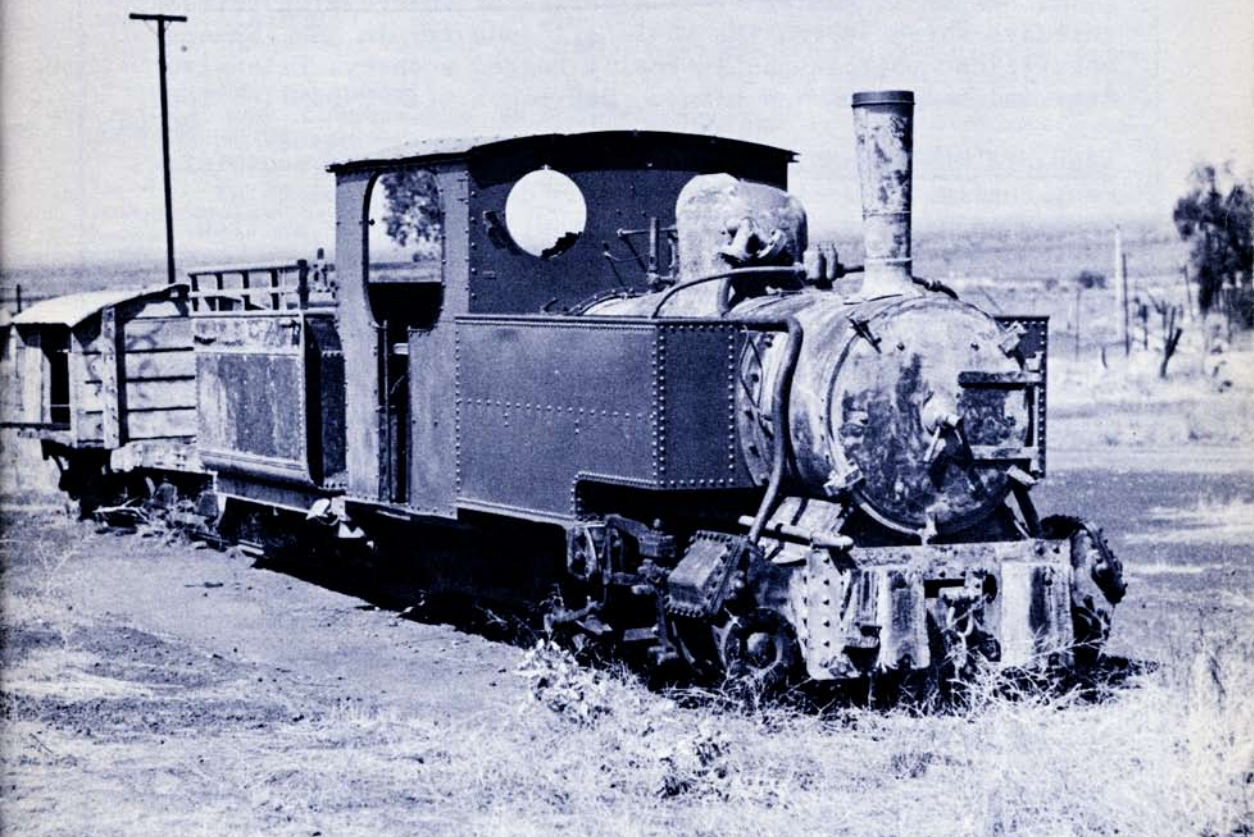


# LIGHT RAILWAYS

NUMBER 50

SUMMER 1974-75

75 CENTS



Published by  
**THE LIGHT RAILWAY RESEARCH SOCIETY OF AUSTRALIA**

## ***Recommended reading:***

WEST OTWAYS NARROW GAUGE by Norm Houghton. The story of the Beech Forest 2 ft 6 in gauge railway and its connecting tramways. 52 pages, over 30 photographs. (LRRSA publication) \$1.75

THE MORWELL AND MIRBOO RAILWAY by R.K. Whitehead. The history of the Mirboo North branch of the VR, with references to several timber tramways. 66 pages, numerous photographs. (ARHS publication) \$2.60

THE SHALE RAILWAYS OF NEW SOUTH WALES by Gifford Eardley and E. M. Stephens. The story of a series of interesting private railways which served the shale oil industry in NSW. Numerous magnificent photographs in really rugged scenery. Extensive text and many maps and plans. 240 pages. (ARHS publication) \$6.80

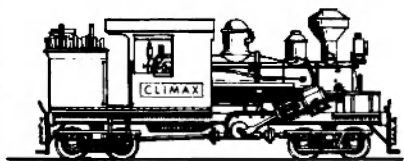
TASMANIA REMEMBERED A hardbound book of 160 pages containing many really interesting photographs depicting aspects of Tasmanian history, including an excellent railway section. (The Mary Fisher Bookshop, Launceston: publisher) \$9.95

MORE BRITISH NARROW GAUGE STEAM An excellently produced hard bound book of 96 pages with very well printed photographs. (D. Bradford Barton Ltd, Cornwall: publisher) \$5.50

PNKA POWER PARADE by A. E. Durrant. A very well printed 100 page book giving full details of the incredible variety of locomotives in use in Indonesia. Many photographs and numerous diagrams. (Continental Railway Circle, U.K.) \$3.50

Map, UPPER YARRA AREA (Victoria) January 1975 revision. A 1 inch/mile dyeline map showing tramways, roads and creeks. (LRRSA publication) \$1.00

Map, TYERS, THOMSON VALLEY AND WALHALLA AREA (Victoria) A one inch/mile map in three colours showing tramways, creeks and roads in great detail. Off-set printed. (LRRSA publication) .20



ALL PRICES INCLUDE POSTAGE

Available from:

**LRRSA Sales**

7 Talaskia Road

UPPER FERNTREE GULLY 3156



# Light Railways

No.50

Vol. XIII

Summer

1974-75

## Light Railway Research Society of Australia

### COUNCIL

President E.G. Stuckey

(travelling overseas)

Vice President C. W. Jessup

34 Kulnine Ave., Heatherdale 3132 (874 5329)

Secretary Arthur Straffen

Kings Road, Harkaway 3806 (707 1985)

Treasurer Robert Marriott

Flat 3, 107 Victoria Road, Hawthorn East 3123  
(82 4619)

Publications Editor Frank Stamford

9 McGregor Street, Canterbury 3126 (83 5873)

Sales &amp; Marketing Officer Stephen Martin

7 Talaskia Road, Upper Ferntree Gully 3156  
(758 1073)

Committee men Geoff Maynard

'Powellite Farm' Parkers Corner via Erica 3825  
(051 65 3242)

Graeme Inglis

13 Harding Street, Surrey Hills, 3127

Annual Subscription \$3.60 for year ending 31 May  
1976Meetings Second Thursday every second month at  
8.00 pm, room 11, Victorian Railways Institute,  
Flinders Street station building, Melbourne. Next  
meetings 12 June 1975, 14 August 1975, 9 October  
1975, 11 December 1975.

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

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

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

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

Copyright All articles and illustrations in this publication remain the copyright of the author and publisher. They may not be reproduced wholly or in part without the written permission of the editor or the author.

## Editor's column

### OUR FIFTIETH ISSUE

Issue No. 50 of *Light Railways* marks another step forward in the progress of the journal. It is the first issue to be fully type-set, a move which will greatly reduce time spent by the editor in routine work.

Looking back over those 50 issues it seems a miracle that we have survived this long and come this far.

The first issue of *Quarterly Review* as it was then known appeared in June 1960. It consisted of a single side of very badly duplicated foolscap using a hand-written stencil. Issue No. 2 was a great improvement with four pages, a price of fivepence and a circulation of ten copies. Horse tramways of Melbourne, and the Fyansford-Batesford railway featured in the early issues. Issue No. 7 had 16 pages of foolscap, and a five-colour map duplicated on the Fordigraph process.

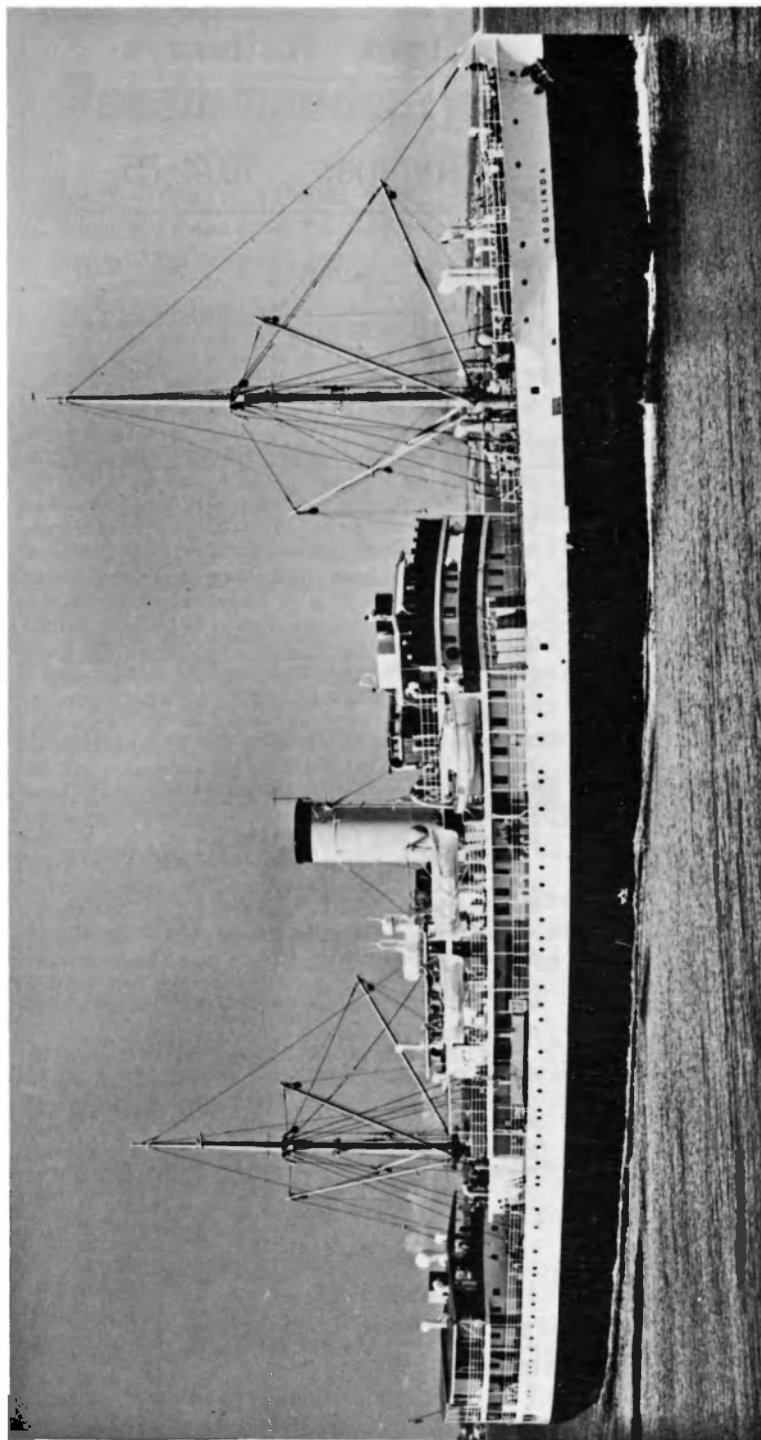
The now familiar *News Notes & Comments* heading appeared for the first time in No. 10, whilst No. 13 was the first to use the 6½ x 8 in format - and the first to appear under the name *Light Railways*. Issue No. 14 appeared in Spring 1963, but no further issues appeared in 1963, 1964 or 1965.

The Society's 25 members were amazed to receive issue No. 15 in July 1966, for by this time it seemed the Society had died a natural death. Whilst No. 15 was a very badly duplicated eight-page effort, No. 16 followed a month later with 24 pages, and a massive membership drive commenced. 190 members received issue No. 18, the first to have off-set printed photographs.

No. 26 (Summer 1968) was the first to be fully off-set printed, whilst No. 28 was the first to have a three-colour off-set printed map. With a print run of 450 the magazine was unprofitable, but over succeeding issues the circulation increased until now the print run stands at 1000.

Front cover: *Midland*, the 1 ft 8 in gauge 0-6-2T locomotive preserved at Gwalia, W.A., November 1974. This locomotive is the subject of the centre page drawing in this issue.

Photo: F. Stamford



The M.V. *Koolinda* commissioned in 1926 served the north-west ports continuously until sold overseas in 1958. In her final years she carried 96 passengers and a crew of 84. She could lift about 2000 tons of cargo, and was fitted with refrigerated chambers in her holds. *Koolinda* could carry up to 540 head of cattle. To cope with the severe tides, *Koolinda* was designed to sit on the bottom. She was powered by two eight-cylinder blast-injection engines each developing 2000 h.p. Three auxiliary four-cylinder blast injection engines were also fitted. Engines were of the Burmeister & Wain type, and were built by Harland & Wolff.

Photograph: Western Australian Coastal Shipping Commission

# North-west Coastal Tramways

by Frank Stamford, assisted by Ian Crellin

## INTRODUCTION

Until the construction of the iron ore railways in the Pilbarra region, the northwest coast of Australia was an area that had largely been ignored by railway enthusiasts. Many considered it to be a rail-less desert. In fact, most of the remote towns along the coast were served by short tramways, which provided both a passenger and freight service.

Beyond Geraldton, 306 miles by railway from Perth, land transport was largely impracticable. Indeed it is only in the past ten years that the coastal highway has been upgraded to a reasonable standard, and much of it is still impassable for long periods in the wet season (December to April). Construction of all-weather roads in this sparsely populated area is expensive because of the need to construct high bridges over the many water courses, which are nevertheless dry for most of the year.

Consequently sea and air transport flourished. Australia's first commercial aviation service was established to serve the north-west coast in 1920. It was operated by Western Australian Airways, using ex-First World War two-seater biplanes.

The Western Australian State Shipping Service provided a regular service for passengers and freight; serving Carnarvon, Onslow, Port Hedland, Broome, Derby, Wyndham and Darwin. It was only in 1973 that the last of its passenger vessels was phased out, and it now has four modern unit-load vessels in service. M.V. Wambiri, Boogalla, Beroona, and Nyanda.

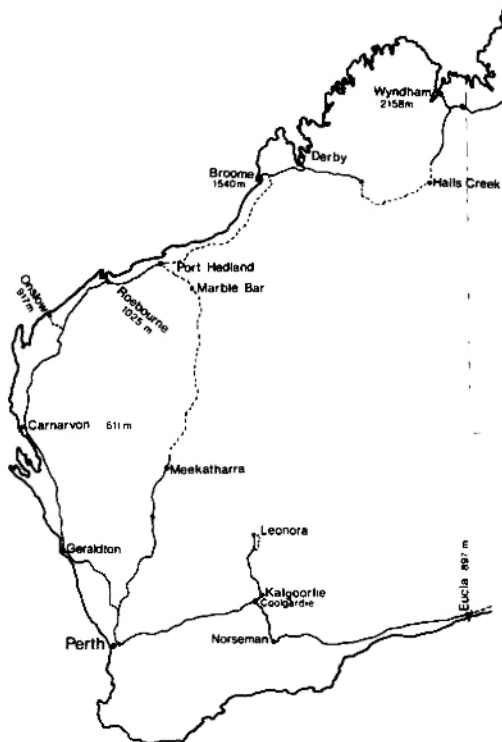
Long jetties were needed at the north-west ports to cope with the large rise and fall of the tides which occur on this coast (around 30 ft or more at Broome). Tramways were the only practical form of transport on these jetties, and it was easy to extend the tramways into the town centres, and run sidings off into warehouses.

Due to the relative inaccessibility of the area, it is hardly surprising that there has been very little information available on the tramways, and little has been published in railway enthusiast magazines. Unfortunately, the improvements in transport which have reduced this inaccessibility, have also made the tramways almost completely redundant. There is now very little to see.

The following series of articles, each of which will deal with one town, has been inspired by the author's recent visit to the area. Only about five hours could

be spent examining each tramway, as 7,884 miles of driving was completed in three weeks (which shows how the roads have improved).

Had more time been available much more information would probably have been obtained by careful interviewing in each town. I have endeavoured to include as much historical detail as possible, but much of the background is very sketchy. Naturally, I would be very pleased to hear from any readers with information on this area.



The map above shows the towns of Carnarvon, Onslow, Roebourne, Broome, Derby, and Wyndham, all of which had tramways. Distances from Perth are indicated in miles (m.). Unsealed highways are shown as broken lines, whilst the unbroken lines represent sealed highways.



## North west Coastal Tramways

### ***Carnarvon***

Carnarvon is 611 miles (983 km) north of Perth, on the Gascoyne River. Although rainfall averages only 9 in (229 mm) per year subterranean waters along the river-bed supply water to irrigate a thriving agricultural area.

The Carnarvon jetty, which is approximately one mile long, is located on Babbage Island. A 2 ft gauge horse tramway was opened in August 1898 to link the town with the jetty. The first passenger vehicle arrived in 1902, whilst in 1901 a branchline was opened to Lighthouse Beach.<sup>1</sup>

In May 1909 the tramway was reopened after being converted to 3 ft 6 in gauge, and was then operated by steam.<sup>2</sup> The horse car was transported to Roebourne.<sup>3</sup>

#### **Present situation**

The plan shows the tramway as mapped by the author in November 1974. I believe that in earlier years it continued some distance up Robinson Street, whilst the route from Babbage Island to the town may have been changed at some time in the line's history; as the sketch plan in *Destination Subiaco* shows the tramway crossing to the mainland by causeway in approximately the same position as the present road causeway.

With the completion of the sealed highway from Geraldton, State Shipping Service vessels stopped calling regularly at Carnarvon, and the three mile stretch of tramway from the jetty to the town closed in December 1965 and has been dismantled. Its right-of-way is clear and easy to follow, and six timber bridges on the route are intact, including the long one over the Gascoyne River, which has side handrails. Old style 'Railway Crossing' signs are still in situ on Babbage Island and at Olivia Terrace, on the mainland.

The tramway is still in situ from the eastern end of the triangle to the end of the jetty, which has a sign claiming that it is the longest jetty in Australia. Rails would be approximately 40 lbs per yard – certainly no less – and rails of similar weight were seen on all the other Western Australian coastal tramways.

The branch to Lighthouse Beach was still intact, but the last section of it is buried in sand drifts, thereby obliterating the track arrangement at its terminus.

#### **Present rolling stock**

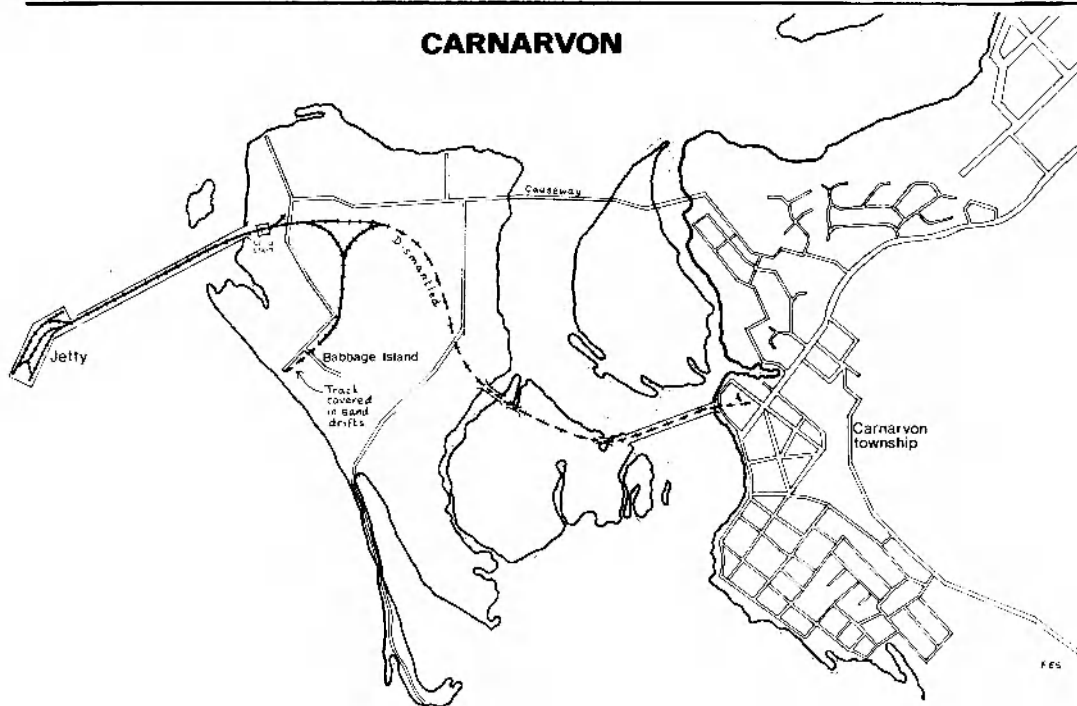
The small galvanized-iron loco shed contained a Simplex four-wheel diesel loco (No. NW11) securely locked away. Outside the shed there was a derelict

I'ordson four-wheel rail tractor (No. NW2), two low sided wagons with cylindrical tanks (Nos 11 and 25), two flat wagons with cylindrical tanks, and one flat wagon with square tanks. Rolling stock on the jetty comprised one flat wagon, one heavy flat wagon with a motor winch mounted on it, one four-wheel hand crane with four-wheel match truck, and one small hand trolley. Most of these vehicles have axleboxes lettered 'WAGR', but one has 'GSR' (Great Southern Railway) axleboxes.

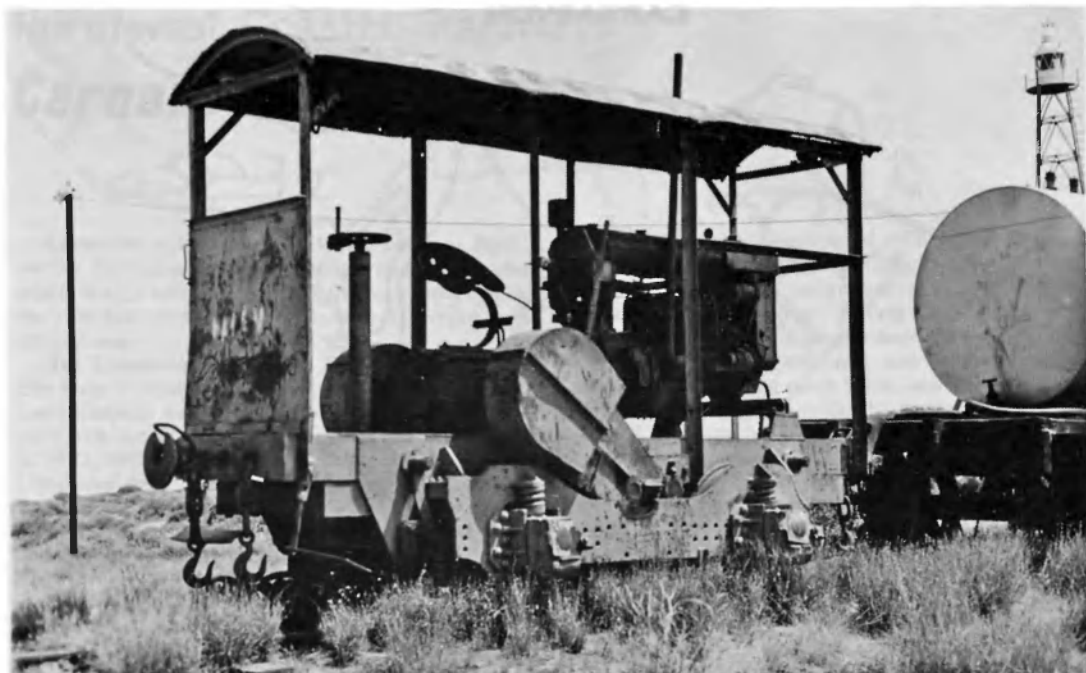
As the Simplex loco has been left on the site, and the track and rolling stock on the jetty remains in good condition it appears that the tramway is still used for jetty maintenance.



The loco shed and water tank at Carnarvon jetty. A Simplex Dorman diesel locomotive is housed inside the shed.

**CARNARVON**

The end of the mile long jetty at Carnarvon, showing a hand-operated crane on the left, and a motor-winch mounted on a truck in the foreground. November 1974



NW 2, a Fordson engined Malcolm Moore rail tractor derelict at Carnarvon, November 1974.

### Rolling stock history

The following locomotives have worked at Carnarvon, but I cannot guarantee the list is complete: 'Kia Ora' Baldwin 0-4-0ST, said to be B/No. 7111 of 1884. (If this is correct then this locomotive may have been used originally on Melbourne Harbour Trust construction work, and subsequently on the Wandong tramway - see A. R. Lyell's letter in LR 49, p.18). *Kia Ora* worked on Western Australian timber tramways at Yarloop and Jarrahdale, in the early years of the twentieth century, before coming to Carnarvon in 1909. By 1949 it had been transferred to the State Engineering Works at Invermire, and in May 1950 it went to Bunbury for use on harbour works. Until July 1962 it worked on Bunbury jetty, and is now preserved at Bunbury.<sup>4</sup> For a few years from 1922 *Kia Ora* was transferred from Carnarvon to Onslow.<sup>5</sup> 'Gascoyne' Andrew Barclay 0-4-0T, B/No. 1755 of 1922. This locomotive worked at Carnarvon from when new until it was withdrawn in 1956. It was cut up at Carnarvon about three years later.<sup>6</sup> 'Kimberley' Andrew Barclay 0-4-0T, B/No. 1754 of 1922. This was identical to *Gascoyne* and was used from 1922 until the early 1950's at Broome; it was then transferred to Carnarvon. It was withdrawn in 1960, the last steam locomotive to work in the north-west.<sup>7</sup> It has since been placed in the grounds of a

local kindergarten, a most unsympathetic form of preservation for a locomotive which spent its whole life serving the people of the north-west.

NW 2 Fordson engined Malcolm Moore four-wheel petrol rail tractor. It was purchased (presumably new) in 1948 and was recommended to be written off in 1966.<sup>8</sup> This is the Fordson locomotive now derelict at Carnarvon.

NW 6 Ford V8 rail tractor. This had been rebuilt from NW5 and NW6 and was unserviceable in 1966.<sup>9</sup>

NW 6's fate is unknown, but I did not see it at Carnarvon in 1974.

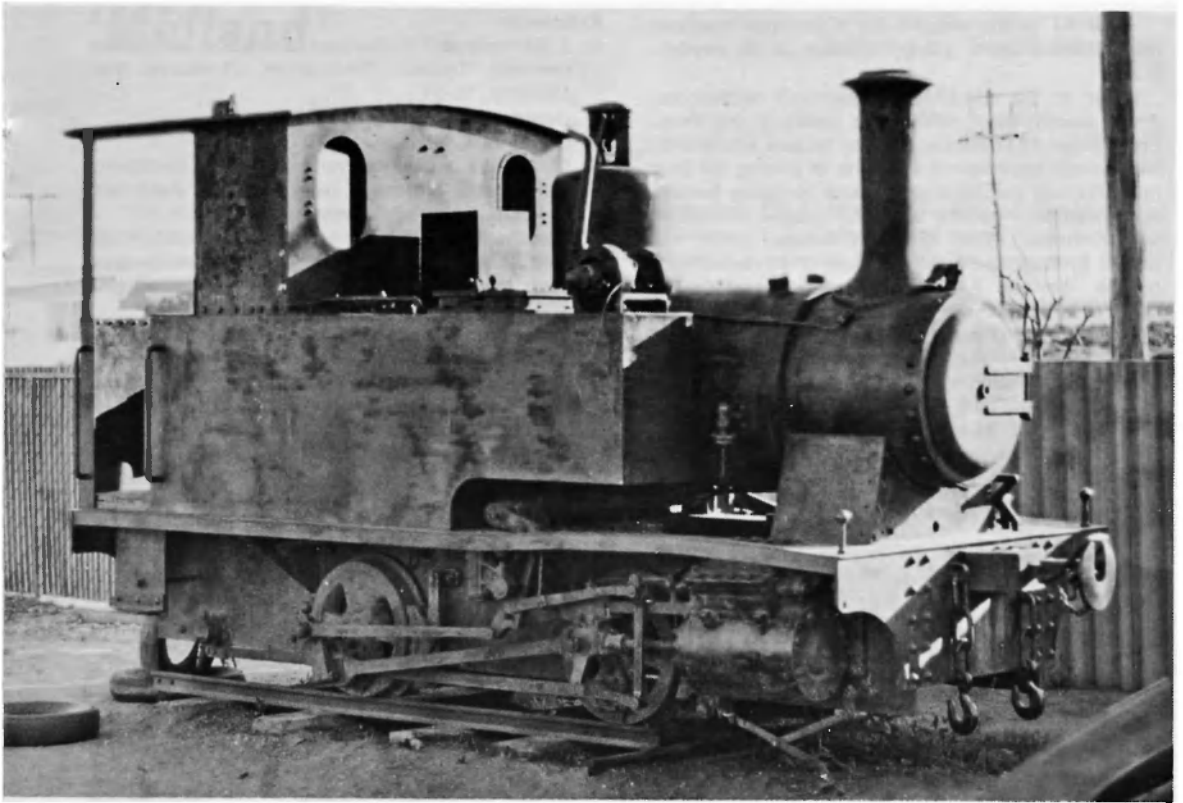
NW 11 This is a Simplex-Dorman four-wheel diesel locomotive built in 1955. It is now the only serviceable locomotive at Carnarvon.<sup>10</sup>

At one time a passenger service was operated using a variety of four-wheel cars including open toastrack and partly enclosed vehicles.

According to Harbours & Lights Department records the following goods rolling stock was on the site in 1965, just prior to closure:

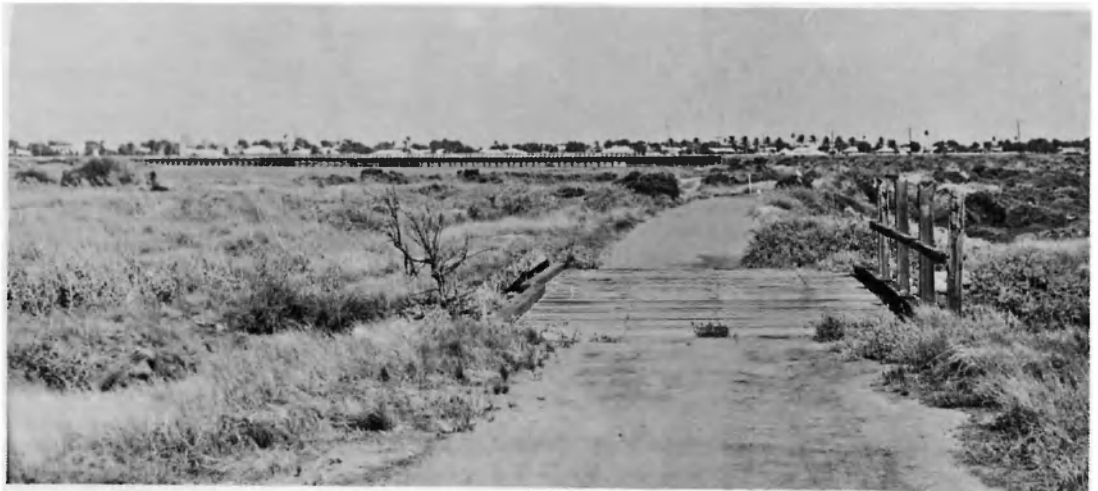
- 42 'H' class open wagons
- 6 'G' class wagons
- 4 pairs of four-wheel timber trucks (i.e. eight individual trucks)
- 2 cattle vans (small type)
- 6 'GC' class wagons
- 1 'R' class bogie flat wagon





**Above** *Kimberley*, Andrew Barclay 0-4-0T of 1922 preserved in a kindergarten at Carnarvon. November 1974

**Below** The formation of the Carnarvon tramway looking towards the town. The long bridge connecting the island with the mainland can be seen in the background.



With 61 goods vehicles the Carnarvon tramway was obviously quite a busy concern in its heyday. Traffic

Prior to the mid-1930's Carnarvon's traffic comprised mainly wool, with some livestock and fruit. From about 1937 banana growing became established, but growers experienced difficulty in getting the fruit to market on the fortnightly State Shipping Service, being unable to present an evenly graded or ripened line of fruit. From 1941 the banana traffic was carried by road to Geraldton where it was transferred to the Western Australian Government Railways. Quite a large quantity of blood and bone fertilizer was landed at Carnarvon from the Wyndham meatworks, for use by the banana growers. Since the mid-1960's the Carnarvon jetty has been open only for ships discharging bulk fuels through pipes on the jetty to shore based installations. The jetty offers no protection to shipping from north-westerly winds, ships had to anchor away from the jetty and ride it out.

#### References

1. J. Richardson (Ed) *Destination Subiaco* 2nd edition (revised), Traction Publications, Chadstone, Vic. 1957; pp. 16-17
2. *Destination Subiaco*
3. *Destination Subiaco*
4. Details of *Kia Ora* from notes by Adrian Gunzburg, which were obtained from Western Australian Government boiler inspection records.
5. J.L. Buckland, 'The Early Railways of the North West Ports of Western Australia', *Australian Railway Historical Society Bulletin* No. 415, May 1972, pp. 114-119.
6. As for 5
7. As for 5
8. Official records of the Public Works Department, W.A.
9. As for 8
10. As for 8



Level crossing signs still in situ at Carnarvon town. The end of the long bridge which connected the tramway to the mainland can be seen on the right.

# 'Midland'

Drawing by Geoff Murdoch

This is a ft 8 in gauge 0-6-2T locomotive built at the Midland Junction workshops of the Western Australian Government Railways in 1934, for the Sons of Gwalia gold mine, for use on its firewood tramway running from Gwalia, 146 miles north of Kalgoorlie in Western Australia

In service the locomotive ran with a crudely made tender consisting of a four-wheel truck with wooden ends but no sides, to carry firewood for fuel. This always travelled at the bunker end of the locomotive. In addition four 720 gallon water tanks, each mounted on a four-wheel truck, were coupled to the front of the locomotive. As there were no turning facilities, the water tanks were pushed in front of the locomotive on the return journey from the bush camp to Gwalia. At one stage the distance from the camp to the mine was about seventy miles.

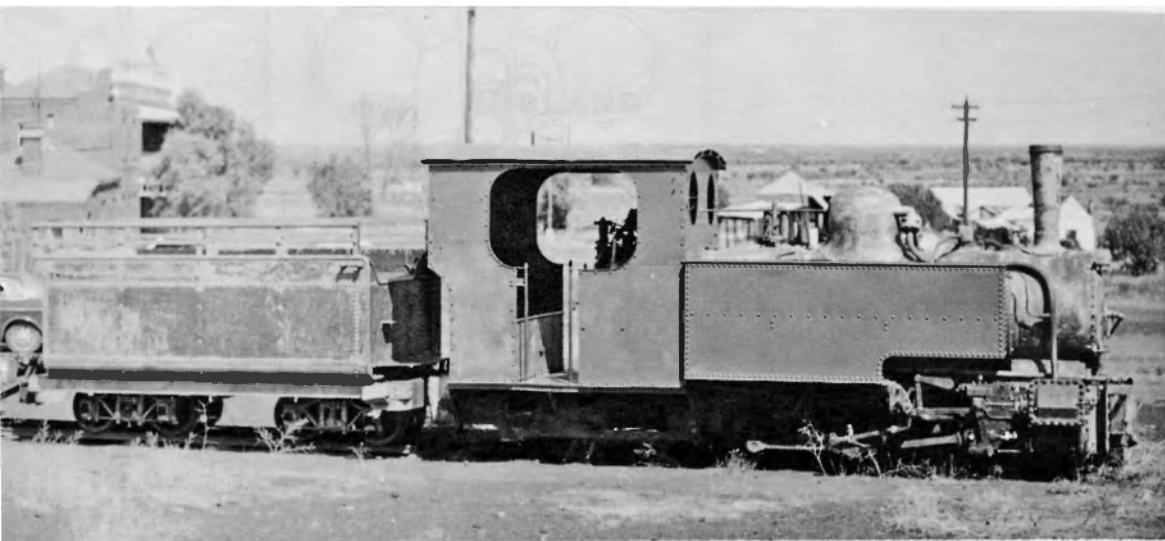
The diagram has been made from the WAGR's official 1½ in = 1 foot drawings, dated 9 March 1934. A few local modifications were made, such as the position of the water filling hose which connected to the water tenders. The coupling hooks are not shown because the position of these was not indicated on the WAGR drawings.

After the Sons of Gwalia mine closed on 31

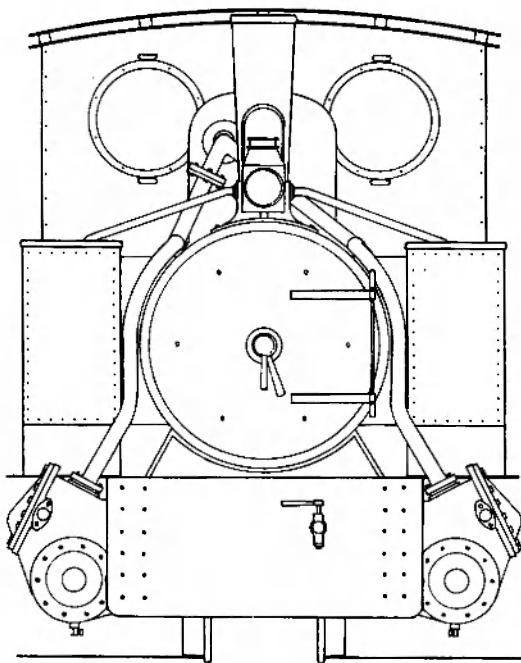
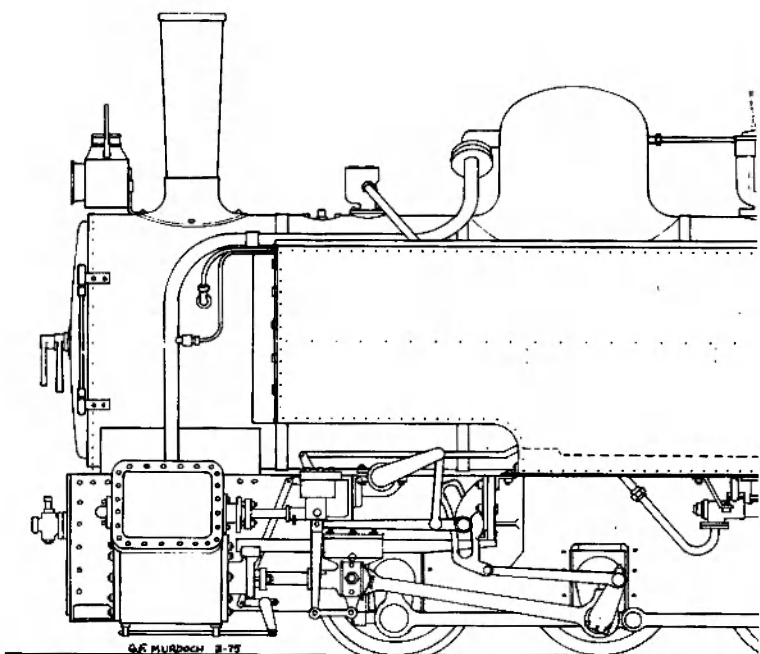
December 1963 *Midland* was placed on display at Leonora. It has since been moved back to Gwalia where it is now on display in the open, near the old Gwalia hotel.

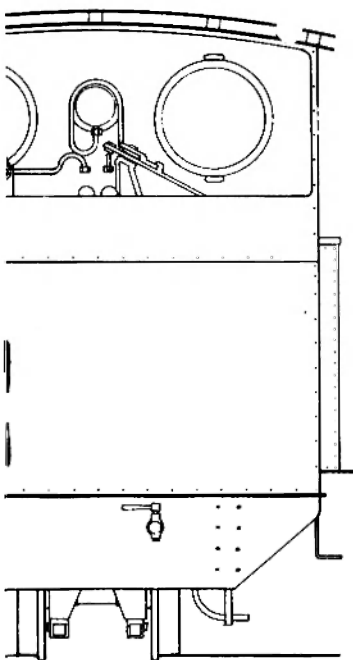
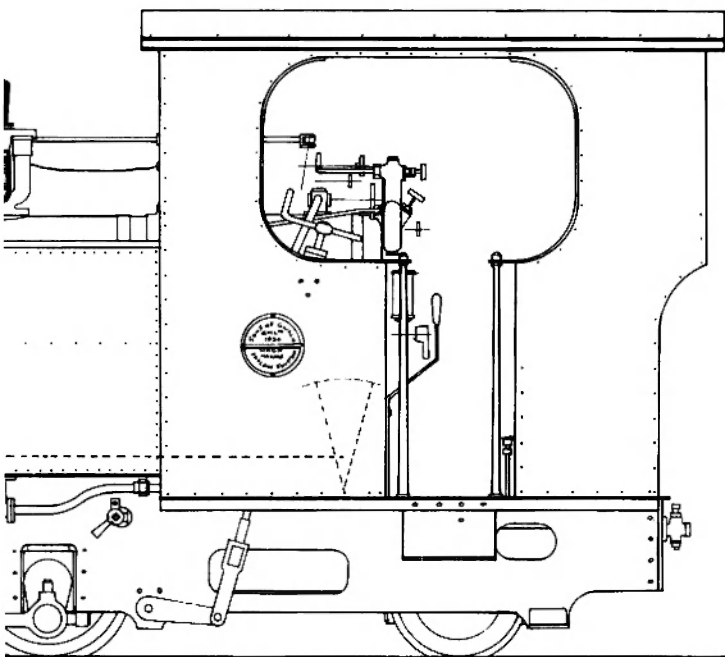
## Leading dimensions

Gauge	1 ft 8 in
Driving wheel diam.	2 ft.
Trailing wheel diam.	1 ft 8 in
Rigid wheelbase	5 ft 6 in
Total wheelbase	11 ft
Tractive effort	
(80% boiler pressure)	7220 lbs
Heating surface, firebox	32 sq.ft.
Heating surface, tubes*	289 sq.ft.
Heating surface, total	321 sq. ft.
*76 tubes, 1½ in external diameter x 11 SWG	
Weight, in working order	15 tons
Grate area	7.5 sq. ft.
Tank capacity	350 gallons
Valves	2 x 1½ in diam.
Boiler pressure	200 lbs p.s.i.
Lubricator	Two feed 'Detroit'
Fuel capacity (wood)	10 cwt
Trailing truck sideplay	4½ in each way



*Midland* preserved in the open at Gwalia, November 1974. The bogie tender never actually ran behind *Midland*, it belonged to another Sons of Gwalia locomotive — *Fowler* — but saw little use due to its tendency to derail.





**'MIDLAND'**  
**1 ft 8 in gauge 0-6-2T**  
**locomotive**  
**Built at WAGR Midland**  
**workshops in 1934**





# The Mount Keira Tramway, 1954-55

by K. McCarthy

This brief account aims at revealing personal observations made at the closure of the Mount Keira Tramway in 1954-5. The writer made frequent visits to the Illawarra region from Sydney from 1949, but unfortunately only stumbled onto the Mount Keira mine terminus during the time when the locos were being cut up. The observations made here concerning track layouts differ from previously published maps in some areas, but these may have been based on research of an entirely different period. The items here are presented as a record on which some other writer may one day base more thorough research.

The Illawarra area of NSW was initially opened as a source of timber, but soon expanded into a mining and farming community. The associated coke manufacturing industry expanded with coal mining development while the establishment in 1895 of the Dapto Smelting Works near Kanahooka Point, and the development of the non-ferrous metal plants at Port Kembla a decade later, initiated the growth of the heavy secondary industry which is now associated with the district. The age of the ferrous industry perhaps dates from 1927 when the operations of the Hoskins Lithgow Steel Works were gradually transferred to Port Kembla.

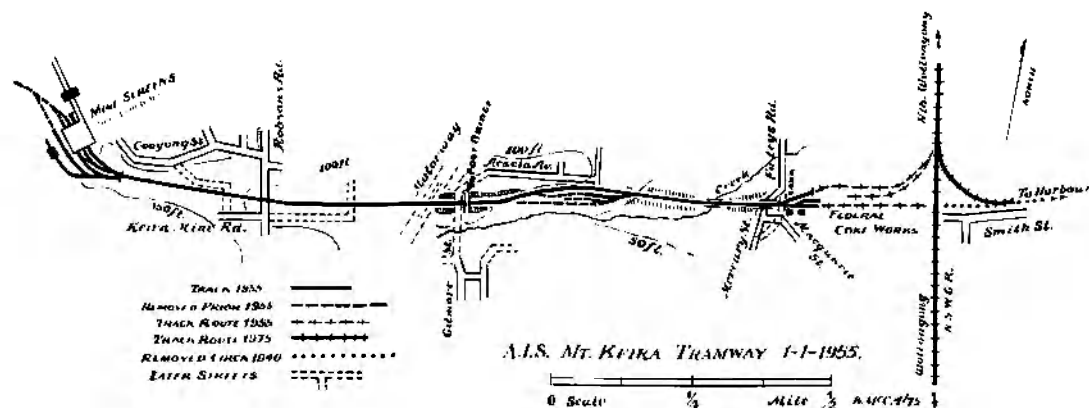
The NSWGR line opened as an isolated system between Wollongong and Clifton on 21 June 1887, though service to Sydney did not commence until October 1888. Prior to this, isolated steam and horse railways linked jetties with the escarpment collieries, the Mount Keira tramway being one of these: Opened as a horse worked 3 ft 8½ in gauge line in 1859 the

track was converted to standard 4 ft 8½ in size in 1878 and steam haulage introduced. After 1937 the track between the NSWGR crossing and the Wollongong Harbour, an area shared with the 3 ft 8½ in gauge steam worked Mount Pleasant Tramway, fell into disuse. In November 1954 the mine owners (since 1937 Australian Iron and Steel), opened access between Mount Keira mine and the Mount Kembla group making it possible for coal to be removed at the latter location for direct rail haulage to the Port Kembla Steel Works, independent of NSWGR trackage.

Accordingly the Mount Keira tramway operation ceased from 5 November 1954.

Early in December 1954 work commenced on cutting up *Lithgow*, an 0-6-0T side tank loco, Kerr Stuart B/No. 780 of 1908, the last piece being dispatched on 29 December. Work started on *Keira No. 1* (an 0-6-0T side tank loco by Nasmyth Wilson, B/No. 198 of 1878) on 30 December 1954 and when observed on 1 January 1955 the smoke-box and smoke-stack sections had been removed. This loco was finally broken up by the end of January and *Keira No. 2*, 0-6-0T (Nasmyth Wilson B/No. 199 of 1878) followed immediately after.

The standard-gauge track closed in 1954 linking the exchange sidings at the Federal Coke works (between Wollongong and North Wollongong Station) to the foot of the 2 ft gauge incline at Keiraville, a distance of 1.4 miles, rising from approximately 30 ft above sea level to 175 ft. The 2 ft gauge incline extended a further 0.8 miles, reaching the mine entrance at a 750 ft elevation.





Mount Keira colliery trans-shipment yard at the bottom of the 2 ft gauge incline, 1 January 1955. A start had been made on cutting up No. 1.

Steel railway crossing sign, formerly used on the Mount Keira tramway restored and re-erected on a garden railway in Sydney. April 1974

Both photographs: K. McCarthy



Much of the 2 ft gauge track was removed between November and 27 December 1954, the scene at the foot of the incline being one of general disarray, rakes of skips having been hauled off the tracks onto open field areas adjacent to Gooyong Street, Keiraville.

As observed on 1 January 1955, the standard-gauge track left the west gate of the Federal Coke Works and crossed Macquarie Street-Mercury Street-Foleys Road intersection by a short overbridge, this location being about 25 yards west of the present wide intersection of these busy streets. A branch of Fairy Creek was next crossed and then the railway started climbing in earnest where staging sidings were reached at the western end of the gully formed by the head of the creek. The line then passed through a deep cutting crossed by a steel footbridge (this formation can still be seen near the junction of Acacia Ave and Gilmore Street), and then emerged into another creek gully which gradually climbed to the west. The line traversed this natural feature until the 2 ft gauge incline base was reached. The start of this final climb is now hidden by the earthworks of the main north-south Wollongong by-pass motorway while residences now cover the last 0.4 miles of the route. The line crossed Robsons Road just north of the present Keira Mine Road intersection, where a novel warning sign stood. This was a square steel box with a pyramid roof, located on a short pedestal. On the faces of the box the words

'Railway Crossing' were cut in stencil form, this being illuminated by a kerosene lamp placed inside on the occasions when night trains were operated.

This relic was legally obtained by a railfan in Sydney and now doubles as a garden ornament and a path crossing sign on his excellent live steam garden railway.

In January 1955 the remains of several wrecked standard-gauge hoppers were noted near the Fairy Creek Bridge while eleven further such wagons stood at the old staging sidings, seven on tracks and four on locations where track had then recently been removed.

The name plates of at least one of the Nasmyth locos is preserved by the Illawarra Historical Society, but the suburban spread into the Mount Keira foothills and the expressway construction during the mid 1960's make it now very difficult to trace this old railway. During March 1975 a start was made on the demolition of the Federal Coke Works thus leaving the short railway siding to the east of the NSWGR adjacent to Smith Street (west) as the one major relic of the Mount Keira Tramway in situ.

Two maps are presented here.

1. The M Keira Tramway formation as noted on 1 January 1955 between the west gates of the Federal Coke Works and the foot of the Keiraville incline.
2. The track arrangement at the Wollongong Harbour as revealed in contemporary photos of circa 1885 period. Dates from *The Port of Wollongong* see below.

Both of these are presented as they throw additional light onto the track arrangements as published earlier in other places.

Suggested references for further research.

*Illawarra Mercury* available in Wollongong City Library and NSW Public Library Sydney

*Railway History in Illawarra* - C.C. Singleton. Available from the Illawarra Historical Society, Wollongong. (Museum in Smith St.)

*Transporting the Black Diamond* - G. Gardley. Traction Publications, Canberra, 1968.

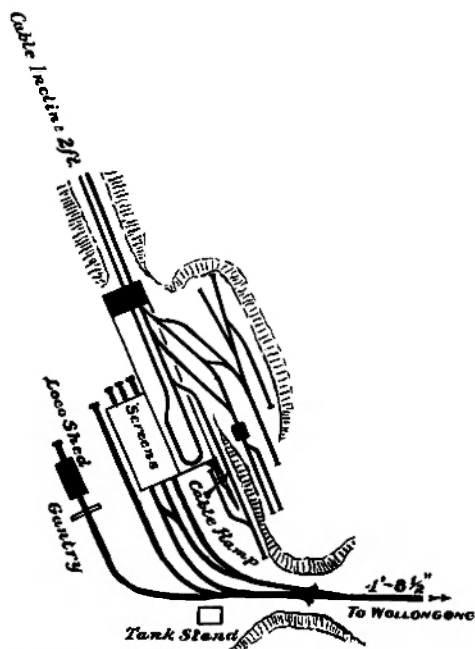
*The Old Smelting Works-Dapto* - J. O'Malley, Illawarra Historical Society.

*The Port of Wollongong* - C. Gardiner-Garden, Illawarra Historical Society.

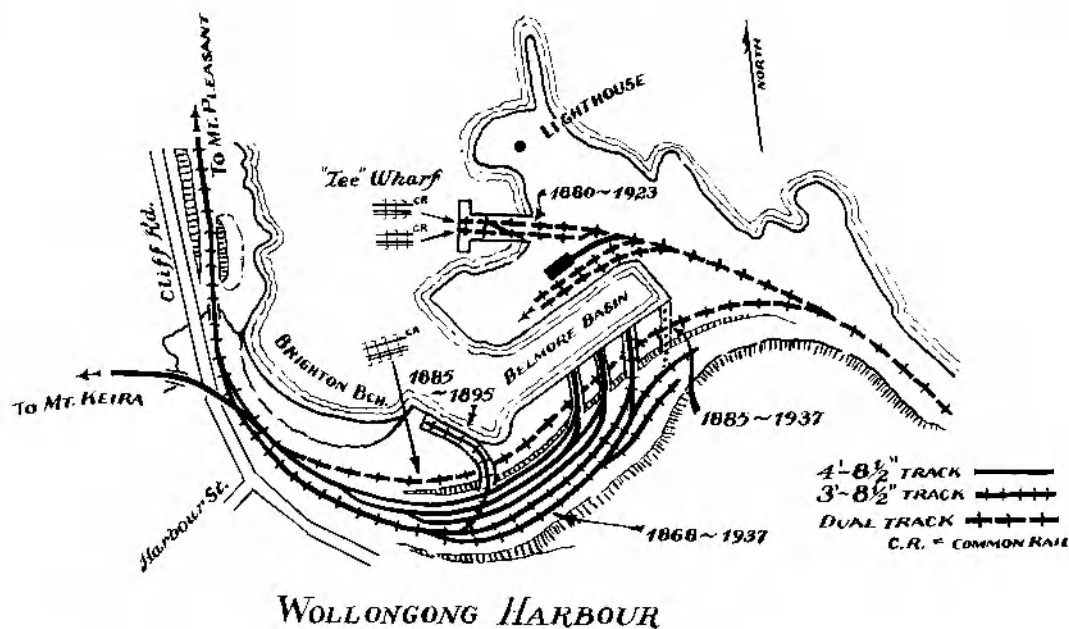
*Mount Keira Railway* - C.C. Singleton. ARHS Bulletin No. 37, November 1940.

*200 Facts About Illawarra* - H. Shaw, Illawarra Historical Society.

*The Children's Illawarra* - W. Bayley, Austrail Press, Bulli NSW.

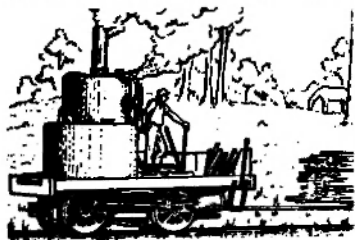


Detail of western section of plan on page 14



*Keira No. 1 and Keira No. 2 at the Mount Keira trans-shipment yard at the bottom of the 2 ft gauge incline, 1 January 1955. A start had been made on cutting up No. 1.*

Photograph: K. McCarthy



## News, Notes & Comments

### NEW SOUTH WALES

#### AUSTRALIAN ANTIMONY CORP. N.L., Urunga

The plant and equipment of the above Company was auctioned on 22 April 1975 at Urunga, near Coffs Harbour. Amongst the equipment were two Gemco 4 h.p. battery locomotives of 2 ft gauge, and eighteen side-tipping one-ton skips. The Company's rail (15 lb and 30 lb sections) has, I believe, been sold privately through an agent to a company either in Victoria or Tasmania. (Dick Audley)

#### NSW SCHOOL RAILWAY CLUBS' ASSOCIATION TO PRESERVE LOCOMOTIVE

The local newspaper at Ayr, north Queensland reports that the Ayr Shire Council is finding the maintenance of locomotives in parks in the district a problem. They are becoming a hazard to children as their condition deteriorates at the hand of the weather and vandals. One loco, a 2 ft gauge Perry tank engine (details unknown) reportedly built for Kalamia Mill in 1933 seems likely to be offered to the NSW School Railway Clubs' Association for restoration and inclusion in a museum near Sydney. The loco has been sitting in the Jaycee's Park near Clayton Street, Ayr for a number of years and is badly rusted in places. It is understood that local jaycees planned to sandblast the loco and repaint it, but were advised that because of the loco's poor condition, this treatment was not suitable. In late 1973, Peter Neve, well known to many rail fans, visited the area and heard of the problem. He approached the Council as Administrator of the NSW SRCA with an offer for the locomotive. At that time, Council did not want to see the loco leave the district and declined the offer. Subsequently the fact that two locos are preserved at Home Hill and one at Brandon, close to Ayr, plus further deterioration of the loco, caused them to reconsider the position. Best of luck to the schoolboys with their loco.

(Ian Crellin)

#### WAUCHOPE LOGGING MUSEUM

Work is progressing on the logging museum and historical village at Wauchope (see LR 46, p.18); *Timbertown - Wauchope* has now been selected as its

name. During October 1974, 120 architecture students from the University of New South Wales worked for a fortnight constructing old style buildings and a trestle bridge (believed to be for general traffic, not for a tramway). Students from this institution have worked in earlier years on similar projects at Old Sydney Town, Gosford; and the Lachlan Vintage Village, Forbes.

Light railways which once served the timber industry in the district, have not been forgotten. To quote directly from the NSW Department of Decentralisation and Development: '...entrance at Wauchope railway station... will allow visitors to view the proposed steam locomotive log snagging operation...'

Regretably the exact meaning of this statement is not known. Perhaps readers have some further information on this matter. (Ian Crellin)

### QUEENSLAND

#### MILLAQUIN SUGAR CO. LTD TAKEOVER

The Millaquin and Qunaba sugar mills at Bundaberg, the last stronghold of steam in the southern Queensland sugarfields, appear likely to be taken over by Bundaberg Sugar Company. The latter company operates Bingera and Fairymead Mills (and until 1974, Gin Gin Mill too). These mills some years ago, disposed of steam locomotives (possibly hastened by their experiences with persistent railfans). One wonders if the potential new owners will eliminate the delightful fleet of Perry, Bundy Fowler and other steam locos in the Millaquin/Qunaba stable. (Ian Crellin)

### TASMANIA

#### LUNE RIVER RAILWAY

It is expected that the 2 ft gauge railway here will cease operation at the end of June this year. This was confirmed in a recent telephone conversation with the manager, but the line's future has still not finally been decided. See LR 35, p. 5 and LR 40, p.15 for previous articles describing this tramway.

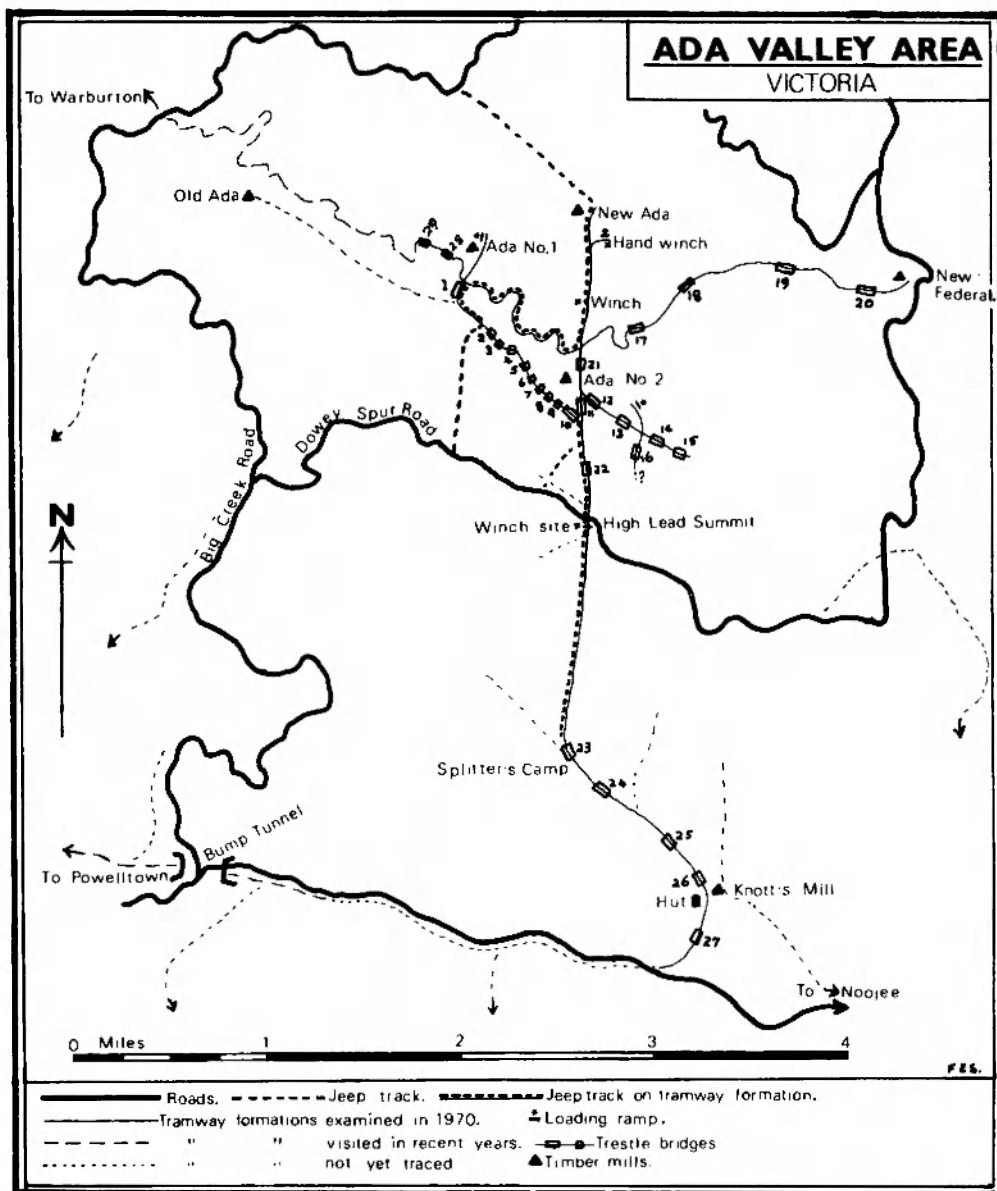


## VICTORIA

### ADA VALLEY REPORT

The walking track from the Bump (see I.R. 38, p.25) at the junction of the Big Creek Road and the Powelltown - Noojee Road, to the end of the tunnel and along the tramway back towards Powelltown is still open, although soggy in places. Less than a quarter of a mile from the collapsed tunnel mouth there are occasional pieces of rail, spikes, sleepers etc beside the track.

The incline formation south of the Dowsy Spur Road (from Winch Site to Splitters Camp) has been opened up, distance unknown, and has a wooden sign 'Walking Track' at the Dowsy Spur road (this point is just 3 km from the turn off the Big Creek Road). There are many relics in the bush on both sides of this track — part of a boiler, pulleys, gears, firebars, chimney stack, etc and of course lots of cable. There are also several lyrebird mounds near the summit itself.



Proceeding northwards from this point where the walking track starts from the Dowey Spur Road the track drops down to a creek with a collapsed trestle bridge (No.22 on the map). There are some formed vehicle tracks between here and the Ada River bridge, which has many trucks, wheels and axles around it. The area at the river is much overgrown since a visit some years ago.

Time did not permit further exploration, but these two areas can be recommended as an easy means of spending several enjoyable hours in the bush enlivened by the excitement of finding relics of past tramway operation.

A further visit to this area in late March included a visit to the New Ada Mill, then along the route of the tramway to Ada No. 2, continuing to the Dowey Spur Road.

At 5.5 miles from The Bump along Big Creek Road there are two cables high over the road, and about this location on the east side of the road are the remains of a large steam winch with a Harman Port Melbourne 1913 builder's plate. A quick investigation did not reveal any signs of the boiler which supplied the steam for its operation.

The road to New Ada is not now marked 'New Ada' as stated in LR 29, but it starts at 9.5 miles from The Bump, where the Big Creek road takes a turn to the left.

Much of the foundations and timbers of the New Ada Mill are still there; although the roof timbers have collapsed, the mill apparently having been abandoned and left to natural decay, and not having been burnt by bushfires.

Along the route from the New Ada via Ada No. 2 to the Dowey Spur Road all items are substantially the same as stated in LR 31, except that the winch hut now has a distinct lean downhill. Other earlier reports on this general area are in LR 19, p 25; LR 24, p 5; LR 29, p 22; LR 31, p 17; and LR 39, p 32.

Part of the collapsed Bump Tunnel may be entered at the Powelltown end (if you are prepared to risk a further fall of earth from the roof) for a distance of about 50 ft. It appears that someone has been camping in here as there are signs of fires, numerous empty bottles and tins and a rubber hot water bottle.

Approximately 2.4 miles from the Bump Tunnel along the Noojee road there is a timber sign on the north side pointing along a track and stating 'High Lead'. About 200 yards from the road is a low trestle bridge over the Latrobe River which may be crossed by walking along the bearers. The track continues along the tramway formation to Splitters Camp and High Lead (distance unknown) and so to the Dowey Spur Road. (Arthur Hill)

bashing, fighting blackberries, sword and wire grass not to mention numerous creepy crawly bugs to bring you material for forthcoming issues: assuming that my humble contributions are deemed worthy of the honour. (Editor's comment: they certainly are. This one earns the \$2.00 field report award for this issue, and is by far the best detailed investigation of an individual mill site published to date.)

Logging operations are now getting to within about a mile of here so time may be running out to record for posterity information about the numerous tramways in the area and indeed the mill area itself.

Rainfall here is 60 inches plus a year so most of the buildings are in an advanced stage of decomposition and consequently their size and relationship to other features may be suspect. At this stage I must hasten to add that even though the attached plan is done to scale the distances are only estimated, so may be plus/minus a few metres.

Around the actual mill, tramway tracks are hard to find due to a lush growth of sword and wire grass. The aforesaid grasses also make it hard to estimate the extremities of the mill. Therefore on the attached plan the mill position shown would be plus/minus a few metres. Once out of the mill area the forest floor is free of vegetation making it easy to follow the tracks leading out from the mill. During the course of compiling the enclosed plan I discovered three tramway formations apart from the one leading back towards the Ada Mill. However having the enclosed plan to complete I did not have time to follow them for more than a few hundred metres.

One of these tracks leads off from the southern side of the road (which has apparently been bulldozed through the centre of the mill) and proceeds at a bearing of 140° mag. till it reaches a creek. Up until this stage it was easy to follow as although the sleepers and rails were mostly rotted the depressions in the ground were obvious due to the lack of vegetation. However upon reaching the creek and the bridge, the undergrowth became quite lush, so not having much time I did not proceed further. There is also a track running parallel to this track for a distance of about fifty metres where it ends in the middle of two big logs.

Tramway No. 2 takes off on the northern side of the road on a bearing of 340° mag. to an unknown (to me at least) destination.

No. 3 tramway cuts back at an angle of 230° mag. from the top of the cutting as you enter the mill area from the direction of the New Ada (Starlings Gap).

Perhaps some of our intrepid bush-bashing members could follow these tramways through to their destinations before the 'pulpies' obliterate the traces of them.

#### *Federal Mill location*

On consulting LR No. 31's map of the Ada River area it would appear that the New Federal is plotted in the wrong position. By my estimation it would be

#### **NEW FEDERAL MILL**

Here I sit beside a warm fire at the New Federal Mill licking my wounds following a day's scrub

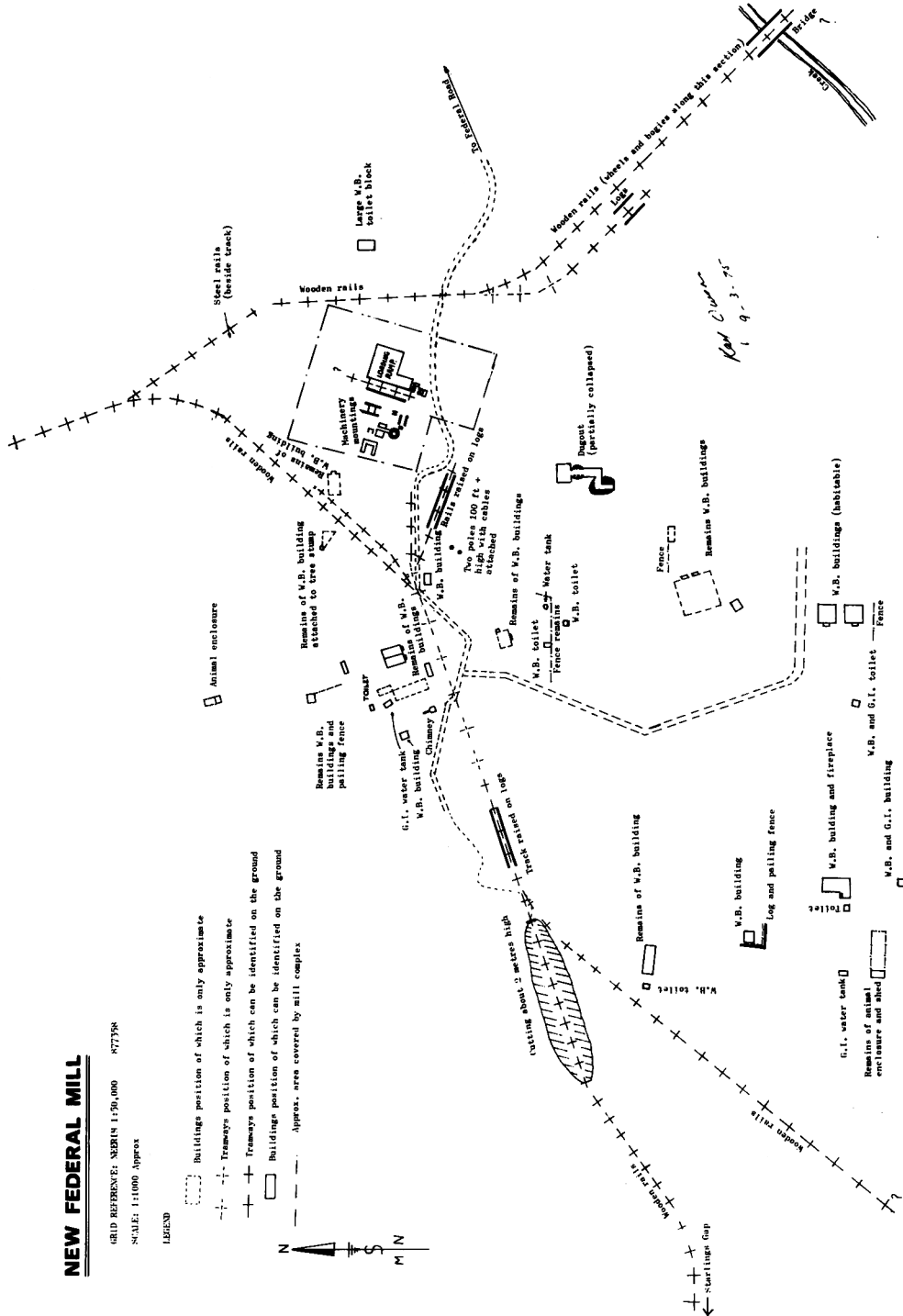
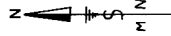
# NEW FEDERAL MILL

GRID REFERENCE: NGRIN 1750,000 877796

SCALE: 1:10000 Approx

## LEGEND

- Buildings position of which is only approximate
- Tramways position of which is only approximate
- Tramways position of which can be identified on the ground
- Buildings position of which can be identified on the ground
- Approx. area covered by mill complex



near bridge No.19. This is verified by the contours on Neerim 1:50,000 map which shows a relatively flat area near the grid reference 877358, as opposed to a quite hilly area as the track nears Ada River Road. If the track is plotted on the Neerim 1:50,000 correctly it would appear that the line leading off on a bearing 140° mag. is the line that proceeds to the Ada River road. If this assumption is correct it leaves about 1½km of track not checked on the ground.

(Ray Owens)

#### REID'S TRAMWAY, Powelltown

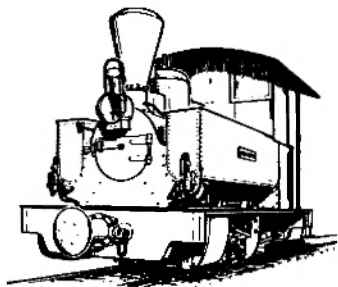
Recently, while in the Powelltown area, I walked the length of this tramway, most of which has been made into a Forests Commission walking track. This wooden-railed 3 ft gauge tramway ran for about two miles in an easterly direction from Powelltown and operated between 1920 and 1938.

The walking track starts about one mile from Powelltown on the Noojee road, where there is a sign. Just before this is reached are the remains of a long, low bridge. Most of the piers of this were logs stacked to form a square and about five feet high. However the last pier of the bridge is a tree trunk which had fallen across the creek. This trunk is now used as a bridge for the walking track.

Along the tramway, which follows a creek most of the way there are many sleepers and some well preserved wooden rails in situ. Nearing what seemed to be the end of the line, there is a cutting which is about six feet deep.

This is a very pleasant walk along what must have been a very picturesque tramway.

(Simon Fraser)



#### CLIMAX LOCOMOTIVE 1694

Regarding the comment that Climax 1694 was believed to be the last locomotive manufactured by that company (LR 49, p.11), the book *Climax - an Unusual Locomotive* (1960, Railroadians of America) gives B/Nos 1682 and 1692 as later construction than No. 1694. B/No. 1682 of November 1928 was an 80 ton 'C' class, the Union Freight Railroad No. 4 (Boston, Mass) and was scrapped in July 1946. B/No. 1692 of December 1928 was a 50 ton 'B' class, the Elk River Coal & Lumber Company No. 3 (Swandale,

#### RUBICON TRAMWAY, ALEXANDRA

The derelict second diesel locomotive (Kelly & Lewis B/No. 5957 of 1936) has recently been purchased by member Paul Simpson, who intends to restore the dismantled loco for eventual use on the Illawarra Light Railway Museum Society's railway.

The two builder's plates have been removed from the loco, together with an oval plate which was attached to the left hand hood. To ensure that the loco can be fully restored it would be desirable to refit these plates. Should any reader know the whereabouts of them it would be appreciated if they could contact the editor. The oval plate is a mystery as to its inscription, perhaps some reader would know.

(Frank Stamford)



The builder's plate on the first diesel locomotive at Alexandra.

Photograph: Paul Simpson

## LETTERS

West Virginia), stored in 1960. (Refer to pages 58, 71, and 92 of the above publication).

The fact that two locos of lower builder's numbers were built after No. 1694 is due to the Company's practice of casting builder's plates in a batch and putting them in a bin. When a loco was ready for plates (or single plate in the case of 'A' class) the first matching pair found or single plate picked up were put on the engine. (Refer page 47 of above publication).

Ray Graf  
Ringwood Vic

### PAPUA NEW GUINEA'S BOOTLESS BAY RAILWAY LR 47, p.3.

With reference to the Shay locomotive that worked on this railway (see LR 20, p.21-22; LR 47, p.11; and LR 48, p.16-17) mention is made that the builder's number is unknown, however my research on Shay locomotives used in Australia shows that it was B/No. 2478 of 1911 and was ordered by Lahey Bros for their Canungra & Pine Creek Railway, Queensland, through Lima's agent Gibson Battle, Sydney, NSW (see the plate attached to the water tank of the Shay, photo LR 47, p.12-13, this plate reads: 'SHAY GEARED LOCOMOTIVE - SOLE AGENT - GIBSON BATTLE & CO. LTD. - 7 KENT ST. SYDNEY'. The details of the loco were: 3 ft 6 in gauge, 'A' class, two cylinders 6 in x 10 in, boiler pressure 160 p.s.i., driving wheels 22½ in diam., weight 14 tons, fuel: wood, capacity: half cord, water: 400 U.S. gallons.

The loco was completed on 16 November 1911, thus it would have arrived in Australia sometime in 1912. An interesting point arises, as the loco was bought by the Hampton-Cloncurry Mines Ltd also in 1912 (see LR 19, p.24): was the loco therefore landed at Townsville and railed to Kuriyland (Kuridala) or was the loco landed at Brisbane and railed to Canungra?

If the loco was not sold by Lahey's prior to its arrival in Australia, then it saw little or no use on Lahey's railway as at this time (1912) Laheys had three locos; the first was a 'B' class Climax (LR 24, p.13), and two Shays (LR 18, p.11) B/No. 697 of 1902 bought second-hand in 1909 and B/No. 2371 of 1910 bought new by Gibson Battle, thus when the fourth loco arrived it must have been superfluous to Lahey's requirements, hence its early sale. (An interesting note is that Shay B/No. 697 was the only 'T' boiler Shay to come to Australia, unfortunately the loco was cut up for scrap in 1935).

Perhaps someone may come forth with a photo or further information on B/No. 2478 and clear up the uncertainty of this Shay's first days in Australia.

Paul Simpson  
Panania NSW

### MEGALONG VALLEY SCENIC RAILWAY

I was intrigued to read on pp 18/19 of LR 48, the item on the Megalong Valley Scenic Railway, Blackheath, NSW, which I had not heard of previously.

What interested me particularly was Paul Simpson's reference to the purchase by the owner, Keith Duncan, of two ex-North Eton sugar mill tramway 0-6-2T locomotives built by Perry Engineering Co.

The identity of one of these engines intrigues me, as the 'builder's number' 2382 of 1942 is unknown to this deponent! Certainly North Eton mill possessed two Perrys; the second, 6634 of 1952, agreeing with known records. The other was hitherto believed to have been 6676 of 1938. I question whether Perry Engineering did in fact build any locomotives in 1942 at the height of Tojo's war? If so, it must have been one they had started work on prior to Japan's entry - and so far as I am aware, hitherto not recorded.

Perhaps it should be pointed out that these Perry identification numbers are strictly speaking not builder's numbers at all, but refer to drawings, the year of construction and the number of said drawing, e.g. North Eton No. 7 was identified as Drawing No. 6634/52/1 and was in sequence probably the 300th locomotive built by the combined firms of James Martin, Gawler and Perry Engineering Co., which absorbed the former builder about 1917/18.

According to my records Perry/James Martin built 301 locomotives altogether. Can Mr Simpson verify the identification of the second engine at Megalong Valley?

John Buckland  
East Brighton, Vic.

### 'THE SHALE RAILWAYS OF NEW SOUTH WALES'

I have read the review of the book *The Shale Railways of New South Wales* in your recent *Light Railways* No. 48. As I was involved in the production of that book, I feel that it may be appropriate for me to make some additional comment, particularly concerning the apparent lack of references.

It is an unfortunate fact of life that not only this book, but other books from the same source (and for that matter, most of the articles published in the *A.R.H.S. Bulletin*) are without such listings. While I can see no point in using such listings to verify information as your reviewer implies, such lists certainly provide the starting point for anyone wishing to read further on the subject. As I hope to explain, there are reasons for this omission, although a 'Selected Bibliography' (which has appeared in several recent publications elsewhere) would have been a most useful addition.

If a book (or article) provided a list of references, it usually follows that the author of such an item has gained most of his information from such sources and that in so doing, he has thoroughly researched those sources. You may disagree with that, but let us also look at that statement from another angle - if

## THE SHALE RAILWAYS OF NEW SOUTH WALES

241 pages,

almost 200 photographs

\$6.80 including postage

from IRRSA Sales

7 Talaskia Road

Upper Ferntree Gully 3156



information has been gathered from earlier books/articles/whatever, then a list of references could be provided; if these items have been thoroughly researched then a list of references should be provided. It is pleasing to note that most contributors to *Light Railways* are doing just this.

Further, all items listed as a source of reference should have been thoroughly researched – this, in my opinion, is a responsibility of any writer. I have waded through enough newspapers and periodicals to readily take the hint from a fellow enthusiast in my subject, if he says that he has done the same thing before I started. If he has not thoroughly researched his sources, then that author can always use the 'Selected Bibliography'.

Now back to *The Shale Railways of New South Wales*.

This book is largely the result of personal observation, and as such, cannot be referenced without difficulty. The contribution made by researched information is not only small, but also haphazardly collected and far from complete; an opinion formed following my own research work on this same subject. In view of my earlier remarks, provision of a list of references would have been very misleading.

Although affecting this book to a minor degree, there are also problems associated with the rather large data collection of contributors to A.R.H.S. publications (at least in New South Wales). Firstly, many of these collections date back many years and were gathered for private use, not for publication. Secondly, when publication did start, the attitudes of various railway (and other) authorities towards railway historians, was that of 'No co-operation' and at times open hostility; consequently sources of reference were rarely recorded and never published. Fortunately today attitudes are much improved, and references (when available) can be printed without fear of reprisal.

The true value of *The Shale Railways of New South Wales* has, I feel, escaped your reviewer. It is the personal involvement by two people who were extremely fortunate in that they were able to visit these areas when relics were far more substantial than what is left today. It is regretted that one of the authors, Giff Eardley, died just before last Christmas. He was a most prolific writer, and his passing is a sad loss to those interested in the history of Australian railways. It is through losing people like Giff, that this personal view of history will disappear and the more impersonal approach – complete (we hope) with listed sources of reference – will, by necessity, take an increasing part in future publications.

Allan F. Watson  
Sydney NSW

## THE SHALE RAILWAYS OF NEW SOUTH WALES LR 48; p.21

While one cannot cavil at your criticism of the omission of a comprehensive map pinpointing the location of the various railways and tramways described and illustrated in this remarkably interesting and (dare I suggest?) detailed book, I take strong exception to your general conclusions, that it lacks authenticity.

The joint authors, Eric Stephens and the late Gifford Eardley, besides being personal friends, were two of the longest serving members of the Australian Railway Historical Society. Eardley, indeed was a Foundation Member of the ARHS, if not Stephens also.

While none of us is infallible, the record of published information left to posterity from the pen of Giff. Eardley is both prolific and detailed and covers a vast range of the railway and tramway history of Australia – Government and private – as well as the locomotives and other appurtenances thereof. Do you question this too?

Personally, I take strong exception to your questioning the truth of any section of this book, which was in point of fact edited and enlarged by Giff. Eardley from the combined knowledge of the two men who made a lifelong study of the areas concerned, both in the field and by diligent searching of such records as exist, questioning local identities and research lasting (in the case of the definitive chapter devoted to the far-famed Wogan Valley Railway by Eric Stephens) for upwards of 25 years!

The wealth of photographic material with which the book is illustrated should surely dispel any lingering suspicions you may have that they 'made it up'. The documentation is in the Archives of the Public Transport Commission of New South Wales, the Mitchell Library, Sydney, the Parliamentary and other records and the Government Printer's office in Sydney. Need they spell it out in detail to satisfy your critical suspicions? Eardley's records are in the Mitchell now.

Having read your critical comments, followed by almost a whole issue of *Light Railways* devoted to how to research and write an article for same (the space might have been better used to demonstrate) need say more? When you have researched and written as much as the late Gifford Eardley on the subject, you may have more right to criticism of his work, which covered not only railways and tramways, be it noted. He was also President of the St. George District Historical Society, which concerns itself with many facets of history besides railways.

P.S. I do not expect you to publish this, but you are welcome to do so.

John Buckland  
East Brighton, Vic.

Printed by Newey & Beath Printers Pty. Limited, 10 Belford Street, Broadmeadow, 2292

Registered for posting as a periodical Category B