 17 July 1999, the tractor had been mounted on an old NQR wagon at Emerald. On that day a crane was used to lift the tractor onto the rails. Then the counterweights were attached at each end, and the new roof attached. This I think was the first time the tractor had been on rails since it left Erica over twenty years ago, and the first time it had looked so complete for a very long time.

The restoration crew then pushed the tractor up and down No.3 Road. It attracted quite a lot of attention from bystanders, and looked quite respectable. It was then pushed down to the Emerald turntable, and moved into the Nursery, and was locked up securely with locomotives *Sir John Grice* and *Carbon*.

The starting handle has now been extended, via a universal joint, to come out the front on an angle, as was the original arrangement when it ran at Erica and on the Tyers Valley Tramway. With that the restoration is almost complete, but so far no attempt has been made to run it on the rails. That will happen shortly after a fitting has been made to connect the exhaust pipe to the manifold.

For a final comment, I will quote an American railfan who was travelling on the *Commissioners Special* on 16 October. His first comment on seeing the TACL was "Oh! what a lovely little critter".

Frank Stamford 10/99

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

There is much work underway on this project. A new goods shed has been constructed at Walhalla in the style of the original, but much bigger. It will be used to store materials during bridge reconstruction. The old No.1 road at Walhalla yard has been excavated to the original sleeper bed. The original loco ashpit has also been excavated. A typical VR style station yard gate has been installed.

Updating the reports in LR 147 and 149, work on constructing the foundations and abutments of bridge No.4 has commenced, whilst an all-terrain crane has been used to remove the old beams of bridge No.5, which is in a particularly rugged area. The "boat belly" girders of Bridge No.6 have been refurbished, and are stored at Thomson.

Dogspikes & Diesel September, October 1999, Frank Stamford 10/99

Tasmania

MT LYELL ABT RAILWAY, Queenstown 1067mm gauge

Updating the report in LR 149 (p.30), the Abt Wilderness Railway Pty Ltd, led by Roger Smith, was named as the operator of the new tourist railway on 25 October. Mr Smith promised to have part of the 35km railway open on 15 June 2000 in time for the Olympic Games. Hazel Brothers have been named as the preferred builder of the railway. Construction work will commence in early December and the project is estimated to take 92 weeks to finish. About 100 people will be employed on the construction task, and 48 permanent and part-time staff will be required for operations. Mr Smith stated that the first section to open would be between Queenstown and Rinadeena. The Abt Railway will have two trains operating from each terminus. Mr Smith said they would combine near the half-way point in the wilderness area at Dubbil Barril on the King River.

Bill McNivin, Ausraill Newsgroup, 26/10/99

Heritage &Tourist

South Australia

COBDOGLA IRRIGATION & STEAM MUSEUM 610mm gauge Cobdogla Steam Friends Society Inc
The 1km extension of the track along the channel bank towards Loveday (LR 143, p.23) has been completed and public trains are expected to be operating over the new section by the end of 1999. Points for the passing loop were laid in August, followed by the turntable. Ballasting and rail grinding was then undertaken. The local Council provided road crossing markings and the Society upgraded the crossing signs in accordance with the new standard. Flashing lights have been installed at the crossing.
Bagnall 0-4-0ST (B/N 1801 of 1907) is running well, with few problems since its conversion to oil-firing. One of the old 4-wheel carriages has been converted into a sprung and correctly gauged easy access carriage for wheelchair passengers. It is also available for use as a bridal carriage when weddings are held at the museum.
An encouraging report from this group indicates that there are four very keen junior members. They are becoming proficient in driving the Bagnall under supervision.
Denis Wasley, 9/99

PORT DOCK STATION RAILWAY MUSEUM, Port Adelaide
457/1067mm gauge
The 1999 Friends of Thomas event, held over 9 days in September, attracted over 10,000 visitors. On the 1067mm gauge track, 0-6-0T *PERRONE* (AB 1545/1919) hauled 3700 passengers in its train, while on the 457mm gauge, double-headers hauled by 0-4-0T *BUB* and 2-4-0 *BILL* were popular.
Well-known rail enthusiast, Mark Carter, in the guise of the *Fat Controller,* also played an important role in the success of the event. The Yorke Peninsula Rail Preservation Society provided catering in the *CAFÉ* carriage and the Rotary Club of Flinders Park manned the barbecue. The financial return from the event will be used to fund restoration projects at the museum. *Catchpoint*, 9/99

Western Australia

BENNETT BROOK RAILWAY, Whiteman Park 610mm gauge
WA Light Railway Preservation Association
The Transport Heritage Gala Day was held on 11 September. This was a new event, incorporating the former railway "Enthusiast's Day", plus an "enthusiasts day" for trams, cars, tractors and buses. Both the Tractor Museum and the Bus Museum mounted displays, and combined tickets were sold by the Motor Museum, Tramway, and Railway. Highlights included Perry 0-4-2T *BETTY THOMPSON* hauling the Lake View and Star gold mine hoppers, and 2-8-2 NG 118 on an 12 vehicle mixed train (mostly bogies) climbing the 1 in 42 out of Mussel Pool station banked by the Perry. Technically, the day was very successful, but visitor number were below expectations, pointing to the importance of effective promotion of such events.
The October "Friends of Thomas the Tank Engine Day" went off without a hitch, although attendance was down on previous years due to another major event on the same weekend targeting the same age group. FOTTTE Day also saw the BBR's latest item of passenger rollingstock enter service for the first time. Classed "AR", this coach has been built on an "R" wagon chassis with a steel frame and timber paneling added. The coach has been designed with disabled access in mind, having large double doors and a relatively open interior to aid wheelchair access.
The cleanliness of passenger coaches on the BBR has been the subject of favourable comment recently. This is the result of co-operation between the railway and the Nyandi minimum-security prison. The women of this establishment have come to the railway one day every second week to help with cleaning.
In addition to the spotless coaches, they have cleaned up Mussel Pool station building and the crib room. The WALRPA Vice-President visited the prison and presented a BBR Honour Certificate and a Calligraphy pen set to "Anita", who painted the faces for recent special events on the railway.
The wheels and axles for the ex-Boulder Loop Line 4wDM Planet locomotive were received back from the contractors on 22 October. This loco is being converted back to its original 2ft gauge for operation on the BBR. Boulder Loop Line had converted it to 3ft 6in but it saw little use there. The conversion was done by shortening the 3ft 6in gauge axles, thus significantly reducing the cost compared to having new axles made. This locomotive is expected be back on track in the not too distant future.
Simon Mead, 10/99; *BBR Members Newsletter*, 10/99

The Green Passenger Carriage

Redwater Creek Steam & Heritage Society

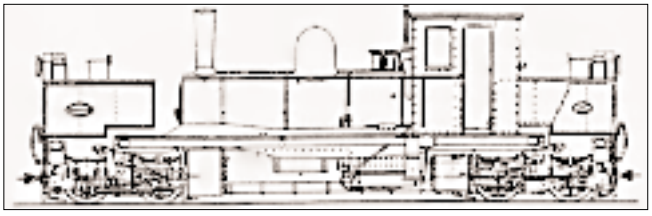
The passenger carriage PB1 now at the Redwater Creek Steam & Heritage Society, Sheffield, was in use until about 1960 on the 610mm gauge Boulder Tramway at Renison Bell on the West Coast of Tasmania. It was used to transport miners from the town site to the mine. The exact history of this carriage before 1960 is not known. A similar carriage, built by the Mt Lyell Mining & Railway Company, was used on the Lake Margaret Tram. It is therefore probable that both carriages were built by the same company.
Second River Tramway (Karoola) members purchased the carriage from Mr Fred Goves at Renison Bell about 1965. It had a badly broken wooden underframe and no bogies. When we bought the carriage it was about 450mm lower in ceiling height than it is today. There were three doors on either side where the windows are now located and it was fitted with wooden cross-seats for the miners.
Members of the Second River Tramway rebuilt the carriage in the mid-1970s and converted it to an end-platform corridor car with end-door entry. The steel frame consists of the larger part of two ex-TGR 'A' wagon underframes reduced in length and welded together at Karoola by Peter Martin. Most of the carpentry was done by Ralph Proctor. The seats we installed came from a picture theatre in Hobart.
The Green Passenger Carriage, as it is now known, is currently [August 1999, ed.] undergoing repairs at Sheffield. The carriage was jacked up in the locomotive shed and one bogie was removed and dismantled for inspection. The 'horns' (slides for the axle boxes) are badly worn and are in need of building up and refitting. The cast steel wheel flanges have been built up and remachined to correct profile using a 'submerged arc' welding process. The bearings are bronze 'half-bearings' which also need attention. It is our intention to fit a axle-driven air-compressor on the bogie while it is dismantled to pump up air brake pressure while the train is running. *Peter Martin*

BENNETT BROOK RAILWAY: Much rebuilt Perry 0-4-2T BETTY THOMPSON *(8967.39.1 of 1939) on a passenger train at Whiteman Village Junction, 12 September 1999.* *Photo: Catherine Burke*

YARLOOP HISTORIC WORKSHOPS 1067mm gauge
At this historic timber industry icon, work is progressing on the installation of the ASG (Australian Standard Garratt) boiler to replace the existing boilers and supply steam to the stationary engines and auxiliaries (LR 139, p.28). The concrete settings have been finished and will shortly be followed by the grate support steelwork. The steam tram (also reported in LR 139) is slowly making headway. The frame has been assembled and the wheels, axles and other assemblies are being fitted. Bob Tanner, 10/99

Overseas

WELSH HIGHLAND RAILWAY North Wales 610mm gauge
Despite confident predications that K1, the 0-4-0+0-4-0 Garratt locomotive from the NE Dundas Tramway in Tasmania, would return to steam in 1999 (see LR 143, p.24), this has not occurred.
The restoration of K1, and the substantial funding secured towards it from enthusiasts, now form part of the WHR Project's match funding for the Millennium Commission grant towards the rebuilding of the railway as far as Rhyd-Ddu.
A condition of this arrangement is that K1 must now be completed during 2000, and there is every sign that this will be achieved. It is hoped that some of the first passenger trains to Waunfawr will be hauled by this unique and very special locomotive, which will emerge from its seventy-year slumber as the flagship of the Welsh Highland fleet.
It is reported that work on the power units and associated parts is well advanced at ESCA Engineering near Wigan. ESCA are building the power units up to "rolling chassis" state, including a variety of machining jobs. Once finished, the units will return to Tyseley Locomotive Works, Birmingham, to be reunited with the boiler frame. Current work also includes casting and machining the numerous vital smaller components that were either missing from the locomotive or which could not be refurbished. The component parts of the new boiler are at Tyseley, awaiting completion of the assembly design.
WHRS Home Page, 10/99



Coming Events

DECEMBER 1999
2 Puffing Billy Railway, Belgrave VIC. Santa Special train - Santa comes to Puffing Billy to meet the children of all ages. Also on 11/12 and 12/12. Bookings (03) 9757 0712.
5 Cobdogla Irrigation & Steam Museum, Barmera SA. Humphey Pump and Steam Day; Phone 08 8588 2323
5-6 Redcliffs Historical Steam Railway, VIC. Steam train operations. Also 1-2 January and 5-6 February. Phone 03 5024 2262.
6 Wee Georgie Wood Railway, Tullah, TAS. Steam train operations 1200-1600. Phone (03) 6234 8233.
6 Puffing Billy Railway, Menzies Creek VIC. Historic Machinery Festival at Puffing Billy Steam Museum - aids the G42 Appeal. Steam train rides behind the Climax locomotive. Bookings (03) 9757 0712.
11 Archer Park Railway Station Museum, Rockhampton, QLD. Official opening of restored station and museum, with trips by Purrey steam tram [Note: postponed from October].
11 Bennett Brook Railway, Whiteman Park, WA. *Evening Rambler* - four-course meal, drinks and train travel. Bookings essential: Phone (08) 9249 3861.
12 Alexandra Timber Tramway & Museum, VIC. Steam train operating day. Phone 03 5772 2392.
18 Bennett Brook Railway, Whiteman Park, WA. Santa Specials - ride Santa's special train. Phone (08) 9249 3861.

JANUARY 2000
2 Cobdogla Irrigation & Steam Museum, Barmera SA. *Loveday Flyer* steam train Twilight Run (6.30 to 10pm); Phone 08 8588 2323
2-30 Semaphore & Fort Granville Tourist Railway, Port Adelaide SA. Steam trains (457mm gauge) operate daily during school holidays. Phone (08) 8341 1690.
16 Cobdogla Irrigation & Steam Museum, Barmera SA. Humphey Pump and Steam Day; Phone 08 8588 2323

FEBRUARY 2000
19-20 Puffing Billy Railway, Menzies Creek VIC. Friends of Thomas the Tank Engine Weekend - *Thomas* comes to say hello to all his friends! Details (03) 9757 0712. Also on 18-19 March and 20-21 May.