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LIGHT RAILWAYS

Australia's Magazine of Industrial & Narrow Gauge Railways



Light Railway Research Society of Australia Inc.



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Australia's Magazine of Industrial and Narrow Gauge Railways

No 202 August 2008

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Conversions:

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

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Comment

Nick Kovalchick was a scrap dealer, the natural enemy of historic machinery. When, in the late 1950s, the Kovalchick Salvage Company became the owner of Pennsylvania's moribund East Broad Top Railroad, everyone assumed it was the end for the historic 3ft gauge line. However, Mr Kovalchick had something of a 'road to Damascus' experience. Visiting the venerable brick roundhouse of his new acquisition he imagined he heard the six Baldwin mikados that were stored inside discussing their fate amongst themselves. Then and there, he made a promise not to scrap the railroad but to bring it back to life and, 50 years later, largely due to the efforts of the Kovalchick family, the East Broad Top continues to operate.

To the 'serious' railway historian, this story would suggest little more than that perhaps Mr Kovalchick was a little unbalanced. However, to many of us for whom railways are a passion (and particularly for those of us who've ever operated a steam locomotive) the story of Nick and the Baldwins sounds perfectly reasonable.

People come to be interested in railway history for various reasons, and we all bring our own particular approach and beliefs with us. In the past I've been denounced for anthropomorphism, but to this day remain gloriously unrepentant. The fact is, if it comes to the crunch, I'm with Nick.

Bruce Belbin

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

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

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

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

Front Cover: The Millaquin Sugar Company's Qunaba Mill, east of Bundaberg, was the last Australian sugar mill to boast a 100% steam locomotive fleet, with dieselisation not occurring until the 1980 crushing season. On 24 September 1976, Grant McCarthy photographed two members of the fleet outside the mill's loco shed, with Perry 0-6-2T number 2 SKIPPER (1850.46.1 of 1946) having its coal supply replenished, accompanied by Bundaberg Fowler 0-6-2T number 4 JUMBO (1 of 1952) on the adjacent track. Like most of Qunaba's motive power, both locos came from other mills: SKIPPER was once Millaquin Mill's number 3, while JUMBO had been Millaquin's number 1 and, prior to that, Mulgrave Mill's RIVERSTONE. The outfit worn by the crewman wielding the coal shovel is a reminder that, in the days of steam, loco crews dressed primarily for comfort, and not to suit OH&S requirements.



Newly restored Hebburn Colliery non-air hopper wagon number 467 makes a fine sight in the sunshine at Richmond Main on Saturday 8 March 2008.

Photo: Graham Black

The restoration of Hunter Valley district non-air hopper wagons

by Graham Black

As a very young boy I was privileged to spend some time in the original NSWGR Hanbury Junction signal box, which was located between the coal roads and the main lines, 105 miles from Sydney or 4½ from Newcastle. It was at the top of a 1 in 100 grade just before loaded coal trains passed down a 1 in 134 grade under the main lines to Islington Junction. Due to the change in grade both ways, non-air coal trains tended to bunch up almost opposite the signal box. Listening to the clanking of the buffers on the non-air wagons began my life-long interest in them.

These non-air coal hopper wagons, locally known as 'non-airs', are 4-wheel wagons, NOT fitted with continuous air brakes, and with detachable hoppers that were lifted out of the frame with a crane when unloading at Port Waratah. These hoppers were swung over the sides of the ship where the coal was discharged through the bottom doors.

Trains of 55 'non-airs' and a brake van were usually run from the various exchange sidings to Port Waratah behind government steam locomotives. In most instances they had originally been marshalled and transferred over private lines

to the main line by steam locomotives owned by the coal companies. By the 1950s over 13,000 'non-airs' were used in a roughly 35 mile (56km) radius of the port.

In 1973 the 'non-airs' were banned from the government main lines east of Hexham and were totally banned by 1978. This left the Richmond Vale Railway as the sole user of these unique wagons until September 1987 when the line closed.

In June 1992 the last of the non-air hopper wagons at Hexham that had escaped the scrapman's torch arrived at the old Richmond Main Colliery. At various times short demonstration non-air trains had been run by the Richmond Vale Railway preservation group since 1986 and, beginning with the first Coalfields Steam event in 1993, timetabled demonstration trains of these wagons have become a regular feature of operations.

With the creation of the Department of Transport, the Richmond Vale Railway had to apply for accreditation and part of this process was the practical demonstration of running the non-air train. Several of the DOT Inspectors had little knowledge of this type of train operation and were greatly impressed. The Richmond Vale Railway has become the only railway accredited to run non-air trains.

With more stringent safety regulations introduced in the early 2000s, the decision was taken to start a program of overhauling the sixteen wagons and two brake vans that make up the demonstration non-air train.

Up to this time I had been associated with the running of these 'non-airs' since 1992, but had little knowledge of them mechanically. I thought that a non-air was a non-air, was a



Former J&A Brown & Abermain Seaham Collieries 4-wheel hopper wagon number 1123 (the 'B' painted on the side stands for 'Brown') was largely a collection of rotting timber held together by rusty metal before restoration work began. At left, the old timber boards have been removed from the hopper frame, which has then been treated and repainted, and the first of the new timberwork is in place. Below, number 1123 has been fully restored and is ready to take its place in the non-air train. Photos: Graham Black





Graham Black is at the regulator of ex-SMR 2-8-2T number 30 (Beyer Peacock 6294 of 1924) at the head of the non-air train of coal hopper wagons during the Coalfields Steam event at the Richmond Vale Railway on Monday 9 June 2008. Photo: Wendy Black

non-air. How wrong I was! In a handbook printed in the early 1920s to assist shunters and guards, over 30 different designs are featured for the non-air wagons as well as two designs for CHG guards vans. (That's not taking account for the difference between the South Maitland Railways' and J&A Brown's guards vans).

They come in 8-ton to 12-ton capacity. The 10-ton capacity wagons range in length from 4.82 metres to 5.308 metres long and from 2.096 metres to 2.49 metres wide. The height of the hoppers varies by nearly a foot (30.5cm) and the angle of the sides by 4 degrees. It seems that each colliery owner had their own individual design.

In the sixteen wagons making up the demonstration non-air train, twelve individual owners have been identified, but all sixteen are different. Overall, six different styles of buffers are fitted along with five different designs of axle boxes. Three 'non-air' once belonged to the Aberdare Collieries, A1490, A1890 and A2536. Built over a ten-year period, they are all different in length, with different hopper heights. In addition, A2536 is fitted with 'Hungry Boards'.

Work started on the brake vans in early 2003. J&A Brown's van B8 had been overhauled at Hexham Engineering in the early 1980s so needed very little work. Next was SMR brake van 42. It required nearly 2000 man hours to return it to original condition, as purchased by The East Greta Coal Mining Company Limited.

Non-air hopper number 1022 was the first tackled as it was a timber framed non-air wagon. Being in a reasonable condition, only three new boards were required for the hopper, and it took 60 litres of paint and 212 man hours to complete (boy did the old boards soak up the paint!).

Next was A1490, a steel-framed wagon with very sad timber

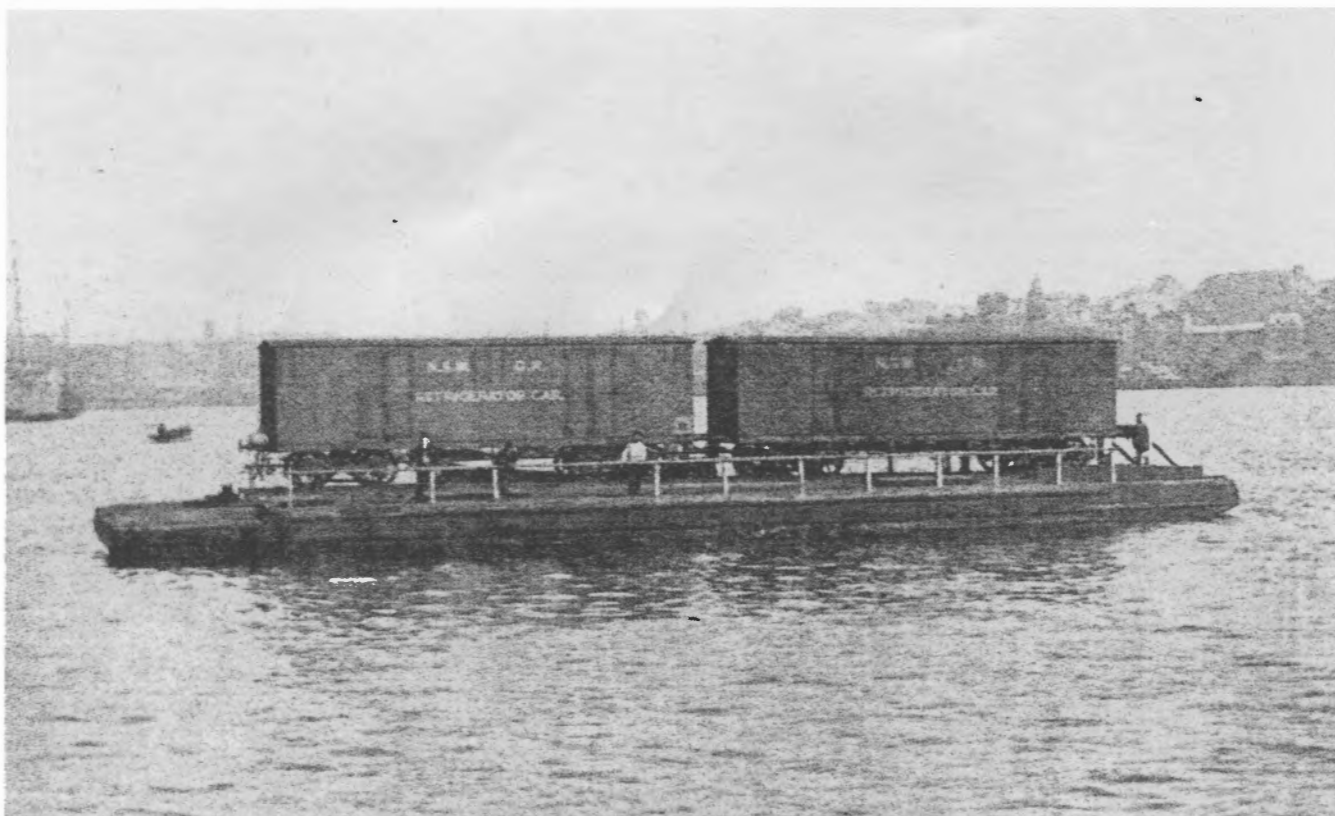
in the hopper. New boards had to be acquired along with 240 new bolts, 40 litres of paint and 262 man hours.

Having learned what was involved, I went with a hypothetical begging bowl to several government bodies and large companies (mining included) for funding to restore the other 14 non-air, but with no success. I was then informed that the 'Mineworkers Trust', part of the coal mining union movement, might be interested. This proved to be correct and the Mineworkers Trust is funding the full restoration of the remaining wagons.

We may have received the money to restore them, but volunteer labour was, and is still, a problem. Each wagon has required around 240 to 280 man hours to complete. Every Friday and Saturday a small band of volunteers has doggedly worked on them, mostly outside in all sorts of weather. Local traders have been very supportive of the project with an average of 80 metres of new timber, 240 bolts and 40 litres of paint required to complete each wagon.

Twelve wagons have been completed so far and, on 20 September 2007, the Richmond Vale Railway was able to run the demonstration train on the exact 20th anniversary date of the last non-air train in regular service with the same steam locomotive SMR number 30. This anniversary was attended by many ex-RVR and SMR employees who were greatly impressed with the restoration of the whole train.

Now when I hear the clanking of the non-air buffers, I think of two things. The first is a childhood memory of the interior of the old Hanbury Junction signal box. The other is the gratitude owed by myself, the Richmond Vale Railway and possibly all Hunter Valley railway enthusiasts to the Mineworkers Trust in helping to preserve the history of the unique non-air coal trains.



Barge conveying bogie refrigerator cars from Darling Harbour railway yard to the PFA freezing depot at Kirribilli.

From PFA Annual Review 1896-97

Standard gauge industrial sidings in Sydney: Lower North Shore

by Jim Longworth

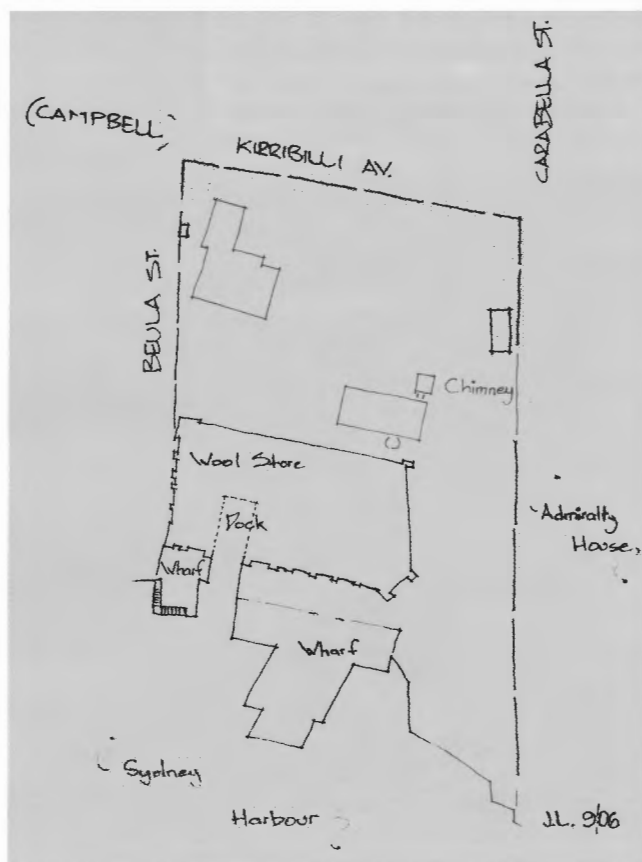
Introduction

During the golden age of railways, a great many industrial sites and factories in and around Sydney, possibly up to 1200 in total, were connected to the government railway network by private sidings. Most were simple sidings, into and from which rail wagons were moved by government railway locomotives. In many cases, the wagons were moved along the siding manually by pinch bar or capstan winch. A few were substantial industrial light railways in their own right, and have been described in railway enthusiast literature, among them the West Ryde Water Pumping Station, Potts Hill Reservoir No.2, Bunnerong Power Station, Metropolitan coal mine, Emu Plains gravel pit, the Yarramundi gravel pit near Richmond, Prospect basalt quarry and the Widemere basalt quarry. This series of short articles describes standard-gauge industrial siding railways of an intermediary character that may be of interest to *Light Railways* readers. The sidings combined NSW government railway standard gauge operations with characteristic light railway quirkiness.

Pastoral Finance Association Ltd, Kirribilli Point

Effectively preserving surplus meat was a major problem prior to the development of preservation and freezing technologies. Rather than preserving inferior portions of the carcasses, the Pastoral Finance Association (PFA) Limited (later the Australian Meat Preserving Company) preserved prime beef. Minimising handling was crucial in keeping the meat in prime condition.

The PFA's solution was to erect premises beside a wharf right on the water edge of Sydney Harbour at Kirribilli Point. The site had good access to ocean-going shipping, but no direct rail access. Instead of transshipping carcasses from railway wagon to boat in Darling Harbour and again from boat to warehouse at the Point, the company organised to ship its

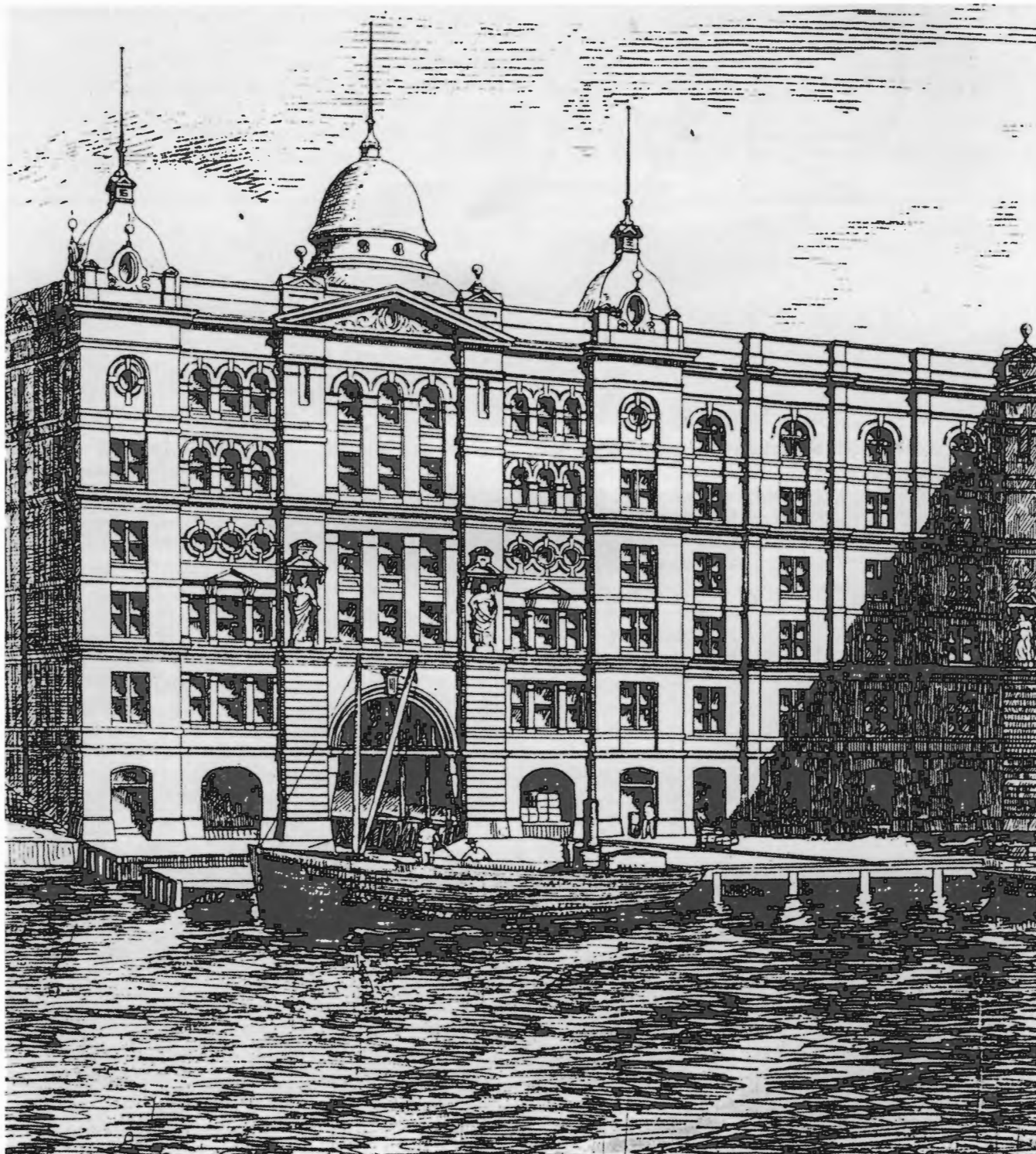


carcasses all the way inside the wagons, thereby avoiding the risk and expense of transshipment. During 1896, the NSW government railway spent £495 from its Additions Vote on providing an additional siding off the Darling Harbour wharf loop, connecting to a floating jetty in the bay.¹

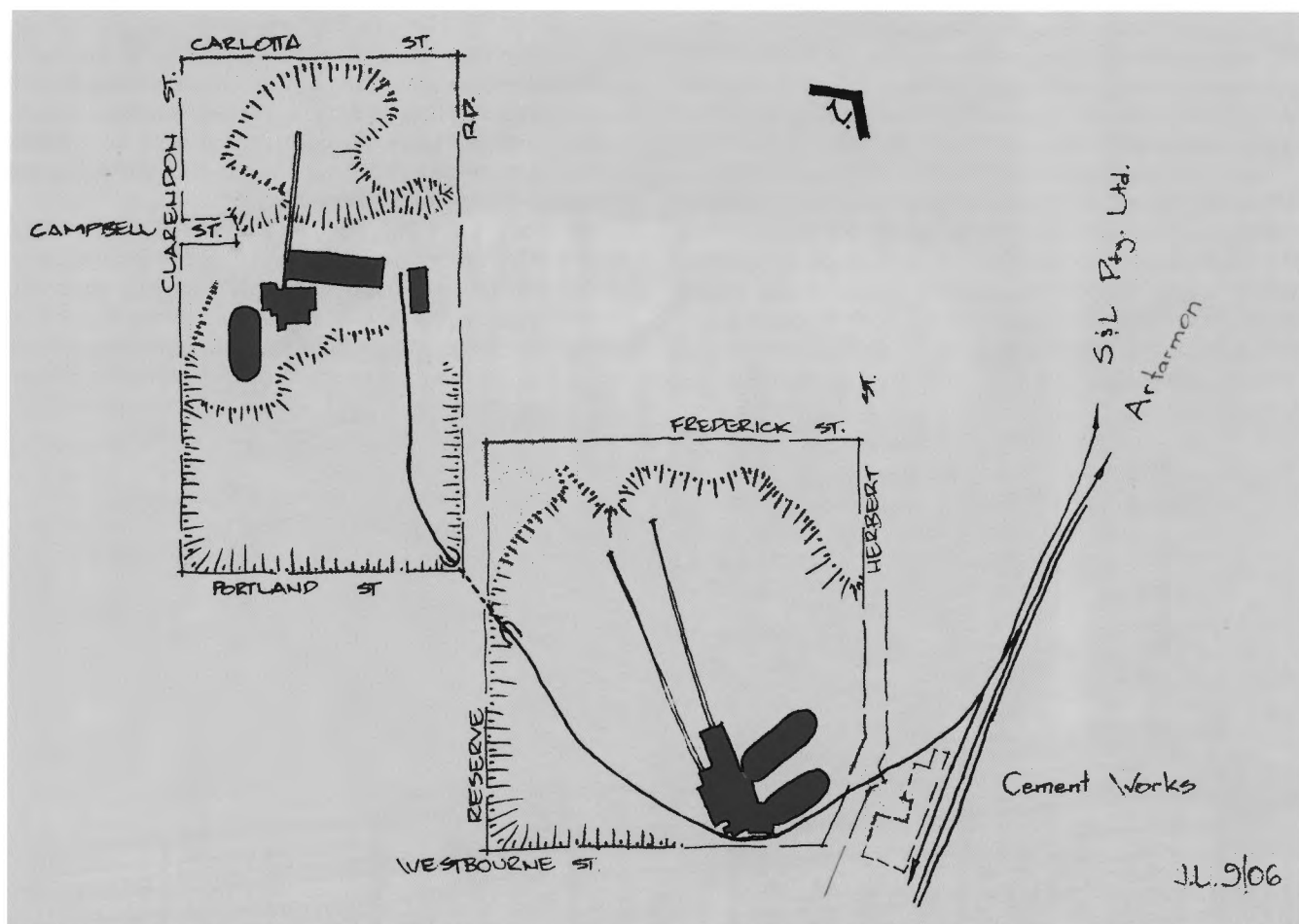
Frozen carcasses were brought from country areas by rail to Darling Harbour where the wagons were loaded via the floating jetty onto a barge equipped with a set of rails on the deck. The barge could accommodate a pair of bogie refrigerator wagons or four four-wheel louvered vans. Each bogie wagon could carry 400 chilled sheep or 500 frozen sheep carcasses. The barge brought the wagons across the harbour to the company wharf on Kirribilli Point, 1¼ miles away on the

north side of the Harbour. The arrangement of the railway track leading onto the PFA punt, was similar to, but on a much smaller scale than, that used to transfer wagons to and from the railway punts *Swallow* and *Induna* on the Clarence River at Grafton.² Bales of wool were unloaded from rail at Darling Harbour and then barged to the dock for unloading and storage at the works, prior to export.

The design of the PFA building at Kirribilli was in a free classic architectural style, using double pressed white bricks and cement dressings for the façade. The total floor space was about 5½ acres.³ Two internal docks were proposed within the body of the building for receiving goods, but seemingly only the northern one was actually built. The internal dock canal measured 24ft wide



Artist's impression of the southern internal dock as originally proposed, 1890. The dock was built with the canal cutting straight through the wharf, as shown in the plan. From TB&EJ 1890



x 50ft long, and was highlighted with a prominent dome on the roof and statuary in niches. At the Kirribilli wharf, the barge was manoeuvred into the internal dock, from where the carcasses would be unloaded. Narrow gauge lines were then used to transfer the carcasses to ship's slings, lighters or taken into the company store. Each of the six freezing rooms could hold 1000 to 15,000 frozen sheep carcasses. The largest lighter could be accommodated inside the building and could discharge directly to or be loaded from lifts and weighbridges.

During the morning of 13 December 1921, fire broke out in the building from an unknown cause. The 32,000 bales of wool then in storage fuelled a fierce blaze that completely destroyed the inside of the building and caused large sections of the four external walls to collapse.⁵ Bricks and rubble falling from the collapsing structure filled in the internal canal.

The building was not rebuilt following the fire. The burnt out shell remained for a long time as a missing tooth in the smile of Sydney Harbour, until the site was redeveloped for four-storey flats in 1954.⁶

North Sydney Brick & Tile Company, St Leonards

Comprising eroded Triassic sedimentary rocks of Wianamatta Shale, Ashfield Shale and weathered Hawkesbury Sandstone, together with occasional underground water flows, the rocks around Gore Hill proved to be a highly suitable raw material for baking into clay bricks.

Initially bricks were made by hand in small numbers, called 'sandstocks'. A number of small brickworks were established in the area during the 1870s, and in 1885 the railway contractor George Blunt established a works to make bricks for use in constructing the railway between Gosford and the Woy Woy tunnel.⁷ These works were taken over by the Land Company of Australia. In 1892 Messrs ER Lanceley, Magney & Weynton

entered into partnership and took over the old Gore Hill Brickworks, buying twenty-five acres of land near St Leonards railway station in 1900. A second works was erected on the land near the station, their No.2 works, which could produce about 80,000 bricks per day. They had three Hoffman patent kilns, five down-draught kilns and five open kilns.⁸ The partners formed the North Sydney Brick & Tile Company in 1902.

Opened as a single-track line, the section of railway from Hornsby southwards to St Leonards was opened on 1 January 1890, and extended further south to [Old] Milson's Point on 1 May 1893 as a short length of double track line. Duplication of the section northwards between St. Leonards and Lindfield was opened on 7 October 1900. Situated beside the line, and handling low value, bulky and heavy materials, it is perhaps not surprising that the company's No.2 works was soon linked by rail to the government railway.

The two works were, however, separated from the line by a public thoroughfare, Reserve Road. In order to facilitate the transport of materials between the North Shore railway and brickworks, and products between the works and railway, approval was sought from the Railway Commissioner, Willoughby Municipal Council and State Government for laying in a tramway across Herbert Street. Approval was duly obtained from all three authorities and the enabling legislation was passed.⁹ Maintenance of the level crossing was made the responsibility of the company. The tramway was linked with the government railway network on 16 November 1903 as a railway siding, terminating within the area of the No.2 works. At an unknown date after 1915 the siding was extended to connect up the No.1 works by excavating a tunnel, 220ft long but only about 8ft high, through the remaining narrow ridge of rock underneath Reserve Road. As siding arrangements in the goods yard were altered over the following years, so the

connection to the works' siding was altered to retain the link.¹⁰

Railway wagons for delivery to the brickworks were left standing on the brickworks siding between a Stop Board and the railway boundary gate to Herbert Street. The gate was normally secured across the siding and locked, with the key held by the company. After bringing the wagons to a stop, their handbrakes were to be applied and they were uncoupled from each other by the Train Guard.¹¹ The wagons were then conveyed along the siding between the gate and the private yard by the brickworks company's horses. Three horses were used to pull one wagon loaded with coal from the railway goods yard to the works. The horses were harnessed one leading, then two abreast in front of the wagon. One horse could return three empty wagons from the works and leave them standing at the Stop Board.¹² As the company endeavoured to excavate the maximum amount of rock within its landholding, the two pits were gradually extended right up to the fences along each side of Reserve Road.

Early in 1958 a Stop Block was placed across the brickworks siding near the boundary gate and the siding placed out of use.¹³

The tunnel remained accessible from the south-western end, being used as a store for concrete recycling materials and earth-working plant. During 2004 a section of the tunnel was converted into a wine storage vault as an attraction for the Austcorp Group's 'Spare Room' self-storage facility.¹⁴

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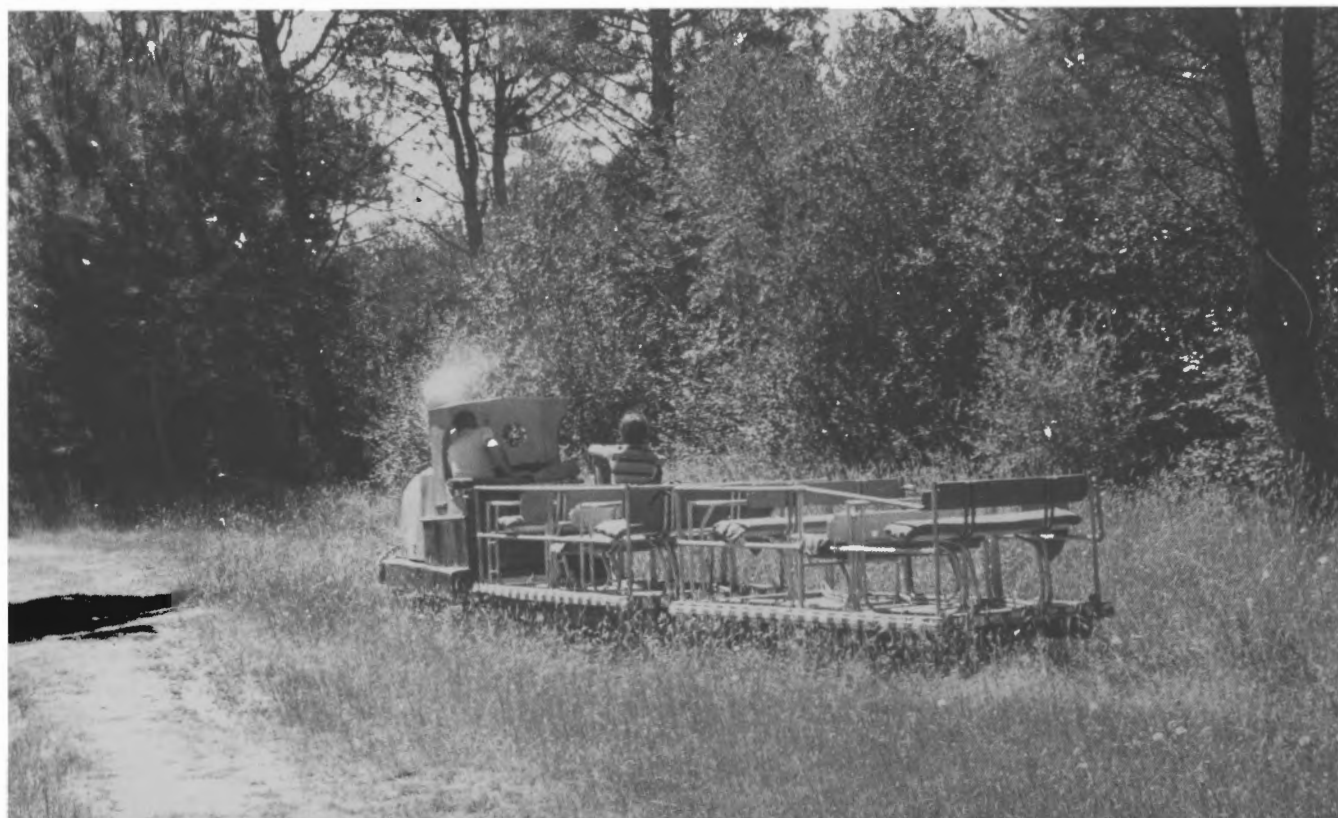
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FROM THE ARCHIVES



The photograph above, showing Com-Eng 0-6-0DM B1719 of 1957 hauling a load of wholestick cane, appeared in the pages of *Railway Transportation* magazine, with the caption 'First run for Com Eng diesel "Mowbray" at Mossman with a load of 42 cane trucks easily fulfilled the expectations of the Mill Manager who rode the loco with Com Eng service personnel'. It would appear that the manager was impressed, as over the following eight years Mossman Mill purchased a further four locomotives from Com Eng.

Submitted to *Light Railways* by Greg Scott



The Golden Pioneer train travelling west into the short forest section on Easter Saturday 1972.

Photo: Mike McCarthy

The Beechworth Golden Pioneer Railway

by Mike McCarthy

A short fishing holiday in Beechworth Victoria with my girlfriend (later wife) Shirley and her family between Christmas 1971 and the New Year brought with it more than a feed of fresh redfin. On a very hot Boxing Day, we turned onto what was then the dusty gravel road leading into the Lake Sambell Park, bumped over the formation of what had once been the railway to Yackandandah and approached the ranger's office looking for our caravan and tent site. I glanced to my left as we passed around the lakeshore and there, unexpectedly, about 50 metres away was a railway crossing sign. I had been to Beechworth a number of times before so my railway interest was already well and truly primed with the thought of exploring the old line out to 'Yack'. However, I didn't expect to find a railway in our caravan park! And it got even better. Shirley's father asked for a campsite within metres of a dirt bank beyond which, it appeared, lay the railway. One thing was certain from that moment, a family that could show such great choice in where to pitch a tent was one to which I wanted to belong!

Duty required that I help unload the van and set up camp, but to say that I was distracted would be a serious understatement. An hour after arriving I was let off my leash and dragging future wife with me I climbed the bank, took a few steps through the longish grass and promptly stubbed a 'thonged' toe on a 30 pound rail hidden amongst the weeds.

Two feet away there was another rail and both were curving as if in a circle. With me hobbling a bit, we followed the rails around the curve and through a level crossing complete with a crossing sign. When we came to a set of points, it became clear that the track looped back on itself. After the obligatory

couple of throws of the point lever, we continued along the line as it snaked its way through a glade of trees alongside Spring Creek. After a further 50 metres or so, on a curve to the left, a break in the trees appeared and soon we came across a second set of points that provided access to a siding that disappeared into a long wooden (and locked!) shed. It was about 25 metres in length and, curiously, next to it was a pile of old school desk frames. Their significance was to become clear to me several months later!

We continued our walk along the rails and came to another level crossing serving the dirt road that ran alongside Spring Creek. The rails then curved to the right to open up a long straight that passed beneath a large pine tree in the distance. It was all very interesting (or at least it was for me!) as we ambled along, but where did it go and what ran on it?

Closer to the pine it became apparent that there was something in the shadow of the tree. However just ahead was another set of points. Two-foot-gauge rails branched sharply to the right and disappeared amongst juvenile trees and long grass while ahead just beyond the points, in the shadow of the tall pine tree, was a small timber-faced platform. It was enclosed by a white painted pipe railing fence with a, then all too familiar to Victorians, blue 'Griffiths Bros' sign stating that I was 172 miles from a decent cup of tea. A number of other signs, also strung out along the fence, promoted various Beechworth businesses. A red semaphore signal attached to a white post preceded the platform and dangling from a pole close by was a peculiar piece of apparatus with a tangle of wire hanging off it that looked very much like a wigwag signal!

I recall we sat on the platform edge in the shade of that broad tree for a few minutes dodging the heat and swatting flies. I pondered how far this thing ran and what ran on it while Shirley expressed her concern about the large ants that were present and threatening in great numbers. Taking the hint, I moved off once again towards another signal on the left about 20 metres away. It was about here that the rails, largely hidden amongst

the weeds, began a curve to the right and it became plain that we were at the other end of a dog-bone shaped amusement railway. Gravel ballast covered the sleepers that had unmistakably been in the ground for many years. It had the look and feel of something certainly well established and rustic but, despite its obvious function, seemed much more purposeful than an amusement ride. Someone who wanted to evoke the 'feel' of a railway that passed between places far apart had built it as a labour of love. Crafty curves and a forest glade separated the ends of the line, which were not much more than 400 metres apart, but you could not see one end from the other. Even when walking it was not difficult to imagine you were on a journey. It seemed like a two-foot gauge, fully landscaped model railway!

Early each morning we repeated the walk hoping to discover what ran on the railway, and to enjoy what was a very pleasant stroll before the heat became oppressive towards the middle of the day. By holiday's end, nothing had moved and I had no idea what did although it was clear that the motive power lay hidden in that long locked shed! There was a small crack in its door large enough to encourage my inquisitive eye but other than a vague shape in the darkness, I could not make out anything of the beast inside except the dark outline of a chimney. Hmmm! Over the holiday one thing had been achieved though; with all our stomping around it was unlikely anyone else was going to stub their toe on a hidden rail in the grass for a while!

We left for home a day or two into the New Year but I was determined to find out more about this railway. Not knowing where to start (it did not occur to me to ask the ranger!) I thought that, as it was a Council caravan park, I would contact the Shire Secretary. This I did and a month or two later I was armed with the name of a person who I was assured could help me. However, before I could reap the benefits of my enquiry, Easter 1972 was upon us, and because the fish in the nearby lakes and dredge holes had proven so plentiful the previous Christmas a return to Beechworth beckoned. I did not need much convincing!

As Good Friday drew closer, my imagination of what I might find became more vivid. In my mind, the line was now at least a kilometre long and I was debating whether it was a long lost Rubicon Krauss or a little Orenstein and Koppel hidden away in that long shed. It was such a cute well-constructed little railway that anything less could not do it justice.

We arrived at the entrance to the lake area around 3pm. This time I barely noticed the remains of the old line out to Yackandandah! As we turned the corner to the camping area, the first thing that struck me was the blue haze that seemed to have settled over the top end of the park near the railway. A few seconds later, the air seemed to fill with a very loud noise not unlike a continuous burp! In the distance, around the corner past the long wooden shed appeared, not a Krauss or an O&K but what turned out to be a 'Willys-Overland'! In a fashion, it certainly looked like a steam locomotive but it clearly was not and it sat at the front of what seemed from afar to be a line of bobbing school desks (without the wooden lids)! Painted white, the engine sported a kind of rectangular chimney, which was the source of the blue fug that permeated the area. On the front of its smoke box (a very apt description despite the lack of a fire) was mounted a large lid from a hot water tank, perforated, presumably to provide airflow to a radiator. I stopped to watch this wonderful object go by. In small writing on the side it carried the name *WM MELDRUM*. The locomotive was very noisy and I distinctly remember wondering about the horseshoe bolted, open end down unfortunately, to its colander-like front! There was a man of about 50 driving it and a young boy was the only passenger. As the train travelled around the curve close to me, I could see that the school desks in fact sat on two four-wheel flat-top trucks.

The caravan was unpacked and the tent erected in record time. I could hear the locomotive from time to time doing another lap and hoped that it would keep doing so until I had time to take a closer look. It was lucky that I hurried. By the time I got to the wooden shed everything was quiet. The train sat on the line just outside and the locomotive had its engine cover raised. With a frown on his face, the driver along with



With the old jeep engine doing its best to imitate a steam locomotive, the WM MELDRUM has come to a stop near the eastern loop on Easter Saturday 1972.

Photo: Mike McCarthy

a helper who may have been a mechanic, was peering into the dark innards and was banging at something therein. I had my camera at hand and snapped off a couple of shots and when he came to notice that he and his companions were not alone I asked him if he was giving rides. He said something like "I'm trying to get her ready for tomorrow's crowd but I'm not having much luck. I'll give it a go, but I'm not sure if she will make it. She's about to give up the ghost". We (Shirley had caught up to me by then) handed over 20 cents each and jumped on board. I can remember struggling to cram my 6 foot 2 inch frame onto one of the primary school desk seats! With my knees up near my chin, it was not very comfortable despite the presence of canvass-covered cushions across the benches. The driver cranked the starting handle at the front but nothing happened. Cranked a second time, with a puff of oily smoke and a loud bang the engine threatened to start. A few mutterings later, he gave it another go and this time, with a lot more smoke and noise, it belched into life.

He checked that we were ready, gave us a rather officious safety spiel, let out the clutch and off we lurched. It was a pretty rattley old trip but great fun despite the close proximity of my knees to my teeth! There was no stopping at the platform and we seemed to jerk around the curve rather than travel around it. There was a stop to throw the points and we were soon back onto the main line heading towards the wooden shed where we had started. We were not going very fast which was fortunate because, despite the solid appearance of the track on the ground, the end of each rail was marked with a distinct jolt that you could feel right up your spine. Through the forest glade we went, but at a noticeably slower pace than at the beginning. The run through the points at the end loop was very hesitant and by the time we got half way around, it was obvious that not all was well. We staggered to a halt with the engine still making a considerable noise, a lot of smoke and even a hint of steam! Next thing our driver was off his seat and pushing the train, with us aboard, towards the points. As much as I was enjoying the ride, I felt a bit awkward with my backside wedged firmly into my school seat while the



With its 'boiler cover' pulled forward the WM MELDRUM receives some attention from its mechanic. Easter 1972. Photo: Mike McCarthy

driver alone pushed us, and the loco, along. OK, I had paid my 20 cents and was entitled to the full trip, but a not-so-young cranky driver straining every muscle in his body to provide this by pushing from behind was not what I had in mind and was a bit much, even for me! So, with some trepidation but emboldened by embarrassment, we ignored the safety instruction about not alighting when the train was in motion, jumped off and helped shove the whole show forward from behind the last truck. Things seem to get better once through the points so we piled back on board and completed our trip to the wooden shed.

We thanked the driver, who was a bit apologetic about the performance of the WM MELDRUM. I was itching to ask about the loco, who built it, where did the trucks come from, who laid the track, in fact everything about the whole thing but I 'chickened out'. Although he was quite nice in his own peculiar way the driver was clearly not a happy chappy that day



Unfortunately on the one day I saw it in action the locomotive failed to make a single complete return trip over the railway without some manual assistance!

Photo: Mike McCarthy

and I was in my somewhat less assertive early '20s. I thought it would be wiser to come back the following day with 'tomorrow's crowd' and make my enquiries then. Big mistake! Easter Saturday and Sunday came and went without an appearance from either the driver or the *WM MELDRUM*. I did not even know the driver's name! Monday morning we were off home without having the chance to enquire more. But, at least I knew what worked on the little railway, had collected a small set of photos and had enjoyed a ride over its length (or most of it!). This was most fortunate, as over a number of later visits the long wooden shed remained securely locked. I was never to lay eyes on the *WM MELDRUM* or its school desk clad trucks again.

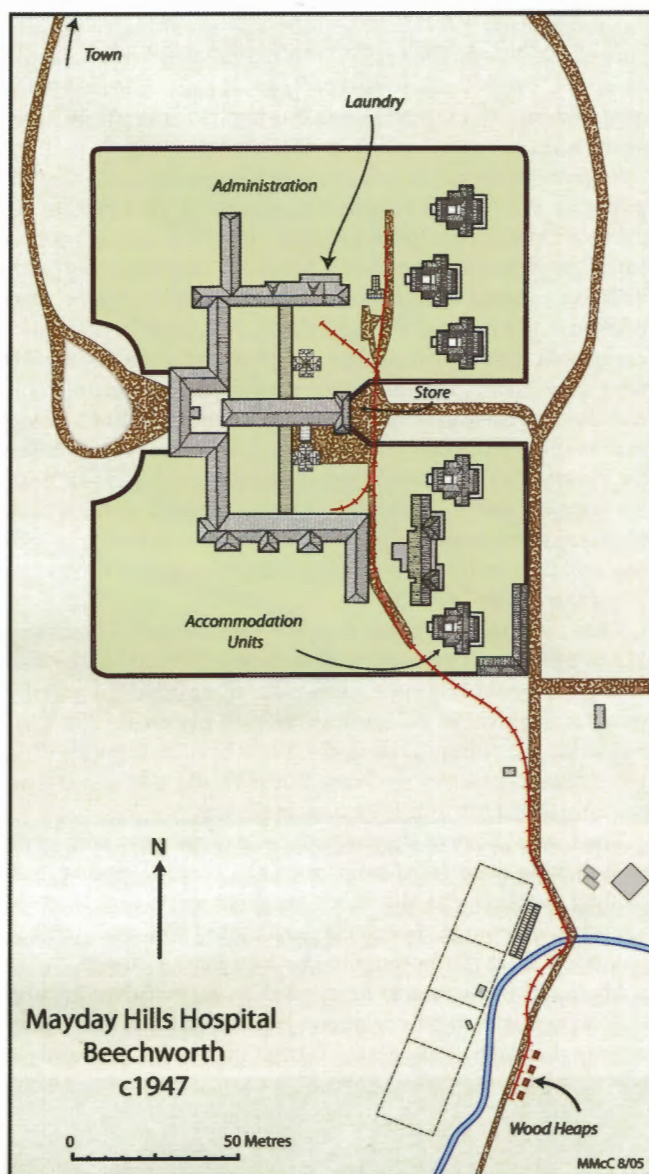
Of course, at the end of the Easter holiday 1972 I was not to know this. Seeing the little line in action had really stirred my curiosity and it was with excitement that I found, amongst the mail early the following week, a letter post-marked Beechworth. The Shire Secretary had given me a name to write to, which I had done, but some time had gone by without response. Well here it was! The letter came from Don Hayes who along with Rex Norman, it turned out, had built the railway. Don was able to provide the detail I was after about the railway's origin. I had thought the equipment might have come from a local mine, of which there were many, and as it turned out, I was partly right. However, the full story was much more interesting.

High on a hill to the south-east of the town, the 'Beechworth Lunatic Asylum' (later the Mayday Hills Hospital) sat for 128 years until its closure in 1995. It was constructed at a time when Beechworth was the largest town in north-east Victoria and a place of significant importance. Despite a sadness that seems to be associated with many such institutions, it was, and remains, a wonderful collection of old buildings. Once a very substantial institution, at its peak, it provided accommodation and treatment for over 1000 patients and employment for 350 staff. La Trobe University now occupies the site and education is the principle focus of many of the old administration and accommodation rooms.¹

Such a large facility required considerable quantities of fuel to provide steam for the laundry, fires for cooking and general heating around the offices and wards. With the town and asylum surrounded by box-ironbark forests, firewood was the obvious choice to meet these needs and local contractors made a living from gathering it, mainly from the bush around Stanley.² The wood came in a variety of lengths, from two feet up to six feet. Firewood cutters delivered the shorter material directly to the laundry at the north end of the main building while the longer lengths went to a stacking yard on a rise to the south of the complex. This was on the edge of the hospital farm, which supplied most of the food needs. A horse and cart as well as workers moved the firewood about the site.³

This was the situation until around 1947 when the farm stacking area became the storage point for the wood. This made sense from the viewpoint of the hospital administrators who tallied up quantities to pay the cutters, but it made the carting of the material a much larger job. A change was required because the workload was now beyond the capacity of the poor old horse and cart!

The answer was to lay a two-foot gauge tramway down the slope from the stacking yard, across a water race, through a gate in the high brick surrounding ha-ha wall and along the internal road, past the store, to the engineer's workshop where the main boilers were located. A siding ran to a firewood stack outside the laundry boiler house and another ran to the male accommodation wing at the other end of the main building,



although its purpose remains a mystery. Materials moved over the tramway from the store and the siding may have had something to do with this. Within the hospital grounds, the tramway sat flush within the bitumen roadways.

Three four-wheel trucks ran on the line. An attendant was in charge of moving wood along the tramway and he had two patients helping him. They provided the motive power although towards the end of the tramway's operating life a rubber-tired tractor replaced them. With patients in control, only one truck ran at a time because of the steep grade outside the fence. The trucks had no brakes and coasted along freely down to the gate although they would have taken some pushing to get them back up the hill again.⁴ One patient stood alongside the gate to keep others away when a truck raced down from the stacks.⁵ Given the steepness of the grade, this must have provided great entertainment but, as can be imagined, presented some danger as well! However, it seems there were few if any injuries caused by the practice.

When the farm tractor became the motive power all three trucks could be coupled and taken down to the hospital at the one time. Although mostly of similar construction, the trucks were not identical and may have been second-hand. Two were fitted with cast friction bearings while the third had the luxury of Timken roller bearings although, of course, these may have been a later addition.⁶

For almost 20 years the tramway met the needs of the hospital

but in the early 1960s the decision was made to replace the boilers with oil-fired units and this spelt the end of a need for firewood. New boilers installed outside the tramway gate straddled part of the alignment, causing the removal of some of the rails.

It seems the remaining rails lay in the ground for a year or so before the Mental Health Department started pulling up track within the hospital grounds. This was not a process aimed at preserving the rails; a bulldozer dug them out with its blade twisting most beyond further use. Don Hayes, who worked at the hospital, thought this to be a terrible waste and, along with Rex Norman, approached the Minister for Health who gave them permission to remove the remaining rails provided they restored the roadway. Don and Rex had a vision that would see the rails relaid at Lake Sambell to provide rides for visitors. In the 1960s, Beechworth, although popular with day-trippers, was not quite the tourist destination that it is now. One way to promote tourism in the town was to build the railway and Don and Rex set about gaining community support to bring this about.⁷

They obtained permission from the Lake Sambell Committee of Management to use some land at the northern end of the lake. Sluicing for gold had once taken place there leaving a gravelly wasteland, which, in 1972, featured a pine plantation. The plan was to lay the railway as far as the Silver Springs Caravan Park, about two kilometres upstream but it would take more than the efforts of Don and Rex to achieve this.

The United Shire of Beechworth came to the party with some road making material to make good the hospital grounds and council workers did the work in their spare time, usually Saturday mornings. Local carriers carted the rails, spikes, points etc from the hospital to the lake free of charge.

More rail was going to be needed to get to Silver Springs so Don and Rex went exploring! Beechworth has a rich gold mining heritage with many former mines in the district.

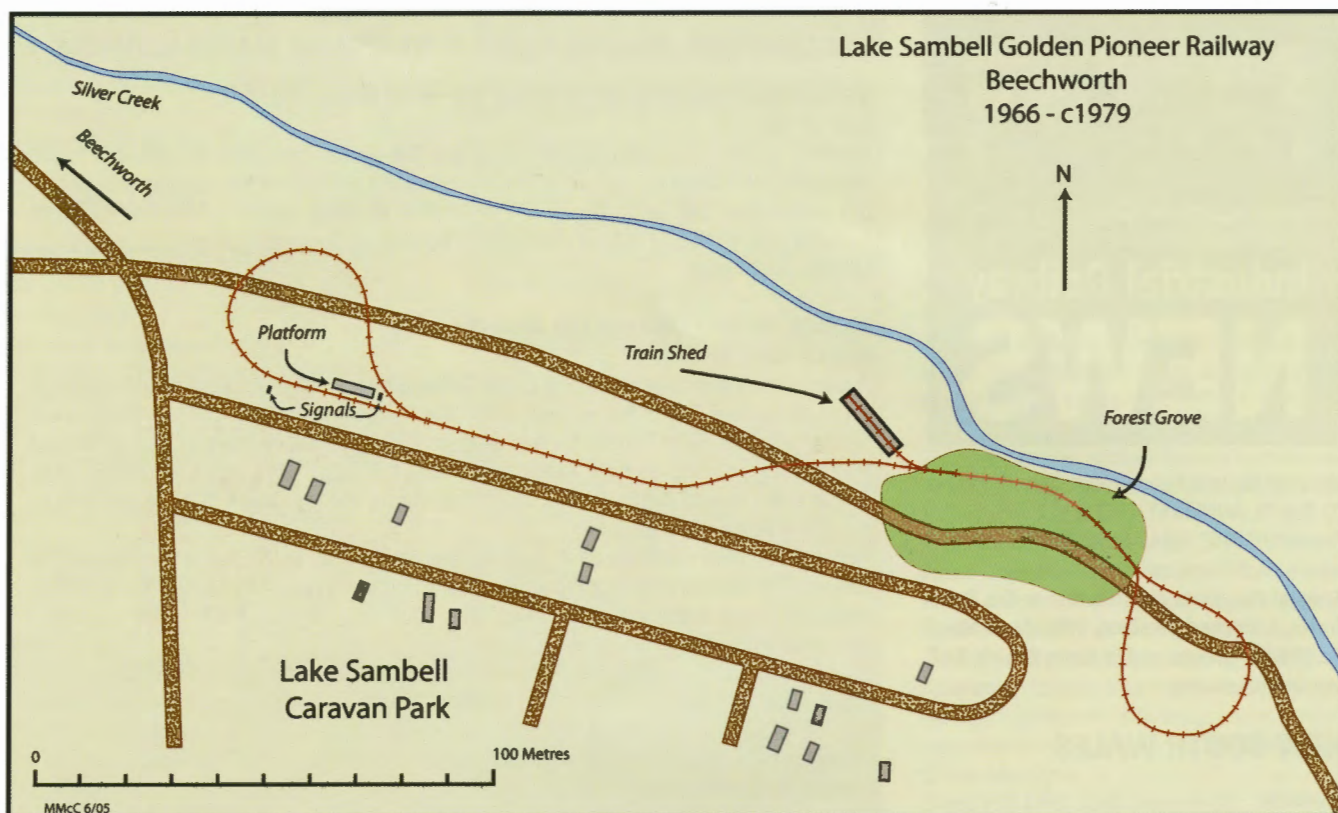
Most used rails to carry rock along tunnels to crushers and it was rumoured that much of this rail was still there. Don and Rex turned at first to the Wallaby Mine about 5.5 kilometres from Beechworth. They ventured a long way into the tunnel and, despite having to wade through sections that were flooded waist deep, the only rail they found was wooden with metal strapping on top (there were turntables at drive junctions). This, of course, was of no use for their venture. They visited other mines without success until they came across one in the Dingle Ranges where they were able to remove a significant quantity. A local carrier, Jack Scott, carried the rails to Beechworth for the project.⁸ The rails had originally come from Zwar's Tannery at Beechworth where a tramway system moved hides and materials about the works. It closed in 1961 after having operated for over a century.

Don and Rex set to the task of laying the line and constructing the station and train shed. Straightening rails and then bending them to the required radius was one of the tougher jobs that was accomplished using a fork in a pine tree. When it came to laying the track, luckily, they had found a supply of dogspikes in a hessian bag hung from a peg on the outside of the wall at the asylum. In all it would take them three years to complete the project which involved help from over 90 individuals, businesses and organisations. Despite best intentions, the task of laying track to the Silver Springs Caravan Park was beyond the resources of the townspeople involved. Like many such efforts, the target was always to get there but the track never extended much beyond the start-point. The efforts of the volunteers concentrated on completing to best effect what they had, hence the attention to detail to give the appearance of an operating railway. The wig-wag signal was a good example. It protected a level crossing with power coming from a battery to an old windscreen wiper motor. The wiring ran through an insulated section of rail and the passing train would complete the circuit and activate it.



At the west end of the Golden Pioneer Railway, partially hidden in the shadows, was the station platform.

Photo: Mike McCarthy



An engine to run on the line was also built over this time. Don and Rex had come across an old pre-war Willys-Overland 4-cylinder petrol engine. It was similar to that used in the wartime jeep. They built their locomotive around this engine with help from Frank Perryman who was a Beechworth motor mechanic. It was named the *WM MELDRUM* after a shepherd who it was believed first discovered gold at Beechworth. This also provided the name for the whole show, 'The Golden Pioneer Railway'.⁹

The three trolleys¹⁰ that had come from the hospital featured red and white stripes on their sides for safety and school desk frames provided seating, while pipe railing kept the passengers on board! They were also given names, two of which have been lost to memory, but the third was *Kerferd*. Sometime during the 1970s, the trucks were repainted blue, red and yellow.¹¹ There was also a fourth item of rolling stock in the form of a weed sprayer mounted on a flat truck.¹²

The railway commenced working around 1967 on Sundays and public holidays with Don and Rex in charge, and on sunny days many parents and their children enjoyed rides when visiting the picnic areas beside this charming lake surrounded by its pine trees.

It was to operate for many years with strong community support, but over time the locomotive became less reliable and the two mainstays could not always be there so operations became less regular. It seems there was no specific date when it all stopped running; matters just faded to a halt some time in the 1980s.

Exactly when the railway was dismantled is not clear but it seems that it had gone by 1990. The whereabouts of the trucks and loco remains a mystery. According to the Shire Council they went to 'someone who was starting something up'.¹³ The rails, however, were still in Beechworth in July 2005, stacked in an overgrown corner of the Council Depot at the south end of the town.¹⁴

After a gap of around 30 years, we have been back to Beechworth on several occasions recently and I can attest that the redfin are still biting. However, sadly, most evidence of the

Golden Pioneer Railway has gone, with cabins now occupying the site where the wonderful little station once stood. I have to say though that this has not stopped me walking the alignment to relive happy memories each time I visit. Similarly, at the former Mayday Hills Hospital, there is only a short section of formation still discernable beside the track coming down from the paddocks and even this is very faint. The area where the wood stacks once stood has been bulldozed and is a storage area for discarded construction material. The ha-ha wall in this section along with the tramway gate has long disappeared and within the grounds of the current facility no trace of the tramway survives.

Perhaps someone reading this might know what became of the *WM MELDRUM* and its trucks. If so, even if it was a noisy, fug-generating oddity, it is still a wonderful memory and I for one would love to be reacquainted with it.

Acknowledgements

I would like especially to thank Don Hayes for his help with the detail of the origins of the Golden Pioneer Railway and for not batting an eyelid in receiving a follow-up letter from my 1972 correspondence to him 33 years later! Don's daughter Lexi also helped along with Dennis Steinhauser and also Don Hope from the local Shire Council.

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1. La Trobe University, 'Beechworth Lunatic Asylum Historic Dates'
2. *The Lion of Beechworth*, Craig D.A.
3. *ibid*
4. Don Hayes Letter 18 March 1972
5. Craig
6. Don Hayes Interview 8 Feb 2005
7. Don Hayes Letter 18 March 1972
8. Don Hayes Interview 3 April 2005
9. Don Hayes Interview 25 Feb 2005
10. I only recall seeing two carriages but the third may have been stored at the back of the train shed. It is possible that the *WM MELDRUM* was built on the frame of the third.
11. *ibid*
12. Dennis Steinhauser Interview 3 April 2005
13. Don Pope Interview 19 June 2005
14. M McCarthy Site visit 19 May 2005



Industrial Railway NEWS

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NEW SOUTH WALES

Bombala

American technology company International Innovations has presented the Bombala Shire Council with the plan for a monorail linking the southern Monaro's softwood plantations, a proposed new timber mill at Bombala and the far south coast chip mill near Eden. It is claimed that the proposal is carbon efficient and could be built for \$1 million a kilometre.

ABC News 3/6/08 via Danny Sheehan; Eden Magnet 5/6/08

BLUESCOPE STEEL LTD, Port Kembla PACIFIC NATIONAL, Port Kembla

(see LR 198 p.18)

It is confirmed that all the existing steelworks locomotive fleet was taken over by Pacific National, with the exception of English Electric Co-Co DE D34 (A.197 of 1969), which has been retained in serviceable condition pending a decision about its future.

The status of the other locomotives (all Bo-Bo DE) during May was:

D6	Com-Eng	1950	out of service
D16	EE (Aus)	A.030	1959 out of service
D17	EE (Aus)	A.031	1960 out of service
D19	EE (Aus)	A.033	1960 in service
D26	EE (Aus)	A.039	1960 out of service
D27	EE (Aus)	A.040	1960 in service
D28	EE (Aus)	A.053	1961 in service
D29	EE (Aus)	A.054	1961 in service
D30	EE (Aus)	A.083	1964 in service
D31	EE (Aus)	A.084	1964 out of service
D32	EE (Aus)	A.088	1964 out of service
D33	EE (Aus)	A.089	1964 out of service
D36	GEC (Aus)	A.237	1971 in service
D38	GEC (Aus)	A.239	1972 in service
D39	GEC (Aus)	A.240	1972 set aside serviceable
D40	GEC (Aus)	A.241	1972 in service
D41	GEC (Aus)	A.269	1974 in service
D42	GEC (Aus)	A.270	1974 in service
D43	GEC (Aus)	A.271	1974 in service
D44	GEC (Aus)	A.272	1975 set aside serviceable
D45	GEC (Aus)	A.273	1975 in service

LOCOMOTIVE, ROLLING STOCK & EQUIPMENT MANUFACTURERS

BUNDABERG WALKERS ENGINEERING LTD, North Bundaberg, Q

(see LR 188 p.18)

The two ex-QR DH-class 1067mm gauge B-B DH locomotives held for possible future rebuilding have been moved out of the fenced works compound into an area adjacent to the employees' car park. These are DH29 (611 of 1969), which belongs to CSR Ltd, Kalamia Mill, and DH41 (623 of 1969) which belongs to Bundaberg Sugar. Lincoln Driver 6/08

ONTRAK ENGINEERING PTY LTD, Maraylya, NSW

(see LR 189 p.18)

A contract has been signed with Fiji Sugar Corporation for the rebuild of three 610mm gauge Clyde 18-tonne 0-6-0DH locomotives with new Mercedes engines. The locomotives will be shipped from Fiji to Sydney for this work to be carried out. Ontrak has also purchased two similar locomotives from Proserpine Mill, 2 (56-91 of 1956) and 4 (59-202 of 1958). These were moved to the Ontrak workshop during the last week in June and will be receiving some major attention.

Some preliminary work has been done on the rebuild of an ex-Fiji Sugar Corporation EM Baldwin B-B DH locomotive for Proserpine Mill. This is ex-Rarawai Mill 11 (7240.1 5.78 of 1978), which has been in storage at Maraylya since 2004. It is not known when this locomotive will enter service at Proserpine.

Other items held on site include a second ex-Fiji Sugar Corporation Baldwin bogie locomotive, ex Rarawai Mill 12 (8290.1 4.79 of 1979), and an EM Baldwin 1067mm gauge diesel mancar, 10229.12 8.83 of 1983. This carries the number DMC8, apparently in a number series used by Metropolitan Collieries Pty Ltd, at Helensburgh, NSW.

Steve Lewry 6/08; Editor

It is understood that PN has reduced the number of locomotives required to operate the steelworks from 14 to 12 but regular failures are causing some difficulties.

PN have brought ex-VR 4wDM RT48 (built Ballarat North, 1969) to Port Kembla to shunt their wagon repair shop at the steelworks.

Chris Stratton 5/08; 'Bob' 5/08; Phil Dumelow 5/08

INDIA NRE MINERALS LTD, India NRE No.1 Colliery, Corrimal

(see LR 199 p.16)

1067mm gauge

A program of refurbishment of rail equipment originally used at what was then known as South Bulli Colliery has been in progress. Fox 'Tyrant'

4wDH D4 (L1 of 1983) was noted in April being rebuilt at Ontrak Engineering at Maraylya, while EM Baldwin 4wDH D3 (7750.1 3.78 of 1978) has also been rebuilt there recently, as has Fox diesel mancar 11A (229 of 1968). Another Fox mancar, reportedly 10A, was noted at Ontrak in April, but this appears to have been for cannibalisation as it is now reported that it has been scrapped.

Steve Lewry 6/08

SHOALHAVEN STARCHES PTY LTD, Bomaderry

(see LR 186 p.18)

1435 mm gauge

It is reported that Blue Circle Southern Cement's Goninan Bo-Bo DE D2 (024 of 1967), last recorded



Substantial earthworks have been required to achieve satisfactory grades on the line linking the closed Fairymead Mill with Bingera Mill, and particularly so at Pitt's Hill, near Splitter's Creek, where a significant deviation has been built. The work was practically completed by mid-June 2008. Photo: Lincoln Driver

out of use at the Berrima works in 2005 (see LR 182 p.16), has been sold to the Manildra Group and has been sent to its Bomaderry plant for shunting duties.

MotivePOWER 58; Brad Peardon 6/08

QUEENSLAND

BUNDABERG SUGAR LTD, Bingera Mill

(see LR 201 p.18)

610mm gauge

Falling cane tonnages available to Bundaberg Sugar mills in the Bundaberg district pose a threat to the continuation of the remaining two mills, with Bingera seen to be at risk, according to a newspaper report in early June. With only about 1.65m tonnes of cane currently being crushed at its two local mills, part of the problem facing Bundaberg Sugar is the defection of farmers from both Bingera and Millaquin mill areas to Isis Central Mill. This has happened extensively in

the old Gin Gin Mill area around Wallaville, so much so that the viability of Bingera Mill's Wallaville line must be under serious question. Work on the Bingera line deviation at Pitts Hill was almost completed by mid June. At this time, the new loop at Wards Road was not yet in place but the two sets of points had been installed on the main line.

NewsMail 3/6/08 via Lincoln Driver; Lincoln Driver 6/08; Editor

BUNDABERG SUGAR LTD, Millaquin Mill

(see LR 201 p.18)

610mm gauge

As part of the new Strathdees Line, Millaquin Mill is constructing a floodway bridge in the section immediately north of the mill yard. This became necessary when planning approval was denied for the original proposal for a culverted embankment.

Lincoln Driver 6/08

Industrial Railway NEWS

BUNDABERG SUGAR LTD, Innisfail District

(see LR 201 p.18)

610mm gauge

Two sets of Com-Eng 0-6-0DH pairs have been rebuilt at **Babinda Mill** during the slack season. 1 **JOSEPHINE** (A1821 of 1957) and 10 **RUSSELL** (A2027 of 1958) were the ones damaged in a serious level crossing accident during the 2007 season (not as stated in LR 201). 4 **HARVEY** (AD1138 of 1960) and 5 **BRAMSTON** (AH2460 of 1962) were the last unrebuilt Babinda locomotives and had been involved in a derailment at Turners Loop in 2007.

A significant loss of cane to Tully Mill in the Silkwood area has meant that one locomotive less will be allocated to the Silkwood depot in 2008.

Clyde 0-6-0DH 12 and 14 were noted at work in and around Silkwood on 30 June. It appears that some traffic from the area may be routed via the old Mourilyan system, with the junctions for the Goolbo and the Atherton Road branches turned to face Mourilyan.

Shane Yore 6/08; Scott Jesser 6/08

CAIRNS KURANDA RAIL SERVICES

(see LR 200 p.30)

1067mm gauge

Ex-Emu Bay Railway Walkers B-B DH 1102 (639 of 1970) was loaded onto road transport at Burnie on 22 May and travelled via ferry to Melbourne and thence to Mackay Harbour where it was unloaded for storage at the Mackay Heritage Railway site on 27 May. 1105 (642 of 1970), still in Beaudesert rail livery, was then loaded for transport to Cairns, where it was unloaded at the CKRS Edge Hill depot on 29 May.

Rob Bushby 5/08; 'Mick L' 5/08

CSR PLANE CREEK PTY LTD, Sarina

(see LR 200 p.28)

610mm gauge

EM Baldwin B-B DH D12 (6890.1 10.76 of 1976) emerged from a lengthy overhaul during May. Repainting extended no further than the cab, making its presentation less than ideal. It was used on ballast duties for a while but was then sent north on 14 June to haul cane at Invicta Mill, returning on 25 June, almost in time for the start of crushing.

The planned expansion of the QR Jilalan rail yards over the next couple of years will see a new flyover for the coal lines over the cane railway and QR north coast line at Onnooie, probably eliminating the cane railway siding designated 4 Koumala. Work has already started at Onnooie and it is not clear whether the siding will be used this year.

Carl Millington 5/08, 6/08

CSR SUGAR (HERBERT) PTY LTD,

Herbert River Mills

(see LR 201 p.18)

610mm gauge

Victoria Mill's preserved Hudswell Clarke 0-6-0 **HOMEBUSH** (1067 of 1914) took part in the annual



Top: The new diamond crossing of QR by the South Johnstone Mill cane railway south of Boogan. The new cane line is not yet in commission, but the crossing will enable the elimination of a number of inconvenient old crossings of QR's north coast line. 24 May 2008. Photo: Luke Hornblow

Above: Invicta Mill's EM Baldwin B-B DH SELKIRK (6750.1 8.76 of 1976) recovered Com-Eng 0-4-0DH INVICTA (CA1040 of 1960) and its train following a breakdown on 19 June. The consist is seen here at Cadio Junction. Photo: Scott Jesser

Industrial Railway NEWS

Australian-Italian festival, giving free rides on the Nyanza line on 17 & 18 May. It had been repainted and received mechanical attention using funds earned during its filmmaking stint at Bowen last year.

Kits of parts for the new 8-tonne bins began arriving from China in mid-May and are being assembled at Rinaudo Engineering at Macknade. They are delivered by road to **Macknade Mill's** Marbelli's Siding and incorporate heavy-duty plastic mesh.

It is reported that EM Baldwin B-B DH **BRISBANE** (5423.1 9.74 of 1974), currently being rebuilt in Brisbane, will possibly not be ready to enter service until September. It is believed that the project to rebuild EM Baldwin 4wDH **HAMBLEDON** (8002.1 8.78 of 1978) as an electro-magnetic retarder brake wagon has been abandoned.

Crushing started on 17 June with EM Baldwin B-B DH **DARWIN** (6171.1 9.75 of 1975) based at Macknade Mill. It is paired with Clyde brakewagon 4. This locomotive and EM Baldwin B-B DH 20 (7070.4 4.77 of 1977) were used on the first day of the crushing for the regular Macknade Mill run into Victoria Mill's Hamleigh area. Macknade's EM Baldwin B-B DH 19 (7070.3 4.77 of 1977) broke down at Hawkins Creek with a final drive failure on the same day and was retrieved by road transport. EM Baldwin 0-6-0DH **HOBART** (4413.1 7.72 of 1972) was sent over to Macknade from Victoria Mill the next day to replace it, having been used as the Macknade bin shop shunter during the slack season. 19 returned to work on 20 June with its front axle unpowered and will remain in this state until replacement parts are manufactured.

Herbert River Express 17/5/08; Chris Hart 5/08, 6/08; Steven Allan 6/08

CSR SUGAR (KALAMIA) PTY LTD

(see LR 200 p.28)

610mm gauge

The rail level crossing of QR on the mill's Brandon line was removed in the last week of May. Kalamia's Brandon 4 Siding had not been in use for a number of years, reflecting the reallocation of cane from the area to Pioneer Mill, and a temporary set of buffer stops on the Kalamia side of the crossing had been in place for some time. EM Baldwin B-B DH **NORHAM** (5383.1 7.74 of 1974) has been fitted with unpainted galvanised mesh side hood panels. It appears that the remaining 5-tonne bins have been withdrawn from traffic.

Carl Millington 5/08; Steven Allan 5/08; Scott Jesser 6/08

CURTAIN BROTHERS (QLD) PTY LTD, Townsville

(see LR 201 p.18)

1067mm gauge

The first two ex-Emu Bay Walkers B-B DH locomotives arrived in Townsville on 19 May. 1106

(658 of 1971) was unloaded at the Curtain Ross Street office and workshops while 1107 (659 of 1971) was unloaded at the Sixth Street storage yard in South Townsville. By mid-June the other two locomotives, 1103 & 1004 (640 & 641 of 1970), had arrived at South Townsville. The locomotives came on road transport vehicles from Burnie via ferry to Melbourne.

Peter Renton 5/08; *Townsville Bulletin* 14/6/08

HAUGHTON SUGAR CO PTY LTD

(see LR 201 p.18)

610mm gauge

Significant track repairs still had to be carried out on the mill lines in mid May, following the rains experienced earlier in the year. A section of ten rail lengths at 'The Dam', near the Cadjo Road junction in Upper Haughton, was being replaced, with new culverts being installed. 'Whistle' boards have been installed at a number of level crossings in the area.

Load testing on the damaged Landers Creek and Expedition Pass Creek bridges indicated that the structural integrity of the remaining piers was sound and this allowed temporary repairs for the 2008 season to go ahead. By mid-June a long steel

span had been inserted at Landers Creek in place of the two missing concrete spans and it was expected that the bridge would be in use by 23 June. A temporary steel span was also be used at Expedition Pass Creek, and this bridge was expected to be back in use about four weeks later.

Crushing commenced at the mill on 10 June and Plane Creek Mill's EM Baldwin B-B DH D12 (6890.1 10.76 of 1976), freshly overhauled, joined the Invicta Mill fleet shortly afterwards, leaving Sarina on 14 June and returning south on 24 June. This event is a little hard to explain as just one Invicta main line locomotive was shipped at the time, Walkers B-B DH **GIRU** (593 of 1968 rebuilt Tulk Goninan 1994).

Com-Eng 0-4-0DH **INVICTA** (CA1040 of 1960) failed between the Black Road and Cadjo junctions on 19 June with broken fan belts. EM Baldwin B-B DH **SELKIRK** (6750.1 8.76 of 1976) was detached from a loaded train at Barratta Loop and rescued it, bringing it back to the loop along with the plough and four ballast wagons.

Jason Lee 5/08; *The Burdekin Cane Grower* May 2008; Scott Jesser & Rod Milne 6/08; *Townsville Bulletin* 13/6/08 via Carl Millington; Carl Millington 6/08



Top: Plane Creek Mill's EM Baldwin B-B DH D12 (6890.1 10.76 of 1976) made a very brief appearance hauling cane at Invicta Mill early in the crushing season. Here it is heading towards the mill with fulls at McLain Road Junction on 19 June.. **Photo:** Scott Jesser **Above:** Ex-Emu Bay Railway Walkers B-B DH 1104 (641 of 1970) and 1103 (640 of 1970) in the Curtin Brothers' yard in South Townsville, 28 June 2008. **Photo:** Scott Jesser

ISIS CENTRAL SUGAR MILL CO LTD

(see LR 198 p.21)

610mm gauge

A 5km extension of the New Valley line on Bundaberg's southern outskirts to Gordon Road, Alloway, has been constructed for the 2008 season. However, following a planning appeal against the construction of the line, the Bundaberg Regional Council has limited the amount of cane that can be delivered to the road dumps at New Valley Road, Gillens Creek Road and Gordon Road, as well as restricting delivery hours.

The innovation of growing kenaf as an alternative rotation crop in the Isis district turned sour for half a dozen cane suppliers only a few weeks after it was lauded by the Queensland Minister for Trade. Nature Trust Australia, which had completed building a kenaf processing plant to produce fibre adjacent to Isis Mill, went into liq-

uidation in late May after the collapse of its Japanese parent company. The harvested kenaf was to be transported to the mill by rail and conveyed to the processing plant from the tippler. The production of garden mulch was about to commence with the export of fibre products for Asian manufacturing planned. Following NTA's collapse, almost 550 cane bins of the stockpiled harvested product had to be dumped because the bins were required for cane haulage. *NewsMail* 7/5/08; *Kolan Recorder* 6/08; Brian Bouchardt 6/08

MACKAY SUGAR CO-OPERATIVE ASSOCIATION LTD

(see LR 201 p.19)

610mm gauge

Track repairs to **Marian Mill's** Hampden line following the heavy rains experienced early in

Industrial Railway NEWS

the year were still taking place in the Kuttabul area in early June. The total repair bill across the Mackay Sugar mills totalled around \$2m.

Crushing began at **Pleystowe** and **Marian Mills** on 23 June and at **Racecourse** and **Farleigh Mills** on 25 June. On 24 June, Walkers B-B DH **DULVERTON** (690 of 1972, rebuilt Walkers 1997) hauling empty bins, collided with a gravel truck at a rail crossing on Yakapari-Habana Road when the truck driver attempted to brake and lost control. A shareholders' vote was underway in June in a further attempt to convert the Mackay Sugar Co-operative to an unlisted public company. The vote taken in 2007 failed to gain the necessary 75% majority.

An error occurred in LR 201 where it stated that the section of line from Devereaux Junction to Doyles Junction that was being repaired in April following flood damage was part of the Pleystowe Mill system. In fact it is part of the Marian Mill system. In addition, EM Baldwin B-B DH **NORTH ETON** (6780.1 8.76 of 1976) was badly damaged in a head-on collision in 2006, not a derailment. It is understood that this locomotive will be returned to service as a remote shunting unit.

Peter Murray 6/06; *North Queensland Register* 19/6/08; *Daily Mercury* 25/6/08, Mackay Sugar media release 5/7/08; Brian Millar 7/08

THE MULGRAVE CENTRAL MILL CO LTD, Gordonvale

(see LR 201 p.19)

610mm gauge

On 29 May, the Board of Mulgrave Mill recommended to shareholders acceptance of Maryborough Sugar Factory Ltd's takeover offer, in the absence of a superior proposal. This followed the withdrawal of Bundaberg Sugar from merger talks, and the vote of Mulgrave shareholders to convert all shares into a single class.

Only two days into the season, on 18 June, a collision took place between a cane train and a car, at the Robert Road level crossing in Bentley Park, a southern Cairns suburb, injuring three occupants of the car.

Cairns Post 19/6/08; The Mulgrave Central Mill Company Limited 5/08

PIONEER SUGAR MILLS PTY LTD, Pioneer Mill

(see LR 201 p.19)

1067mm gauge

'Whistle' boards have been installed at many level crossings throughout the Pioneer Mill network.

The acquisition of the ex-Mt Isa Mines Walkers B-B DH 5803 (682 of 1972) has been confirmed with it observed in the mill yard on 15 June. It is planned to use it to haul rakes of 18 QR VASO bulk sugar wagons to and from Pioneer Siding and for loading operations at the mill, reducing the charges payable to QR.



Top: Pioneer Mill's 1067mm gauge Clyde Model DHI-71 locomotives tend to have a somewhat waddling look compared to their slimmer 610mm gauge cousins at other mills. Here MAIDVALE (62-266 of 1962) hauls a rake at Sayers Road on 14 June. Photo: Scott Jesser **Above:** Ex-Mt Isa Mines Walkers B-B DH 5803 (682 of 1972) is expected to be used on bulk sugar haulage between Pioneer Mill and QR. Here it awaits recommissioning in the mill yard at Pioneer after many years out of service, on 15 June 2008. Photo: Luke Horniblow

Industrial Railway NEWS

An accident at the mill on 20 June seemed likely to result in its closure for the majority of the 2008 crushing season. A 1000 litre clarifier collapsed and toppled over onto another, destroying both. The stoppage is estimated to last up to 14 weeks and in the meantime, cane is being diverted to other local mills. This situation is not improved by the fact that the Pioneer Mill rail system is 1067mm gauge as opposed to the 610mm gauge of its neighbours. Although there are significant portions of dual gauge track, this has been installed to provide a connection between Kalamia and Invicta Mills rather than facilitate cane transfers from Pioneer. It is anticipated that the crushing season will need to be extended by up to three weeks across the area's mills, if nothing else goes wrong.

Jason Lee 5/08, 6/08; Scott Jesser 6/08; Luke Horniblow 6/08; *North Queensland Register* 26/6/08; Editor

PROSERPINE CO-OPERATIVE SUGAR MILLING ASSOCIATION LTD

(see LR 201 p.20)

610mm gauge

Clyde 0-6-0DH locomotives 2 (56-91 of 1956) and 4 (59-202 of 1958) left the mill by road transport in late June having been acquired by Ontrak Engineering Pty Ltd, Maraylya, NSW (see elsewhere this issue).

Tom Badger 6/08; Steve Lewry 6/08

TULLY SUGAR LTD

(see LR 200 p.30)

610mm gauge

Major cane railway extensions have been under construction this slack season with two 4.2km extensions built in the Warrami area. Work on a further 5.3km extension in Riversdale has been affected by wet weather delays and the new line will be in use by the end of August.

Approximately 100,000 tonnes of cane from former Bundaberg Sugar growers in the Silkwood area will be coming to the mill in 2008. A property has been purchased on King's Road, at the northern extremity of the Tully mill-lines north of El Arish, and a temporary road dump interchange is being established there for the 2008 season, served by four Corradini tipper elevator cane transporters purchased at a cost of \$1m. A 2.5km extension will be built towards Silkwood for the 2009 season.

By taking over the former Bundaberg Sugar growers in the Silkwood area, Tully Sugar has managed to lessen the impact of the current year's significant loss of cane to timber plantations. The loss of cane land to this use is an increasing phenomenon, with tax advantages distorting the market for agricultural land throughout north Queensland and threatening the viability of sugar mills.

Tully Times 22/5/08 & *Innisfail Advocate* 7/6/08; *Cairns Post* 30/6/08

SOUTH AUSTRALIA

ONESTEEL LTD, Whyalla

(see LR 201 p.21)

1067mm gauge

In March 2008 the Gennessee & Wyoming locomotive fleet on the former BHP narrow gauge iron ore network at Whyalla was as follows:

1301	Bo-Bo DE	Clyde	56-109	1956	ex BHP rebuilt by MKA 1995
1302	Bo-Bo DE	Clyde	56-116	1956	ex BHP rebuilt by MKA 1995
1303	Bo-Bo DE	Clyde	56-122	1956	ex BHP rebuilt by MKA 1995
1304	Bo-Bo DE	Clyde	61-236	1961	ex BHP rebuilt by MKA 1995
CK1	Bo-Bo DE	Clyde	67-496	1967	ex VR
CK3	Bo-Bo DE	Clyde	67-500	1967	ex VR
844	Co-Co DE	Goodwin	84142	1962	ex SAR
847	Co-Co DE	Goodwin	G-6016-01	1969	ex SAR
1907	Co-Co DE	Clyde	72-764	1972	ex WAGR

Since the 1980s, iron ore has mainly been mined from the Iron Duke deposit. With increased demand from China for iron ore and the increase in prices on world markets, the old Iron Knob and Iron Baron mines were partially reopened in early 2008 and a number of trains again travelled on the Iron Baron branch to load tailings for export to China. A loading pad and run round loop were constructed at the 22km point near the former junction of the Iron Knob line and ore is trucked from Iron Knob for loading onto rail wagons.

In March 2008 there were three rakes of hopper wagons in use on the ore rosters, two being the original 1920s design straight-sided wagons, while the third rake is formed of EDI Rail-built curved-side wagons delivered in 2005. Each rake comprises 45 to 50 wagons and is hauled by two or three locomotives. A total of 42 trains are rostered each week.

The conversion of the steelworks to use magnetite

rather than haematite ore, and completion of the 60km pipeline to transport magnetite fines to the works in slurry form, has freed up some 40 million tonnes of haematite lump and fines for export sales over the next 10 years. OneSteel expects to export up to 4 million tonnes of iron ore per year initially, with this figure possibly increasing to 6.5 million tonnes in 2009. In addition, a small amount of lump ore will still be required to be transported by rail for use at the Whyalla steelworks. To cope with this increased traffic, GWA is planning to transfer additional locomotives to the Whyalla narrow gauge operations. In early June the following locomotives were at EDI Rail Port Lincoln for overhaul prior to transfer to the narrow gauge at Whyalla:

902	Co-Co DE	Goodwin	83723	1960	ex SAR
904	Co-Co DE	Goodwin	83721	1959	ex SAR
CK4	Bo-Bo DE	Clyde	67-501	1967	ex VR
CK5	Bo-Bo DE	Clyde	68-623	1968	ex VR

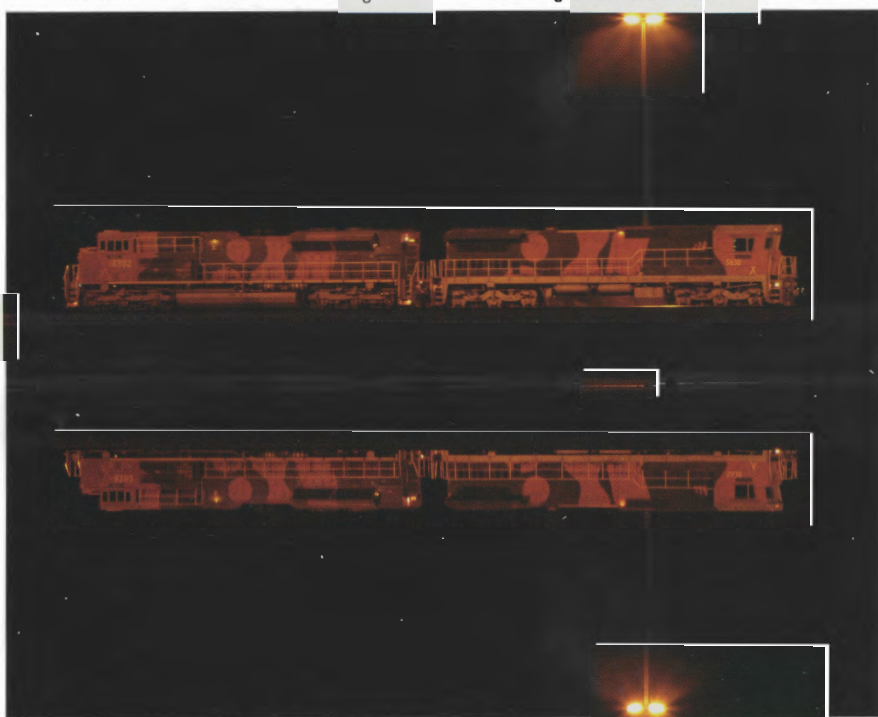
While the steelworks is strictly off limits for photographers, there are a number of good locations to photograph ore trains around Whyalla. The road overbridge on the main road into Whyalla is an excellent location to see trains arriving and departing. A good sealed road follows the main line to the junction of the former Iron Knob line (22km from Whyalla), with an unsealed road continuing to Iron Baron. Photographic opportunities are limited there and at Iron Duke, but a good location is where the line crosses the road from Whyalla to Kimba.

Mark Carter 5/08

WESTERN AUSTRALIA

Pilbara iron ore rail access

Progress in the long journey towards enabling third party access to the iron ore railways of the Pilbara edged forward a little in recent months.



Above: Two BHP Billiton Co-Co DE locomotives await their next turn on empties in the south yard at Port Hedland on 25 June 2008, viewed from across the salt water lagoon. 4302 MOOKA is Electro-Motive Canada 20038540-03 of 2005 and 5630 ZEUS is a Goninan 079 of 1988. Photo: Blake Porter

The lines have been built on public land under an agreement with the state government that assumed the possibility of access to third parties and Fortescue Minerals Group has been pursuing the issue for some years.

First, on 5 May the Federal Court refused to agree to Rio's request to prevent the National Competition Council from declaring its railway lines open to third party access. BHP Billiton takes its appeal over a similar Federal Court decision to the High Court of Australia on 29 July.

On 20 June, the NCC handed down a draft ruling that would declare the lines of both Rio and BHP Billiton open to third party access. Following a period for public comment, the draft decision could be given to the Treasurer on 29 August for ratification. If not ratified with a specified time period, the declaration will lapse, as did a similar declaration in 2006.

In parallel with this tortuous process, the West Australian government is proposing a different type of access regime which would require the big two miners to transport the ore of others, but in its own rolling stock hauled by its own locomotives. It is possible that Rio and BHP Billiton might consider accepting this regime as a less unacceptable alternative to open access, meanwhile protesting that any type of access arrangement could cost the Australian economy \$30 billion.

The Australian 6/5/08; ABC News Online 10/6/08; *The West Australian* 20/6/08; *The Weekend Australian* 21/6/08

BHP BILLITON IRON ORE PTY LTD

(see LR 201 p.21)

1435mm gauge

The ten new EMD Model SD-70ACe Co-Co DE locomotives were unloaded at Port Hedland from 11 June, and commissioning work by EDI Rail began immediately. The locomotives were designed for use in north America so some minor modifications are necessary for them to

enter service in Western Australia, in particular to ensure that they are brought within the appropriate loading gauge.

The first commissioning train ran to Mining Area C on the evening of 25 June, with 4319 (Electro-Motive Canada 20058712-006 of 2006) heading up the two new orange locomotives 4329 (20066862-058 of 2008) and 4332 (20066862-061 of 2008).

Brett Geraghty 5/08, 6/08; Toad Montgomery 6/08

THE PILBARA INFRASTRUCTURE PTY LTD

(see LR 201 p.21)

1435mm gauge

Following the completion of Fortescue's railway in April, CFCLA's Clyde Bo-Bo DE TL154 (57-144 of 1957) was returned to Victoria from rail train duties at Cloud Break by road transport. It was observed en route near Horsham on 23 April.

Loaded ore trains of around 240 cars are hauled from the Cloud Break mine to Port Hedland by three General Electric Co-Co DE Model C44-9W locomotives, with the first shipload of ore leaving port for China in mid-May. The dumper 'pilot' or shunter at Port Hedland in late May was GE Co-Co DE 007 (58184 of 2007).

MotivePOWER 58; Brett Geraghty 5/08; Toad Montgomery 5/08

PILBARA RAIL

(see LR 201 p.21)

1435mm gauge

A head-on collision took place on 1 June on the Deepdale line at a new loop called Greenpool that was in the process of being commissioned. Significant damage was caused to three GE Dash-9 locomotives, 7067 (47746 of 1995), 7086 (47765 of 1995) and 7046 (51097 of 2006). It was also reported that a fourth locomotive involved was a new 'Evolution series' ES44DCi locomotive. These units were under repair locally later in the month.

Industrial Railway NEWS

Ironically, a few weeks after the incident occurred, a further announcement was made about the prospect of driverless trains controlled remotely from Perth, which was believed to part of the strategy of bolstering the Rio Tinto share price in the face of the BHP Billiton takeover offer.

Reports from the USA suggest that the next delivery of 'Evo' locomotives due later this year will be resplendent in silver livery with the addition of four thick red diagonal bars at the hood end.

The Telegraph UK 16/6/08; Brett Geraghty 6/08; Toad Montgomery 6/08; Editor

FIJI

FIJI SUGAR CORPORATION

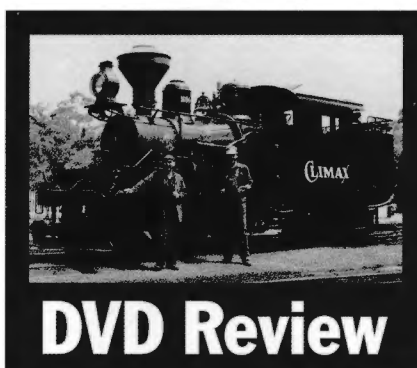
(see LR 201 p.21)

610mm gauge

The Matawalu rail bridge north of Lautoka was reopened on 26 May, three years after it was closed following the loss of a pier. It is claimed that the repairs costing more than \$660,000 will allow 50,000 tonnes of cane for Lautoka Mill to return to rail haulage.

A trial to introduce extended 10-ton capacity cane trucks underway this year at Lautoka and Labasa Mills has been claimed as a success but it seems that weighbridge and tippler arrangements at the mills have not been altered to suit. This led to some negative comment from cane farmers in the Nadi area at the end of June when it was claimed that Lautoka Mill was failing to transport the loaded trucks to the mill because it lacked a suitable weighbridge on which the vehicles could be weighed.

Fiji Times Online 27/5/2008, 29/6/08 & 2/7/08



The Story of Invicta

Water Street Productions, Level 5, 495 Boundary St, Spring Hill Qld 4000. <http://shop.waterstreet.com.au>. Running time: 112 minutes. RRP: \$39.95 +p&p

This DVD tells the story of Fowler 0-6-2T locomotive *Invicta* (B/N 11277 of 1907). From the time of its arrival at Invicta Mill, to its ultimate restoration by the team at the Australian Sugar Cane Railway, Bundaberg, this delightful loco

has had a colourful and interesting career.

The program gives a detailed history, not just of the loco but of the many people and places along the way. While the coverage has, clearly, been the result of considerable research it must be said, for the record, that a few surprising historical inaccuracies have crept into the story. For example, *Invicta* was not the first 'brand new locomotive to work the canefields in the Bundaberg area'. It was, actually, preceded by several locos, one by nearly two decades. In fact, *Invicta* was the third loco at Invicta Mill.

However, that having being said, I must say that I enjoyed the personal approach, whereby the story is told by those involved in the restoration or with previous experience of *Invicta*. This is, generally, well supported by archival footage and good contemporary videography.

The production is excellent with much use made of impressive computer-generated graphics and animations. The background music is very good and unobtrusive.

Some may find the amount of detail shown in the restoration process a little drawn out but, I must say, I found it fascinating. Regardless, it's

better, I think, to have too much than too little. I was pleased to see a good collection of shots of the newly restored loco running around the beautiful Botanical Gardens in Bundaberg. What a lovely setting for a railway.

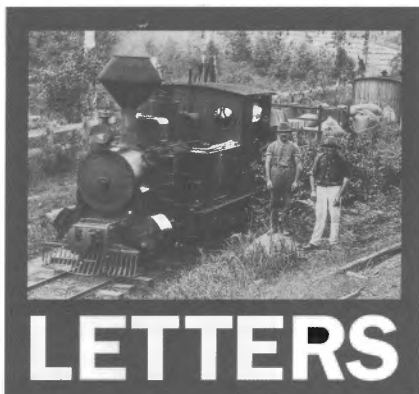
The DVD also contains a 'Special Features' section with raw archival footage and slides as well as *Invicta's* participation in the Bundaberg 'Pageant of Lights' festival.

Throughout the program, I was struck by the depth of feeling that those involved had for the locomotive. In particular, David Twiss, whose involvement began when *Invicta* was at HMAS Nirimba, must be congratulated for his dedication to the project. It was fitting that *Invicta's* return to service should coincide with its 100th birthday and I found the recommissioning ceremony very moving.

I have vast admiration for the team who have worked so hard to bring *Invicta* back to life and I congratulate them on a brilliant job.

Whether one's interests lean towards history or the mechanics of restoration, with this DVD the story of *Invicta* has been well told. Recommended.

Graeme Belbin



Dear Sir,

**Duetz locomotives at Queenstown
(LR 201)**

I was interested to read John Browning's article in LR 201 on the three 0-4-0 Duetz locos at Queenstown. I enclose a photo I took of them on 24 May 1963, viewed from the front and with the locos in better condition.

They do not appear to have worked at Queenstown and it would be interesting to know why Mt Lyell bought them. They would have been too small for the mixed gauge shunting work done by the Krauss locos, and the Lake Margaret line would also have been a bit out of their league. Possibly Mt Lyell had them in mind for a tunnelling project.

Jim Stokes
Curtin, ACT

Dear Sir

**Dyckerhoff locomotives in Australia
(LR 184)**

Knowing of my interest in Ruhrthaler locomotives, Scott Jesser sent me a copy of an excellent article on Ruhrthaler locomotives in Australia which appeared in LR 184. However, it seems that a mistake has been made with the builder's number of 'Kaiser'

for the Western Australian Public Works Department. According to Jens Merte's and Martin Schiffmann's CD-Rom, '100 Jahre Ruhrthaler Maschinenfabrik', the correct builder's number for this locomotive is 191, built in 1913 (161 apparently went to Turkey).

I am also enclosing a photograph taken of a somewhat similar Ruhrthaler locomotive, 963 of 1929, at Catumbela in Angola in 1972. The Sociedad Agricola Casseque, Catumbela Sugar Estate, had at least two of this type (24ML/S4 benzol powered), 963/1929 and 1168/1931, and possibly another (945/1929). The first two survived, semi-preserved, at Catumbela in 1972, and at least one, and probably both, still survive today, although now little more than derelict wrecks. The huge radiator mounted on the front of 963 (1168 was similarly equipped) probably dates from its rebuilding with a Motoren-Werke Mannheim, diesel engine about 1950.

Peter Bagshawe
Sunwich Port, KZN, South Africa



Ruhrthaler 963 of 1929 at Catumbela Sugar Estate, Angola, in 1972.

Photo: Peter Bagshawe



The three Deutz 0-4-0DM locos at Queenstown, 24 May 1963.

Photo: Jim Stokes

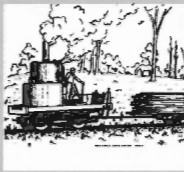
MEMBERS' ADS

STEAM BOILER INJECTORS

Two only brand new 1½" Auto Positive Type 121, identical to Penberthy. These injectors are suitable for full-size loco operation. New price \$4,000 each, reasonable offers considered.
Phone Alan 07 5545 3999.

LRRSA ONLINE DISCUSSION GROUP

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



LRRSA NEWS

MEETINGS

ADELAIDE: "War Trains' and Register of SA light railways"

We will be showing a DVD of Part 1 of the acclaimed series 'War Trains', and discussions will continue on creating a complete register of light railways in SA.

Location: 150 First Avenue, Royston Park.

Date: Thursday 3 July at 8.00pm.

Contact Arnold Lockyer on (08) 8296 9488.

BRISBANE: "Mackay Area Cane Trains"

Bob Gough will show some of his cane train movies taken in the Mackay area during 2006.

Location: BCC Library, Garden City Shopping Centre, Mount Gravatt. After hours entrance (rear of library) opposite Mega Theatre complex, next to Toys'R'Us.

Date: Friday 8 August at 7.30pm. Entry from 7pm.

MELBOURNE: "The Architecture of 19th Century American Locomotives"

David Fletcher will give a presentation on the development of the design and style of American locomotives in the Nineteenth Century. It will include many coloured drawings tracing the origins of the US locomotive style, leading to the Book of Styles used by Baldwin, and will cover some examples of early Baldwin locomotives in Australia. This presentation is based on much original research, and is extremely interesting - if you thought American steam locomotives were always black you will find out otherwise! Not to be missed.

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

Date: Thursday, 14 August 2008 at 8.00 pm

SYDNEY: "Tramways and ropeways, coal mines and shale mines of the Blue Mountains."

Historian Leonie Knapman will present a selection of recently discovered photographs, and talk about the many tramways serving the oil shale and coal mines of the spectacular Jamison Valley at Katoomba. She has found much new information to do with the history of these interesting enterprises.

Location: Woodstock Community Centre, Church Street, Burwood, (five minutes walk from Burwood railway station).

Date: Wednesday 27 August at 7.30pm

PETER EVANS

Peter Evans has announced his retirement from Council after 24 years. He is moving to country Victoria, so understandably would struggle to attend meetings in Melbourne. Although we are happy for Peter in that he will ultimately set up house in Alexandra where he is a stalwart of the Alexandra Timber Tramway and Museum it is very sad news for us. Peter has been a great contributor to the running of the Society. He has organised and led more tours than we could possibly count. His tour notes have been research documents and well written articles in themselves and many of us have kept them all as valuable reference material.

He has been a regular attendee at the bi-monthly mailout and has made well prepared presentations on numerous occasions at the Society's Melbourne entertainment meetings. For many years he has also provided sound and video equipment at most of these meetings.

A key aspect of Peter's contribution has come from his very accomplished research and writing achievements which, of course, includes *Rails to Rubicon* as well as many articles for *Light Railways*. He has taken his interest to a level whereby he was employed for about three years by the Victorian state government as part of the Regional Forest Agreement process where his research capability was recognised and rewarded. This brought great credit to him but also gave the LRRSA increased credibility and recognition with the Victorian government and the broader historical community. We have had access to people, information and assistance from time to time which was a direct consequence of this.

In essence Peter's contribution has been magnificent. The good news is that he still intends to help out with the occasional mailout, attend the odd entertainment meeting and maybe run a tour or two. He will of course continue his research and writing efforts the results of which we will have the pleasure of seeing in print in the future.

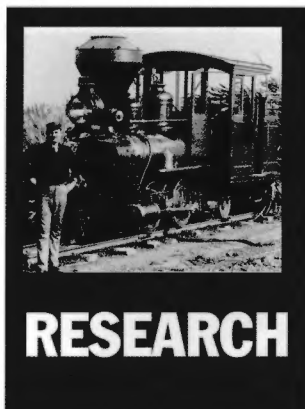
We sincerely thank Peter for his contribution to the Society's administration and activities.

Mike McCarthy

LIFE MEMBERSHIP AWARD



At the LRRSA AGM for 2007 held in Melbourne, Bruce Belbin was awarded a Life Membership for his services to the LRRSA as editor of *LIGHT RAILWAYS*. During the ten years that Bruce has been at the helm of the editorial team, direct membership has increased by 300 and sales through newsstands of each edition is between 800 and 1300. This has raised the profile of our society and seen increased activity in a number of quarters, in particular the sales department. *LIGHT RAILWAYS* is regarded by many, both inside and outside railway circles, as a high quality production that has continually received compliments during the ten years that Bruce has been producing it. At the LRRSA-NSW AGM 2008 society president Bill Hanks presented Bruce with his well deserved Life Membership.



Researching Railway Patents

Readers may be aware that the US Patent Office has many thousands of patents available for viewing on line, see www.uspto.gov/ Although this site has a very comprehensive search engine, another option is to use Google Patent Search, which is very simple. The address is: www.google.com/patents This will bring you in touch with the wonderful world of patents. Try an inventor's name associated with railways, or a phrase such as 'geared locomotive', and see what comes up!

Darryl Grant

Mt Lyell Mining & Railway Coy in 1896, TAS

Historical material on Australian industrial railways can often be found in unexpected locations. An excellent new tool is The National Library of New Zealand's

newspaper site, Papers Past – now available to researchers online at <http://paperspast.natlib.govt.nz> Part of this site uses Optical Character Recognition (OCR) software which enables the searching of large quantities of full-text data. Good copies of papers I tested were almost 100% accurate, diminishing to about 95% for poorer copies. So if you don't find what you are seeking, try other words or even different (incorrect) spellings. For example, OCR often confuses i for l so when searching for Malden Island don't forget to try Maiden Island! Over 600,000 newspaper pages are searchable using OCR. Another half-a-million may be viewed but don't have OCR, so Papers Past contains more than one million pages of digitised New Zealand newspapers and periodicals. The collection covers the years 1840 to 1915 and includes publications from all regions of New Zealand. Of interest to LR researchers is that during this time many items from Australian papers were reprinted in New Zealand papers (and vice versa), and so one can often find quite long reports on Australian happenings. Thus the 'Mount Lyell Mining and Railway Co' scores hundreds of 'hits' using OCR search [see example]. These were mainly the weekly and fortnightly progress reports on

mining and the railway, and all are viewable (and may be copied or printed). Of course one must treat the material with care; there may have been one or more errors in the original Australian report and that, plus other errors, might then be put into the NZ report (and the major NZ city papers' columns were then copied by the provincial papers – more possible errors). New papers are being added each year with 44 currently being available. One can only pray that our National Library or maybe some state libraries will soon do similar – it will make life for researchers and others much easier, especially for anyone living any distance from their state library. Congratulations Kiwis – well done!

Phil Rickard

Perth Zoo train

In *Light Railways* 160 (August 2001, p.27) we provided some

background on the Perth Zoo train that operated from the 1930s up to 1972/73. The original locomotive was evidently replaced by a steam outline unit based on a tractor and built by the State Engineering Works in 1954, while the carriages were also refurbished at this time. The report included photos of the loco and carriages stored at Geraldton in the 1970s and noted that the fate of the rolling stock was not known.

The locomotive and rolling stock, together with the 'worn out rails' from the zoo railway, were part of the extensive Swinback collection that was auctioned at Carabooda on 21-22 June 2008. The locomotive and rolling stock were in one lot with an estimated value of \$30,000, but were passed in at \$17,000 and were subsequently purchased by a bidder from Boyap Brook. The rails have been described

Coming Events

AUGUST 2008

1-3 Kerrisdale Mountain Railway & Museum, VIC. This scenic narrow gauge railway and steam museum is open to the public from 1000-1700 Thursday to Monday and public holidays. Information, phone (03) 5797 0227 or website: www.kerrisdalemtnrailway.com.au.

2-3 Red Cliffs Historical Steam Railway, VIC. Narrow gauge train operations using Kerr Stuart steam and EM Baldwin diesel locomotives, 1100-1600 and the first weekend of following months. Enquiries: (03) 5024 1345.

10 Alexandra Timber Tramway & Museum, VIC. Narrow gauge steam trains 1000-1545. Also diesel-hauled trains on 28 September. Information: Bryan 0407 509 380 or Peter 0425 821 234.

SEPTEMBER 2008

13-14 Alexandra Timber Tramway & Museum, VIC. Narrow gauge steam trains 1000-1545. Also diesel-hauled trains 28 September. Information: Bryan 0407 509 380 or Peter 0425 821 234.

20-21 Richmond Vale Railway, Kurri Kurri, NSW. Family Fun Fest weekend with steam and diesel-hauled trains operating. Enquiries: (02) 4955 1904.

21 Bennett Brook Railway, Whiteman Park, WA. Friends of Thomas the Tank Engine Day – the Fat Controller will have his hands full directing an intensive schedule of steam and diesel trains on this narrow gauge railway. Enquiries (08) 9209 6000 (BH).

27-30 Fort Glanville Steam Railway, Semaphore, SA. Daily 457mm gauge steam train operations during school holidays through to 12 October. Information and bookings National Railway Museum (08) 8341 1690.

OCTOBER 2008

5 Cobdogla Irrigation Museum, SA. Open Day with Humphrey pump and narrow gauge steam train operations day. Phone (08) 8588 2323.

11-12 Alexandra Timber Tramway & Museum, VIC. Narrow gauge steam trains 1000-1545. Also diesel-hauled trains 26 October. Information: Bryan 0407 509 380 or Peter 0425 821 234.

11-12 Puffing Billy Railway, Belgrave, VIC. A Day out with Thomas – Thomas the Tank Engine returns to Emerald for the Spring Season. Also on 18-19 and 25-26 October. Bookings (03) 9757 0700.

18-19 Campbelltown Steam & Machinery Museum, Menangle, NSW: Oil, Steam & Machinery Open Days with operating narrow gauge steam railway, traction engines, steam rollers, stationary and portable engines. Email: big-trev@bigpond.com

Note: Please send information on coming events to Bob McKillop – rfmckillop@bigpond.com - or the Editor, *Light Railways*, PO Box 674, St Ives NSW 2070. The deadline for the October 2008 issue is 5 September.

THE MOUNT LYELL MINING AND RAILWAY COMPANY (LIMITED).

Mr A. G. Fenwick has handed us the following reports received by him from the head office for the week ending June 19:—

Progress report for week ending 19th June:—

"Hauling line: Regular ore traffic inaugurated between mine and smelting plant. Crushing plant: Tram sidings completed; crushing and sampling fluxes and ore; plant working well. Smelting plant: Firing up No. 2 blast furnace for blowing in; warming up hot blast stove; matte weighing machine in place; No. 1 furnace about completed. Flux quarries: Quartz quarry stripped and working; limestone quarry in operation; both shipping coke; 140 tons received. All ore and other supplies accumulating; will shortly begin smelting operations. Weather fine and dry."

The Superintending Railway Engineer reports for the week ending 20th June: "Progress of work is being pushed to its utmost, and the locomotive has been constantly working 16 to 17 hours a day. The large bridge in the 1-in-18 grade was finished last night, being the smartest work we have yet done, and the rails will be laid to the last remaining bridge to-morrow, and this will be completed on Wednesday. The whole staff is working night and day, and I think I can safely promise connection with the crossing next month."

The directors have handed us the following

as 'beyond reuse'. The editor would be interested in receiving further advice on the history and intended use of the train.

Simon Mead, Neil Blinco and Bob Baker

Tramming at sugar mills

Brian Bourchardt has restored an old horse-drawn wholestick sugar cane tramway truck from the Goodwood Plantation (operated by the Fairymead Sugar Company) at his home in Horton. The truck is fitted with an unusual brake mechanism and inside journals. Little is known of the history of this vehicle and Brian is seeking assistance from any *Light Railways* readers who may be able to assist.

The Goodwood truck has had your editors pondering its origins, but Bruce Belbin came up with a photograph provided by Bundaberg jeweller Lyn Unsworth of horses 'tramming' cane trucks at Hapsburg Estate in 1910 which may provide a useful starting point. This estate was owned by Fairymead, but was not connected to the mill's tramway system. The front two trucks appear to be 'driving trucks', which are fitted with handbrakes and have the horse drawgear set up at the 'outward ends'. The second truck is very similar to the Goodwood one being restored by Brian.

Comments are requested from readers on the identity of Brian's Goodwood cane truck and on the practice of 'tramming' sugar cane in general.



The locomotive and carriages of the former Perth Zoo train.

Photos: Bob Baker



The restored Goodwood Plantation wholestick sugar cane tramway truck at Horton.

Photo: Brian Bourchardt



'Tramming' cane trucks on Fairymead's Hapsburg Estate in 1910.

Photo: Lyn Unsworth collection

A selection of books from the LRRSA Sales Department ...

Furnace, Fire and Forge

Lithgow's Iron and Steel Industry 1874 -1932
by Bob McKillop

The story of Australia's first and only inland heavy industrial centre, from its beginnings with the opening of New South Wales' Great Western Railway into the Lithgow Valley in 1869 and the establishment of the first blast furnace there in 1874, to the final closure of the iron and steel works in 1932. It covers the technical, commercial, industrial and political history of the operation.

G. & C. Hoskins and its predecessors used twenty locomotives at Lithgow steel works and associated plants. The works railways, and those of the limestone quarries, iron ore mines, and collieries which supplied the raw materials, are described and illustrated in the book.

320 pages, hard cover, A4 size, over 250 photographs, 80 maps, plans and diagrams

\$59.95 [LRRSA members \$44.96] Weight 1,600 gm.

Bellbrakes, Bullocks & Bushmen

A Sawmilling and Tramway History of Gembrook 1885-1985 - by Mike McCarthy
104 pages, soft cover, A4 size, 71 photographs, 17 maps and diagrams, references and index.
\$26.00 (LRRSA members \$19.50). Weight 500 gm.

Settlers and Sawmillers

A History of West Gippsland Tramways and the Industries they Served 1875-1934
by Mike McCarthy
168 pages, soft cover, A4 size, 96 photographs, 17 maps and diagrams, 6 graphs, one loco diagram, references and index.
\$31.90 (LRRSA members \$23.93) Weight 700 gm.

The Golden City and its Tramways

Ballarat's tramway era
by Alan Bradley.
Published by Ballarat Tramway Museum Inc.

Using the wealth of the 1850s goldrushes, the founders of Ballarat built a magnificent provincial city. This book is not a dry technical history but describes how the citizens of Ballarat used the trams in their daily lives. It brings to life the difficulties experienced in the second world war, when lights were dimmed and petrol severely rationed. The book also addresses the technology, economics, politics, working conditions, and competition from other forms of transport. Many wonderful photos dating back to the 1880s. 144 pages, A4 size, hard cover, 119 photographs (15 in colour), 4 maps, bibliography, index.
\$43.95 (LRRSA members \$39.56) Weight 900 gm

The Bellerive to Sorell Railway Revisted

Second Edition. Published by the Bellerive Historical Society

The Bellerive to Sorell railway was an endearingly eccentric 3ft 6in gauge line operated by the Tasmanian Government Railways. Separated from the rest of the TGR system by the Derwent River, it was opened in 1892, and closed in 1926. In its 23.7km it included: a terminal station on the end of a pier; a 164m long stone-lined tunnel; a 256m long stone causeway; a 582m long timber viaduct; and the 400m long Shark Point cutting.

204 pages, 255 x 187mm, hard cover with dust jacket, 132 photographs, 26 maps and diagrams, many reproductions of historic documents.

\$45.00 (LRRSA members \$40.50) Weight 950 gm

Laheys' Canungra Tramway

by Robert K. Morgan, revised by Frank Stamford.
Describes Queensland's largest timber tramway with one Climax locomotive and 3 Shay locos.
32 pages, soft cover, A4 size, 28 photographs, plus maps and diagrams, references and index.
\$9.95 (LRRSA members \$7.46) Weight 220 gm.

The Innisfail Tramway

The History and Development of the Geraldton Shire Tramway and the Mourilyan Harbour Tramway
by John Armstrong & G.H. Verhoeven. 128 pages, A4 size, 99 photos, 22 maps/diagrams.
\$37.90 Hard cover (LRRSA members \$28.43) Weight 650 gm.
\$29.95 Soft cover (LRRSA members \$22.46) Weight 470 gm.

Mountains of Ash

A History of the Sawmills and Tramways of Warburton - by Mike McCarthy

Describes a network of over 320 km of tramways which linked 66 major mills to the Warburton railway. 320 pages, A4 size, 280 photos, (incl. 52 duotones), 50 maps/diagrams, (incl. 14 four-colour maps).
\$59.95 Hard cover (LRRSA members \$44.96)

The Aramac Tramway

By Peter Bell & John Kerr

The history of the 41 mile long 3 ft 6 in gauge Aramac Tramway, almost in the centre of Queensland. Built in 1913, it operated for 62 years, providing the Shire Council a major challenge to keep it going.

48 pages, A4 size, 49 photos, 5 maps and plans, references, bibliography and index.

\$15.00 Soft cover (LRRSA members \$11.25) Weight 350 gm.

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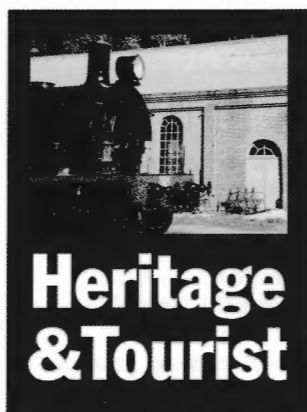
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Heritage & Tourist

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

Email address for H&T reports is: rhmckillop@bigpond.com

Digital photographs for possible inclusion in *Light Railways* should be sent direct to Bruce Belbin at: boxcargraphics@optusnet.com.au

NEWS

Queensland

BRAMPTON ISLAND RAILWAY 762mm gauge

Voyages Hotels & Resorts Pty Ltd
Updating the report in LR 193 (p. 26), a recent visitor to Brampton Island advises that the tourist railway, now accredited by Queensland Transport, is being upgraded. A second 4wDM locomotive, probably the 'green Planet' (FC Hibberd 3476 of 1950) is being overhauled in preparation for a return to service. This will enable the existing service locomotive (FC Hibberd 3475 of 1950, rebuilt Jenner Engineering 1986) to receive major maintenance.

CN Sylvester, 06/08

ISIS DISTRICT HISTORICAL SOCIETY, Childers

610mm gauge

Further to the report in LR 200 (p.35) Isis Central Mill 0-6-OT number 4 (John Fowler 7607 of 1896) has been restored for static display at the local museum. Following sand blasting and painting in undercoat by the local Rotary Club the locomotive was returned to the museum grounds. Here Coles Engineering undertook rust removal work before Brian Bourchardt, with assistance from James Daly, set about the task of painting 'Old No.4' for public display beside ex-Isis Central Mill 0-6-OT number 6 (John Fowler 13325 of 1913), which has also been repainted. Brian has been made a

Life Member of the Historical Society for his efforts with this project.

The locomotive was originally built for the Colonial Sugar Refining Company's Childers Mill where it was numbered 3. It went to Isis Mill in 1933, following closure of the CSR mill, where it was renumbered 4 and operated until 1962. It was on open static display at the Isis Kindergarten from 1964 to 1975, when it was sold to an interstate buyer. No.4 later found its way to Sydney, from where it was advertised for sale in a vintage machinery magazine in 2004. The owner subsequently applied for an export permit, which was refused. The Isis District Historical Society successfully applied for a grant from the National Cultural Heritage Council, which allowed the locomotive to be purchased and returned 'home' in late 2007. Brian Bourchardt, 06/08. *Isis Town & Country Journal* via Ted Flint 06/08

NAMBOUR MUSEUM

610mm gauge

Nambour District Historical Museum Association

In celebrations to mark the 'Queensland Heritage Festival', the Nambour Historical Society held a special event on Saturday 17 May 2008 to unveil the ex-Moretton Central Mill 0-6-2T *EUDLO* (John Fowler 16207 of 1925). The restoration of *EUDLO* was carried out with \$15,000 assistance from the Queensland Government's Community Memorials Restoration Program. The work entailed a strip down to wheels, frame and boiler then grit blasting and working back up from there. New side tanks and bunkers were professionally fabricated so as to provide for a possible working restoration in the future. The unveiling was carried out by The Hon Warren Pitt MP, Minister for Main Roads and Local Government in the company of local MP Peter Wellington. Museum President Clive Plater, who led the project to restore the locomotive, spoke of his fond memories of the locomotive hauling sugar cane to the mill and his family's connection with the Moreton Mill. Edgar Plater, Clive's father, was fireman on the locomotive in 1936 when a bridge collapsed, resulting in the engine falling into a creek crushing Edgar between the locomotive and the following cane trucks. Edgar suffered a fractured spine and other severe injuries but recovered to return to work and clock up 51

years service with the mill. Clive's grandfather, a ganger on the tramway, was in charge of recovering the locomotive from the creek, so the family has a very personal connection with the locomotive.

EUDLO is displayed, along with other mill rolling stock, in the museum's new loco shed opened last year. On special days *EUDLO* will be shunted out of the shed by ex-Moretton Mill diesel locomotive *JOE* (Malcolm Moore 811 of 1942) and posed for photographs in front of the former engineer's office from the mill to recreate a 1960s era scene. The museum is open 1-4pm on Wednesdays and Saturdays. Clive Plater 05/08; *Sunshine Coast Daily*, 12 and 18 May 2008, via John Browning

New South Wales

ILLAWARRA TRAIN PARK,

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

As reported in LR 201 (p.27), train operations at Albion Park are currently suspended to allow volunteer resources to be mobilised for track upgrading. Timber sleepers have been replaced with concrete sleepers obtained from Tully and Victoria sugar mills in Queensland and all new ballast has been used. The result has been a major improvement in the standard of track compared with original track laid in the early days of the museum. The Illawarra Train Park grounds continue to provide a great day out for families. Visitors have enjoyed the picnic facilities in a park atmosphere and show interests in the historical items on display, particularly the Otford signal box, Yallah station and the recently open Ken McCarthy Museum. The young and young-at-heart take rides on the miniature railway, which now hosts two trains. Restoration work continues on the locomotives and other items. Mechanical work on the ex-Tully Sugar Mill 0-6-ODH No.8 *SHELL-HARBOUR* (John Fowler 2192 of 1937, rebuilt EM Baldwin 5.80.9.63 of 1963) is now completed and it is ready for painting. The engine of the diminutive former Kalamia Mill 4wDM *IVANHOE* (ComEng GA1042 of 1960) is now running and the drive chain has been tested. Body repair work has commenced, after which this locomotive will enter the paint shop. Brad Johns, 06/08

STATE MINE HERITAGE PARK & RAILWAY, Lithgow

1435mm gauge

City of Greater Lithgow Mining Museum Inc.

While not yet offering public operations, the State Mine Railway saw a brief round of activity in mid-June. Former Port Kembla steelworks B-B DE locomotive D20 (English Electric Australia A.041 of 1960) was used to shunt royal blue vintage carriages formally used on the Northern Rivers Railroad Ritz tourist train and transfer them to the Lithgow Locomotive Depot, where they will be restored for mainline operations. The movements were carried out by Rail Industry Service Providers (RISP) using the museum's locomotive. They had been stored at Lithgow for 4 years following their sale by the former NRR. Museum spokesman Ray Christison said the removal of the 'blue train carriages' will help clear congestion and clutter from the State Mine site and has allowed the museum to move valuable rail heritage items into the carriage shed.

Lithgow Mercury, 16 June 2008, via Barry Blair

ESKBANK HOUSE & MUSEUM, Lithgow 1435mm gauge Lithgow City Council

Preserved in the grounds of the Lithgow City Council's Eskbank House & Museum is Manning Wardle 0-4-OST *POSSUM* (1802 of 1912). This locomotive was originally used by Vickers in an English shipyard before coming to the Lithgow steelworks in 1919. It was transferred to Port Kembla in 1928 and returned to Lithgow for preservation in 1969.

John Browning, 04/08

ROTARY PARK, Lithgow

1067mm gauge

Lithgow City Council

The cheerful display of Hunslet 0-6-ODM 4059 of 1950 placed by the Rotary Club of Lithgow in 1981 is an attractive feature on the road into the Lithgow CBD from the west. This 100hp locomotive was ordered by Southern Portland Cement and used in their Hermitage Colliery before being acquired by the Lithgow Valley Colliery in the late 1960s. It appears well cared-for and seems to be repainted periodically. Unfortunately, the historical details on the attached plaque are not fully accurate as they state it was built in Scotland in 1951. The locomotive is attached to a large-capacity

Heritage & Tourist

4-wheel steel coal skip, numbered 37, that has been modified by the cutting of an end doorway and the fitting of seats.

John Browning, 04/08

PORTLAND-WALLERAWANG ROTARY PICNIC AREA

1067mm gauge

Lithgow City Council

Located in a playground area in this popular recreational park of Wallace Way, is a rare North British 100hp 'Miner' type locomotive, 0-4-ODH 27297 of 1952, which is in quite good condition, although a little shabby in contrast to its counterpart preserved in Lithgow. Originally purchased via agents Knox Schlapp, it was used at the Lithgow Valley Colliery until about 1973. It was last reported in 1985, stored on behalf of Rotary on a property at Pipers Flat. It is coupled to a large-capacity 4-wheel steel coal skip that has also been modified by the cutting of an end doorway and the fitting of seats.

John Browning, 04/08

RICHMOND VALE RAILWAY, Kurri Kurri 1435mm gauge Richmond Vale Preservation Cooperative Society Ltd

The Coalfields Steam weekend on 8-9 June fell one day short of the 25th anniversary of the end of South Maitland Railways (SMR) steam operations at East Greta Junction. There was an excellent turnout of visitors over the two days, with demonstration runs by ex-SMR 2-8-2T number 30 (Beyer Peacock 6294 of 1924) hauling a rake of restored non-air coal hopper wagons and the two restored brake vans being a feature attraction. Steam machinery and fairground attractions were also popular.

Following extensive boiler repairs and its annual boiler inspection, together with attention to the lubricating wicks in the motion, axle boxes and rods, number 30 was returned to service for the Coalfields Steam weekend. Ex-Lysaghts 0-4-OST *MARJORIE* (Clyde Eng 462 of 1938) also had its annual boiler inspection and has been fitted with new bearing brasses to address the problem of hot boxes.

Graham Black, 06/08; *The Link Line* No. 146

Victoria

ALEXANDRA TIMBER TRAMWAY & MUSEUM

610mm gauge

A huge effort over the weekend of 24-25 May 2008 saw the bulk of the retubing task on the boiler of the 0-6-OT John Fowler locomotive (B/N 11885 of 1909) completed. Each of the 77 tubes was cut to about 1mm over a 2.6m length on the Friday night. On Saturday morning Ernest and Len of ER Steam Engineering arrived to commence the specialist task of fitting and then flaring the ends, followed by the exacting task of beading the tubes in the firebox of the boiler. The latter procedure is the preferred method of forming a positive seal, rather than welding them up as had occurred with the previous set of tubes in 11885. It was done with an air-driven beading tool that provided a very neat finish. The specialist skill of the ER Steam Engineering and their efficiency in completing the task was very much appreciated by the museum executive. The final parallel expansion of the tubes, the de-burring of their internal ends and a hydrostatic test were carried out on 7 June. The tubes passed the hydrostatic test with flying colours and it is expected that the locomotive will return to service shortly.

Timberline No. 102, June 2008

LORNE LOGGING TRAMWAY TRACK

Great Ocean Road Coast Committee

A visitor has provided a first-hand report on this walking track that connects St Georges River with Queens Park using a section of a former logging tramway (see LR 197, p.27). The 2ft 3in gauge timber tramway, some 7 miles in length, was built in 1904 to move sawn timber from the Armistead Brothers' St George River Mill to the Lorne Jetty (constructed in 1879). It also provided workers' transport to Lorne. The tramway closed in 1934.

The 1km section of the tramway utilised by the walking track was restored by the GORCC and the Friends of Queens Park. Interpretative signs erected to provide information about the tramway advise that:

- Teams of horses hauled iron-wheeled trolleys loaded with milled timber to the jetty, where it was loaded on to ships.
- The trolleys had short wooden

frames and wide iron wheels. Wooden rails were utilised, with steel rails on the curves.

- As built, the tramway featured a steep grade up from St George River, which required the doubling of horse teams, while the descent to the jetty kept the trolley drivers busy with the brakes. This came to be regarded as too inefficient, so a new more level track was constructed at a lower level.

- The final interpretative sign 'Tourism Topples Timber' explains that the old tramway formation was cut off at this point by the construction of the Great Ocean Road. From this sign to the entrance of the St George River Valley, a path has been constructed.

John Reid, 05/08

PUFFING BILLY RAILWAY

762mm gauge

Emerald Tourist Railway Board

The Puffing Billy Railway is operating a number of special Gembrook Night Run trains during winter to generate income for the restoration of heritage Puffing Billy rolling stock. The first of these runs on Monday 16 June 2008 attracted 54 passengers.

The weather was perfect for the time of year: cloudless, with a full moon and no wind. The temperature stayed above zero. The train consisted of two NB end-platform cars, one NB compartment car, and an NC guards van, hauled by 2-6-2T locomotive 14A – making up a short, very traditional looking Gembrook passenger train. Those in the know say that 14A – due to celebrate her 94th birthday on the 25th of June – is showing her age, but she seemed determined to prove them wrong, putting on a superb performance the whole night. She maintained a steady pace throughout, attacking the 1 in 30 grades as if they were only 1 in 100! No doubt the light train helped.

It was a 'limited express' timetable, stopping only at Menzies Creek and Lakeside in each direction, for safeworking purposes at both stations, and for a well-earned drink (for 14A) at Lakeside.

On the way two 'listening stops' were held between Fielder and Gembrook, where most of the passengers got out. The train then reversed before running past the listeners, reversing again to pick them up. One of these stops was at the end of the long horse-shoe curve, enabling the passengers to be able

to see the train coming for a long distance in the moonlight. It was also an opportunity to hear how the ambience of the quiet countryside can be improved by the sound of a steam whistle. Although it was night time there was much to see, in particular the two big bridges 'No.5' at Monbulk Creek and 'No.8' beyond Wright, looked magnificent. At Gembrook station 'Charlottes of Gembrook' provided an excellent one-course dinner consisting of lasagne, green salad, baked potatoes (no doubt grown in Gembrook) with sour cream, and bread.

Arrival back at Belgrave was at 10.57pm, three minutes ahead of schedule. Thanks are due to Nick Anchen for organising this trip, and to the crew for making it possible. A LRRSA group has arranged to travel on this special journey on Saturday 9 August.

The Great Train Race event on 4 May attracted 2755 runners. Of these, 230 males beat the Puffing Billy train, which arrived at Lakeside in 55.15 minutes, while 344 female runners beat the second train, which finished in 73.46 minutes. Timothy Holding, the Victorian Minister for Tourism, participated in the race, while James Merlino, Minister for Youth, Sport & Recreation, rode in the VIP carriage. PBPS Manpower Manager Bill Russell issued the following statement after the event: "To all those who volunteered for this special day, thank you. Apart from making the day successful you made my rostering task relatively easy. It is much appreciated."

Frank Stamford, 06/08; *PBR Monthly News* No. 419, June 2008

WALHALLA GOLDFIELD RAILWAY

762mm gauge

Walhalla Tourist Railway

Committee of Management

Updating our report in LR 195 (p.28), the WGR now has its operations back to normal after three natural disasters during the past three years that greatly affected the group. The initial setback was caused by two large bushfires in the summer of 2006-2007. The first closed off the main tourist roads to Walhalla for a long time during the usual strong revenue earning period for the railway, while the second, and most serious, fire burnt down to the line destroying a trestle bridge, many sleepers and a large amount of vegetation. A thankfully received fire relief grant from the State Govern-

ment has enabled the trestle bridge to be rebuilt, sleepers replaced, track ballasted, dangerous burnt trees removed and numerous other jobs completed by a very capable group of WGR volunteers. Matching funds had to be raised by the WGR, and two promotions were set up, 'Sponsor a Sleeper Appeal' and 'Pin Promotion': both have been well supported. Thanks are extended to all that have donated, and please note that both promotions are still open for further support. The third natural disaster was a

severe flood of Stingers Creek, which the line runs beside and crosses in several locations. This caused severe eroding underneath bridges 1 and 3. A flood recovery grant has been allocated to the railway and flood repairs are proceeding.

The WGR operates on Wednesdays, Saturdays, Sundays, public holidays and daily during the January school holidays. The train runs on a special timetable during the winter months allowing travellers to see the Coopers Creek Gorge at its

spectacular best with views of the fast flowing stream and waterfalls from the many bridges. There are two trains from Walhalla under the winter timetable (June, July and August), departing at 11am and 1pm, with an additional departure at 3pm on all other running days. The adult fare is \$12 single and \$18 return. Check <http://www.walhallaarail.com> or phone (03) 9513 3969 for updates. For charter, group bookings and special events please phone (03) 5126 4201 Roy Guy, 06/08



Back to her former glory: the ex-Moreton Central Mill 0-6-0T EUDLO (John Fowler 16207 of 1925) stands proudly in the yard at the Nambour Museum prior to the official unveiling by The Hon Warren Pitt MP, Queensland Minister for Main Roads and Local Government, on Saturday 17 May 2007.

Photo: Ross Plater



Isis Central Mill 0-6-0T No. 4 (John Fowler 7607 of 1896) freshly painted and on static display at the Childers Museum in June 2008.

Photo: Brian Bouchardt

Heritage & Tourist

Western Australia

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

The Friends of Thomas the Tank Engine (FOTTE) Day on 23 May was a great success. Three trains were in operation – 2-8-2 Ng 123 (Anglo Franco Belge 2670 of 1951) and PW 27 (Gemco-Funkey 1963) on the Mussel Pool branch, while the 4wDM *ASHLEY* (Kless Engineering) and the ex-Lake View & Star Planet 0-4-0DM number 1 (FC Hibberd 2150 of 1938) both ran short consists on the Loop Line. 0-6-0DM *ROSALIE* (John Fowler 411019/1950) was on standby at Whiteman Village Junction and four industrial diesel locomotives – the Dorman Planet, *YELLOW ROSE*, *MAYLANDS* and the Ruston – were on display in No.4 Road. Despite track restrictions, train operations proceeded smoothly and there were good sales at the souvenir stand. A dinner for volunteers in the evening attracted 45 people for a great meal and social night. The 10-year strip-down of 0-4-2T BT1 (Perry Eng 8967.39.1 of 1939) continues, with the boiler cladding and bands being finished in June, together with fitting new rubbing bands to the axle lubricators. Track upgrading work continues, with tamping from Whiteman Village Junction to Kangaroo Flats being completed by volunteer crews by 22 June. This allows line speed on this section and the 10km/h restriction has been lifted. Skilled Rail Services have been engaged to complete the tamping of the Bushland Loop and work was scheduled to commence on 30 June. This work was expected to take 3 weeks to complete, allowing the resumption of steam-hauled services in August 2008.

BBR website news, 22/06/08; *BBR Newsletter* June 2008

Northern Territory

Locomotive SANDFLY

1067mm gauge

Northern Territory Government

Due to deterioration in its exposed position on static display at Stokes Wharf in Darwin, the diminutive

0-4-0ST *SANDFLY* (Baldwin 7860 of 1886) was moved to the 1934 Qantas Hangar at Parap in June 2008 for further conservation works by the Motor Vehicle Enthusiasts Club. As reported in LR 179 (p.31); *SANDFLY* was one of eight similar Baldwin Locomotive Works 4-10½C class 1067mm gauge locomotives imported by Newell & Company of Melbourne between 1884 and 1891 that have been the subject of interest by light railway historians over the years. The contractor for the Palmerston to Pine Creek Railway, C&E Millar, took the locomotive to Darwin in April 1887 to assist in the construction task. In October 1888, the South Australian Railways took possession of the line and its three locomotives, *SANDFLY* becoming their No.107. It initially worked on the old Palmerston jetty before becoming the depot shunter at Parap. Under the Commonwealth Railways ownership it was given the number '1' and the classification 'NA' on the narrow gauge register. Following the first Darwin air raids in February 1942, NA 1 was moved to Katherine where it also worked as a depot shunter until 1945. Following its withdrawal in 1950, *SANDFLY* was restored and placed on display at Port Augusta railway station and was subsequently transferred to the Keswick Passenger Terminal in Adelaide where it was displayed in the waiting room.

In a media statement on 8 May, Len Keily, the Minister for Natural Resources, Environment & Heritage, announced that the locomotive has been heritage listed to ensure it receives the funding necessary to keep in its pristine condition. It would be removed from the wharf for additional conservation works valued at \$30,000 and then the Government would find *SANDFLY* 'a safe permanent home'. The locomotive will be accessible to the public while at Parap where it will be located on a section of rails in the carport at the hangar. NT Government media release 8 May 2008; Trevor Horman 06/08

Overseas

WELSH HIGHLAND RAILWAY, United Kingdom 597mm gauge Ex-Tasmanian Government Railways 0-4-0+0-4-0 Garratt K1 (Beyer Peacock 5292 Of 1909) has been



Former Emu Bay Railway B-BDH 1004 takes on fuel at the Zig Zag Railway, Lithgow, on 28 April 2008. This loco was built by the Tasmanian Government Railways' Launceston Workshops in 1966. Photo: Peter Gambling



This rare North British 100hp 'Miner' type 0-4-0DH locomotive (B/N 27297 of 1952) formerly used at the Lithgow Valley Colliery is on static display at the Wallerawang-Portland Rotary Picnic Area. Photo: John Browning



State Mine Railway English Electric (Aus) B-B DE D20 (A.041 of 1960) passes Blast Furnace Park on a return run to the museum after transferring a set of the 'blue train carriages' at the Lithgow locomotive depot on 15 June 2008. The main western line is in the background and the first Lithgow locomotive depot was located in the flat area visible to the immediate left of the loco. Photo: Ray Christison

Heritage & Tourist



A reconstructed log bogie on the route of the former St George River Mill to Lorne Jetty tramway. Photo: John Reid



A consummate craftsman at work: Ernst, the ER Steam Engineering boiler-maker beading the tubes of the John Fowler boiler at Alexandra on 25 May with his special air-driven beading tool. Photo: Peter Evans

active on the WHR in recent months. On 17 May 2008 it hauled an 11-carriage train (the maximum allowable at Caernarfon Station) to accommodate a large excursion party. The locomotive performed well with the heavy load, and while some time was lost between Caernarfon and Waunfawr, it maintained the usual scheduled time from there to Rhyd Ddu. A severe storm on the Bank Holiday of Monday 26 May resulted in many trees down across the line. The first down train from Waunfawr was forced to set back to Waunfawr by fallen trees. Here K1 was waiting with the next Up train. Following shunting movements, K1 hauled the first train back to Caernarfon. Following advice that the line at Glan-yr-afon had now been cleared, K1 hauled the train to Rhyd Ddu.

The Institution of Mechanical Engineers has awarded the restored locomotive an Engineering Heritage Award in recognition of its historical engineering significance. The K1 Group and WHRS are delighted at this news and thank the IMechE for this recognition. Arrangements for the presentation of the plaque are not yet finalised, but will probably be announced later on the WHR website.

Andrew Rutter, 06/08;
<http://wahr.bangor.ac.uk/k1-g.htm>



The former fairground steam-outline 4wDH locomotive built by Kless Engineering of Marayong, NSW, in 1986 and its train of toast-rack carriages filled with excited passengers captures the spirit of the FOTTE Day at the Bennett Brook Railway on 23 May. The train is departing Whiteman Village Junction Station. Photo: Neil Blinco



The charm of the Wee Georgie Wood steam train operation at Tullah on Tasmania's West Coast is evident in this photo of 6 April, the last day of the 2007-08 operating season. Photo: Ross Mainwaring

□ Ex-Hoskins Iron & Steel 0-4-0ST POSSUM (Manning Wardle 1802 of 1912) had received a fresh coat of paint at the Eskbank House & Museum when John Browning photographed it in April 2008.

□ Fortescue Mineral Group's General Electric Co-Co DE 007 (58184 of 2007) awaiting its next duties as dumper pilot at Port Hedland on 12 May 2008, with two compressor car sets (converted from ore cars) in tow. Photo: Brett Geraghty

