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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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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

What is it that we find so interesting about industrial railways? Perhaps it's their simplicity of purpose (running from forest to sawmill, mine to port, plantation to mill) or maybe it's the rustic charm that so many possess. This has a way of connecting to something in our nature, just as blues or folk music may appeal to us above more sophisticated genres.

Industrial railways have actually been with us for a lot longer than their common carrier brethren. Reputedly, the very first examples emerged in central Europe during the 15th century, when iron ore miners in the mountains of Slovakia took to laying a 'track' of straight tree trunks, over which they pushed wagons with grooved timber wheels. We have no way of knowing if these early iron ore 'railways' gave rise to a long-ago generation of industrial railway enthusiasts, though we do know that around 1513 someone found their operation interesting enough to create an altar painting of the subject in the cathedral at Rosvana.

The first railway known to have been built in Australia, around 1830, was also of an industrial nature – at a colliery near Newcastle, NSW – and the incline railway that followed in 1831 inspired artist James White to record that scene for posterity.

In recent decades, many types of industrial railways have been in decline, though some (such as those carrying iron ore and sugar) remain strong. But, whether they're a part of life or a part of history, it seems that they will always have their loyal fans – including me.

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.

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Cover: South Maitland Railways class leader No.10 (Beyer Peacock 5520 of 1911) was photographed back at its old home, the company's locomotive depot and workshops at East Greta Junction during the Hunter Valley Steamfest on 21 April 2006. Photo: Bob McKillop
Back Cover: 2ft gauge contrast in Queensland: **Above:** With a full load of passengers, the scaled-down replica of a QGR 0-4-2 A10-class locomotive heads toward the camera on the Sea World Railway, 11 March 2006. Photo: Karl McKillop **Below:** On the first stage of its long journey back to Invicta Mill, Walkers B-B DH MINKOM (710 of 1973 rebuilt Bundaberg Foundry 1996) crests the grade south of Expedition Pass Creek between Dalbeg and Millaroo with 54 loaded 6-tonne bins and a bogie brake wagon, Wednesday 27 July 2005. Photo: Scott Jesser



The last surviving jeep locomotive is on display at the Australian War Memorial, Canberra, where Bob McKillop photographed it on 2 May 2005.

North Borneo's Australian Jeep Trains

by Philip Dandy

In 1896, the British North Borneo Chartered Company commenced building a metre gauge railway line to link up the major villages within the colony. After nine years of construction, the line extended over 200 kilometres and, once operational, the coastal village of Weston was linked with the inland towns of Beaufort and Tenom, together with the northern coastal village of Jesselton. In time, this railway would be a reliable but slow feature of life in North Borneo.

On 17 June 1945, during the closing phase of the war in the Pacific, troops of the Australian 9th Division's 2/32nd Infantry Battalion were landed at the village of Weston, located at the mouth of the Padas River at Brunei Bay's eastern side. Once the beachhead had been secured, the 2/32nd was limited to certain actions, namely:

1. Patrolling activities beyond the area and collecting information regarding the enemy's activities
2. Defending the port region

Attached to this battle formation were two engineering platoons, one each from the 2/15th and 2/16th Field Companies, along with plant detachments from one of the Field Park groups. All of the Engineers were under the jurisdiction of the 2/16th Field Company's tactical headquarters, led by Major Thomas. From an engineer's point of view, the area dictated that extensive engineering work would have to be carried out to provide barge off-loading points, hard standing points for stores, and bivouac areas within close proximity of the waterfront.

Dominance by the military of the Padas River was tactically important for future actions against the Japanese. Weston was also of importance for holding the forces of commandos, infantry, machine-gunners and Service Corps personnel from which to expand operations.

The local terrain had a number of wide, swiftly flowing rivers criss-crossing it, with many areas of broad unstable swamp. The remainder was covered with lush tropical rainforest, with no foot tracks nor any avenues for road vehicles. The metre gauge railway line was the only link with the interior through to Beaufort, and thus became the only possible line of communications for sustaining an overland push against the enemy. During the latter stages of the war, the line had been neglected and the permanent way had become unstable. Not only were there bomb craters blocking the line – possibly the work of the Royal Australian Air Force (RAAF) – but also portions of the railway formation were under water due to drains having become blocked. A number of the railway bridges had also been destroyed, either by the withdrawing enemy troops or by RAAF bombing missions over Borneo.

To return the line to operational status would be a very slow affair. In addition to the above problems, the jungle had invaded sections of the line. First and foremost, a way had to be devised of getting much needed war materials up to the front line and the Engineers were faced with four challenges:

1. The time factor.
2. The volume of freight to be carried.
3. The limitations of labour and
4. The lack of prime movers for the trains.

The Engineers began restoration work on the permanent way almost immediately, with the first 200 yards of line that had been demolished by bombing being given priority. Even though an idea had been mooted to convert the trackbed into

WESTON- BEAUFORT-JESSELTON RAILWAY

NORTH BORNEO

Compiled from Intelligence and
Engineer Reports of May/June 1945

Roads — Railways + + + + +

Bridges []

Numerals adjacent to railway indicate
milages from Beaufort





On 22 July 1945, a jeep locomotive prepares to leave Beaufort with 'The Membukut Special', as this particular run was known. The steam locomotive on the right is most likely Kerr Stuart 4-6-0 EMPIRE (B/N 1227 of 1911). Photo: Australian War Memorial No. 111845

a vehicular roadway, that notion was soon put to rest, for the engineers did not have any heavy plant equipment at their disposal.

Initially, a decision was implemented to build an artificial carriageway along the existing railway embankment by placing gravel over the railway line and sleepers. Completed by 20 June, three days after landing at Weston, this work extended to a gravel pit located 880 yards up the line. Before long the road became extremely bumpy, producing unsatisfactory results during the forward movements of supplies. The sappers were fortunate in some cases to have the assistance of the infantry battalion's Pioneer Platoon members. When bomb craters were encountered during the repair phase, these were temporarily fixed with timber cribs.

The most practical approach was to have light trains running frequently, but a solution had to be found in terms of suitable prime movers. Australian 'diggers' and Chinese labourers had tried pushing flatbed rail trucks along the railway using their own blood, sweat and brawn, but before long a conclusion was reached that there had to be an easier way. Within the Royal Australian Engineers' dumps, and acting on tips that some form of motive power was required for the line, the personnel within the Field and Mechanical Engineers set about finding an ingenious solution to the problem. There were already some 2ft (610mm) gauge locomotives about but to convert them to 1000mm gauge was considered impracticable.¹ In time, an idea surfaced to convert some jeeps into makeshift

locomotives.² Taking measurements, the Engineers soon discovered that the axle width of the jeeps was 49 inches, and so it would be easier to reduce their track width to one metre (approximately 39 inches). To simulate railway wheels, old rims from captured and damaged Japanese trucks were converted by welding on flanges, with fourteen wheelsets eventually being manufactured.

A prototype jeep 'locomotive' was constructed by the 2/24th Field Park Company, which then went on to test the vehicle. The jeep was found capable of hauling five tons of freight or passengers at a steady rate of five miles per hour. Once approved, the jeep locomotives were put into service. During the early stages, sappers from the 2/15th and 2/16th Field Companies Royal Australian Engineers (RAE) operated the railway. To get the jeep loco moving required the assistance of a push start, with about ten men lending a hand. In time the jeep locos were hauling three vehicles, usually comprising of one passenger carriage and two flat bed cars. On the flat bed cars were infantry soldiers, positioned behind sandbags, whose task was to engage enemy troops should they be encountered. Due to the comparative lightness of the jeeps, sandbags were added to provide extra weight for the traction required to haul the three loaded wagons as the train made its way along the railway line from Weston to Beaufort.

27 June 1945 was the day when the village of Beaufort was secured. This was the central point on the railway thoroughfare that ran from Weston to Jesselton. Now free of enemy troops,

there was much rejoicing amongst the civilian population. The Australian troops were taken aback by the generosity shown towards them by some of the local people. Those members who could be were employed under BBKAU control, while many of the locals lent assistance on a number of engineering tasks under the jurisdiction of the 2/15 Field Company. The town of Beaufort, once again became a hive of activity, housing a number of Australian unit headquarters.

As the Japanese retreated, five jeep trains were used to carry supplies up to the 2/28th Battalion as it advanced northwards from Beaufort. In time the village of Papar was captured and with it came the realisation that the railway line must have been the main avenue of communication. The engineers concluded that in pre-war times, the jungle and swamp would have impeded transit via any other means, apart from on foot. The heaviest traffic on the line was to run between the village of Weston and Beaufort South, with three jeep locomotives operating. One positive for the sappers was that the rolling stock was still operational.

Fortunately for the Australians, several steam locomotives were found and, although immobilised by the retreating enemy, men from the 2/122nd Brigade Workshops quickly carried out repair work on them. Two of the steam locos were soon brought back to working condition, with one being operated to the north of the Padas River and the other on the south. The unit north of the river was a 12-ton Sentinel steam locomotive that had been used to haul stone being mined and shipped from the quarry at Membakut. Although the bridge over the Padas River had been destroyed as a result of the bombings carried out by the RAAF, the sappers soon overcame the problem by running regular services on FBE ferries to South Beaufort and linking in with the railway from Weston.

The 2/156th Transport Company (AASC) was responsible for the movement of loads from Beaufort to Papar. Even though 11 jeep locos were operational and the weight was reduced, challenges still occurred. One problem that showed up was that the jeep trains took a long period of time to accelerate and took equally long to slow down. Another problem was that running the jeep locos in reverse caused overheating. This was overcome by the use of portable turntables designed and built by 2/16 Field Company personnel.

During the early stages of the line's wartime operation, Sergeant Lockhart (2/16 Field Company) was responsible for its running as he had civil experience. The jeeps, drivers and railway staff were all charges from the Royal Australian Engineers, who manned and ran the system very professionally. As demand increased and the availability of sappers decreased, the operational and managerial responsibilities of the line were passed over to a transport platoon from the Australian Army Service Corps (AASC). The Australian Electrical and Mechanical Engineers (AEME) were employed to maintain the rolling stock.

Within 24 Brigade headquarters, Captain R.J. Lipman (RAE) became the railway's controller. Lipman went about employing many of the standard features of the railway systems back in Australia, with strict timetables being established. A number of key-operated points were set up to prevent accidents, and to get any stores through the units had to submit bookings. Any unclaimed stores ended up in a lost property area at Beaufort. With Beaufort as the central point, the line ran from the beachhead at Weston to Beaufort, then onto Membakut. A branch line was also bought back into use, running inland from Beaufort to the village of Tenom. Now that the Japanese were retreating, the railway's importance increased through its role in helping to re-establish normal civilian life for the



A jeep train rolls over the newly repaired Kimanis River Bridge, 2 August 1945.

Photo: Australian War Memorial No.111845



4-6-0 MAITLAND (Falcon 1016 of 1904) was quickly repaired and pressed into service on the section between Beaufort South and Lumadan. Photo: Australian War Memorial No. 111937

North Borneo people. In time, the jeep-locomos were hauling 600 passengers a day, approximately 300 military and 300 civilians. Further demonstrating the jeep locos' capabilities, 80 tons of supplies were also hauled each day.

Replacing the damaged or destroyed bridges was the greatest challenge to all. The responsibility for the reconstruction work fell to two engineering units, the 2/15th and the 2/16th Field Companies. New bridge structures had to be erected at Membakut, Bongawan, Kimanis and Papar. A number of different repair methods were used.

Lieutenant Dobbins noted in a report that a Corporal Sinclair and the section under his control proceeded in a northerly direction to a sawmill located near the village of Membakut. The prepared timber from the mill was urgently required for the railway line, as bombing had demolished embankments, bridges and culverts. New sleepers were produced from the local timbers to the tune of 2000 a month, supplied under contract. The sleepers were not only used for the permanent way, but also to bridge gaps to form mudsills or rafts on which to support trestles. The trestle legs were cut from hardwood into 10-inch x 10-inch beams while the support bearers were 12 x 12 hardwood spans cut into ten to fifteen foot lengths. Once completed, Corporal Sinclair forwarded the segments to the site where they were required. The lengths of rail were far easier to procure, for they were readily available from a location at Beaufort. Once at the repair site, the rails were cut to length where necessary by the use of the 'old crow' implement.

Once Membakut had been wrested from the Japanese, a stone quarry situated near the native village was bought on stream to supply stone for the railway. With heavier loads being required between the various towns along the line, the quarry's operation produced a number of needs. A policy was enacted that:

1. The jeep locomotives should be used in preference to the heavier steam engines;
2. Bridges were to be of the Class 12 to 15 type; and
3. The one 12-ton steam engine was to operate between the villages of Membakut and Beaufort.

Work to replace the downed centre span at Membakut took 240 RAE man-days, plus two days' use of an R4 tractor.

As the railway pushed forward north of Membakut, the former British North Borneo State Railways (BNBSR) Permanent Way Superintendent was located. After informing him as to what was required, he busied himself with finding the men who had made up his fettling gangs prior to the Japanese occupation. In all seventy men were discovered and, once reactivated, the groups worked alongside RAE personnel repairing the track and bridges. Overall, 1000 RAE man-days and 5000 civilian man-days were required for the repair work carried out on the permanent way.

At the next major bridge site, Bongawan, a decision was reached to construct a new crossing point just downstream from the original three span structure. Work got underway with new embankments about five feet in height being constructed. A triple-single Bailey bridge structure was assembled, 160 feet in length. The waterway was eventually bridged through the use of old-fashioned manpower. During the early stages of construction, as the panels were linked together, they were pushed out from the south bank over rollers, but in time the weight factor became too much for human power, so a tractor was used. The bridge was launched towards the end of July and with the water being high, a clearance of only six inches (150mm) was achieved between the water and the nose links. Lieutenant Jack Dobbins described this work:

Built by 12 Platoon, this structure was of necessity of triple-single Bailey Bridge construction, as all components had to be barged from Labuan up the Padas River to Beaufort, then loaded and railed to Bongawan River. A double-double was preferable, but to reduce the number of bulky panels I decided a triple-single would suffice. Fortunately it did the trick. To allow for deflection, timber bearers to carry sleepers and rails were shaped out of 12x12 to be higher in the centre of the bridge. Under maximum live load this resulted in a near level track. This shaping was done by our tradesmen using compressor tools and adzes . . .

Moving on to Kimanis, the engineers had to resort to using explosives and oxy-acetylene cutting gear to clear away a damaged steel bridge span. Eventually, a rolled steel span of 32 feet in length was employed to help in reinstating the railway. Having negotiated a crossing of the Kimanis waterway, the infantry combat units pushed on and eventually the pleasant and picturesque village of Papar was reached.

At Papar the railway bridge and the town required the attention of the sappers. The retreating enemy had destroyed the bridge that crossed the river, made up of four spans each 100 feet long. As the forces moved forward from Papar, they discovered that the terrain was rugged and hilly, and any idea of using conventional transport past Papar was soon put to rest. During the advance towards Jesselton, a tunnel was discovered with its entrance blocked by rubble and other paraphernalia. Upon investigation, a locomotive and trucks were discovered that had been destroyed, along with three feet of water covering the railway track. Through much hard work, the tunnel and line were cleared and brought into use, so by the time the war formally ended, Australian troops had advanced several miles towards Jesselton.

While the bridges were under repair, FBE Mk.III class 5 ferries were used to get stores from one side of the rivers to the other. This allowed for the use of the jeep trains in the sectors between the downed bridges. During August the average daily traffic figures were

- Weston to Beaufort - 20 tons of stores, 80 soldiers and 50 civilians;
- Beaufort towards Tenom - 5 tons of materials and 80 soldiers;
- Beaufort through to Membakut - 50 tons of equipment, 100 soldiers and 100 civilians;

• Membakut to Papar – 5 tons of accoutrements as well as 30 soldiers and 150 civilians.

The above figures relate to a normal loading twelve-hour day being worked. Within the senior ranks there was a belief that the numbers could have been increased, but Colonel Muller noted that the railway system generally handled the requirements of the brigade group easily, and catered well with the civil requirements of transporting the native people. Australian military personnel maintained the operation of the railway until 1946, when the civilian authorities took over control as Australia's soldiers returned home. Another four years of service was to be given by the jeep locos with some of Australia's ex-servicemen remaining with the railway until the 1960s.

The resurrection of the railway from a dilapidated and neglected system into a fully operational state was testament to the Royal Australian Engineers' ingenuity. Using only what they had on hand, once the line was up and running it rivalled those in Australia's major cities. *The Red Platypus*, published in 1946 by 24 Brigade, had this to say about the railway:

Beaufort achieved added dignity by becoming the centre of the Army's railway system, a system surely without counterpart in any other Allied campaign. As a triumph of ingenuity and devilry the jeep trains will live long in our memory. They defied all orthodox railway practice – the locomotive renewal rate must have been high – and they

called for iron nerves on the part of drivers and passengers alike, but they did a great job in a roadless wilderness on tracks that could hardly be described as permanent ways. Within a few weeks of our arrival the system had been thoroughly organised. Trains arrived and departed from 'Central' on time and there were even full blown steam locos in use, although the jeep still held pride of place.³

One of the jeep locos was fortunately salvaged and bought back to Australia. This vehicle can now be seen in the World War II galleries at the Australian War Memorial in Canberra

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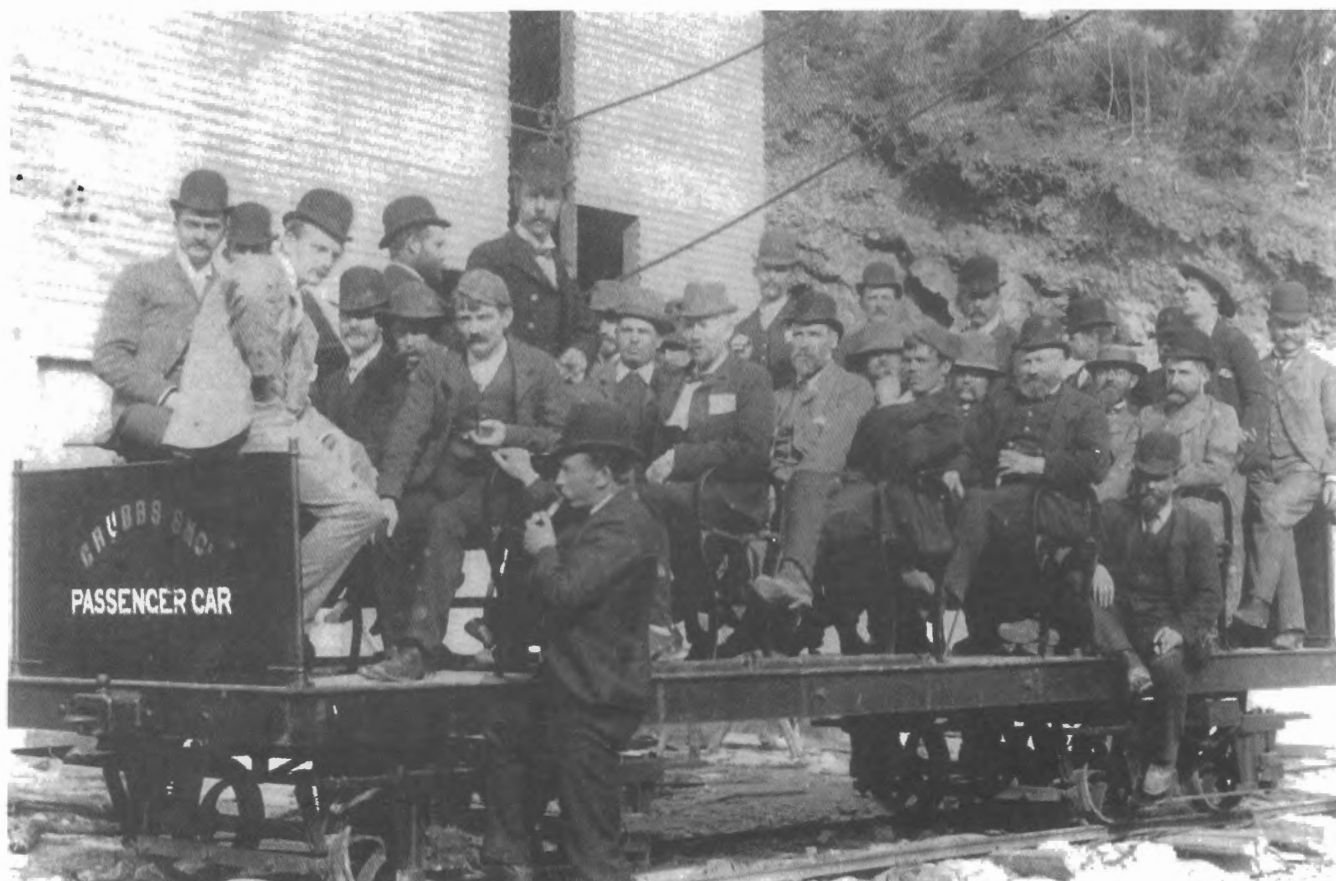
Wartime (AWM) Issue 5 summer 1999 Pages 28-32
The Royal Australian Engineers 1919 to 1945 by Maj-Gen RR McNicol1 CBE, AM. Pages 268-270
The Sappers War Vol 2 by Ken Ward-Harvey Raymond Terrace NSW 1992
BBCAU (British Borneo Civil Administration Unit)

Notes

1. See 'World War 2 and the Malcolm Moore V8 Locomotive' by John Peterson, *LIGHT RAILWAYS* No.186, December 2005.
2. In 1943, United States Army Air Force Engineers stationed in Queensland converted a Jeep to 3ft 6in gauge to haul USAAF supplies on local tracks (refer AWM Photograph Database negatives 015477, 015478 and 015479). The style of railway wheel was quite different to that later used in Borneo and, given that the Americans and Australians were in different Armies and a long way apart, it may simply have been a case of 'great minds think alike'.
3. Visitors may still ride behind a 'full blown steam loco' today, as the railway operates a regular tourist steam train service, using one of their VF class 2-6-2 locomotives.



On 7 August 1945, a 'double-headed' Jeep train moves carefully over the Memakut Bridge, recently repaired by members of the 2/16th Field Company, Royal Australian Engineers.
Photo: Australian War Memorial No.113607



Grubb's passenger car at the mine on 23 October 1891, at the Official Opening of the mine and tramway. Photo: Lindsay Whitham collection

Grubb's, Colonel North, Comstock and associated tramways, Zeehan

by Lindsay Whitham

HISTORY

Grubb's Tram, 1890-1895

Grubb's Silver Mining Company built a tram in 1890-91 from the Tasmanian Government Railways' Zeehan station yard to their main shaft. The company commissioned the design and supply of a 20-seater passenger car from AB Buyers of Hobart, before belatedly applying for an Act of Parliament to authorise the carriage of passengers and freight for remuneration. A Select Committee took evidence from only one witness, WC Grubb, who revealed that the tramway had already cost nearly £12,000, necessitating several calls on shareholders. The Grubb Tramway Act (55 Vict. Private) was passed on 23 December 1891, while in the meantime the passenger car had been delivered in time for the formal opening of both mine and tram on 23 October.

The TGR line from Strahan was opened on 2 February 1892 and Grubbs were permitted "under sufferance" to extend their tramway into the station yard, with a platform and crane. In 1894, Grubbs put into operation a concentrating mill, manufactured by May Bros of Gawler, SA, a short distance south of the shaft, necessitating an extension of the tram. Production from the mine continued until 1895 when the company went into liquidation, owing several thousand pounds to its principal creditor, the Commercial Bank of Tasmania. At a Sheriff's sale in January 1896, the Bank bought the entire Grubb enterprise for the princely sum of £1.

Tasmanian Tram, 1890-1895

At the same time as Grubbs were building their tram, the English-owned Tasmanian SM Co. built an isolated tram from the Trial Harbour Road near Comstock to their mine, which was situated half a mile west from, and at about the same level as, Grubbs. They also imported a concentrating mill, from Wales, but before the mine went into production. Both companies were offered plenty of gratuitous advice as to which had chosen the better route and why each should have built a short link to utilise the other's major outlet. Like Grubbs, this company overspent on surface works at the expense of mine development and went into liquidation in 1895. Over a decade later the tram formation was upgraded to a cart road by the Public Works Department (PWD) to serve mines in the vicinity.

Nubeena, Balstrup's Manganese and Britannia Trams

These three were feeders to Grubb's or Col. North's. A succession of companies and syndicates worked the Nubeena mine from adits from 1892 to c.1915 on a lease on the hillside east of, and adjoining, Grubbs. The original company built a tram in 1892, junctioning with Grubb's tram, but with the demise of this company the easement lapsed, although part of the formation was re-used several times until 1908. Balstrup's Manganese, which held a lease abutting the Spray block, built a tramway in 1892 to hoppers on Grubb's line to ship out ironstone flux to the two short-lived smelters at Zeehan and Oceana and, from 1898 onwards, to the large smelters at Austral. Flux was also sent to the short-lived North Lyell smelters at Crotty in 1903. In 1900 the Britannia mine built a tram to junction with the Col. North line a short distance below the summit to transport its ore to the Col. North mill, but this was later served by the closer Comstock line.



Grubb's passenger car, now fitted with a canopy, pauses for the photographer at the beginning of the first curve, looking west.

Beattie photograph, from Lindsay Whitham collection.

The Commercial Bank of Tasmania (Empress) Tram, 1896-1899

The Bank initially leased the Grubb line to Dunkley Bros, but when the whole Grubb enterprise was sub-leased to the Empress SM Co. the latter took over the operation and maintenance of the tramway. The Zeehan Tramway Company (ZTC) bought the Buyers passenger car from the Bank in November 1896, modified it and used it on their 2ft gauge line until 1903. When the TGR expanded the station layout the Bank was required to pull up the tramway rails within the yard, although the Government bought the platform and crane. The Empress Company maintained production from the mine, at a low level, until 1899, when the Bank succeeded in finding a buyer. (The name 'Empress' for the mine and tram was not officially recognised because the company held a sub-lease.)

Colonel North Tram No.1*, 1891-1901

Representatives of the Chilean Nitrates 'King', Col. North, arrived in Zeehan in 1893 with a view to acquiring mining properties, their first purchase being the short-lived Zeehan and Dundas Smelters at Zeehan. In 1894 the Col. North SM Co. sank a main shaft on the hillside half-a-mile north of the Grubb shaft, which they worked until 1906. The company bought the Grubb empire from the Commercial Bank in January 1899, thereby acquiring ownership of the former Grubb tram from the railway station to the mill. Aware of the loud and continuous agitation for a rail connection to the Comstock area the company, with a view to expansion, changed its name to the Colonel North Mines and Railway Company and took out two easements for possible tram routes to the Comstock – one a 'low level' route incorporating the Tasmanian tram, the other a 'high-level' route from the highest point ('Summit') on its own tram. The Government and the ZTC also expressed interest in building a line to the Comstock.

(*Note: These numbers are the author's own. At the time, the Colonel North Tramways were not identified by number.)

Colonel North Tram No.2, 1899-1906

In March 1899 the Col. North M&R Co. built a short branch from its newly acquired No.1 tram, commencing along the abandoned Nubeena formation, to give access from its main shaft to the concentrating mill. When the Col. North Co. abandoned the shaft in 1906 their lease and tramway easement were taken over by the Victoria-Zeehan, which worked from a new shaft only a few hundred yards from the Col. North shaft, but heavy water inflows forced this company to cease work at the end of 1908, with negligible production.

Government purchase of the Col. North trams, 1901

The Col. North Company approached the Government for a loan of £7500 to finance the extension of its tramway to the Comstock but was refused, so when in December 1900 Parliament finally approved the sum of £10,000 for the construction of a Zeehan to Comstock tram, the Company offered to sell its tramway No.1 to the Government. After some hard bargaining the company accepted £2750. The preamble to the West Coast Tramways Act (1 Ed VII No.6) stated that, in effect, the Government had bought both the Col. North lines except for a short length near the Grubb shaft. The Act specified that the £2750 should be debited to the £10,000 vote and also that henceforth all Government Tramways on the West Coast were subject to the Railways Management Act.

Comstock Tramway, 1902-1933

Construction by the PWD began in June 1901 by re-routing the line in the vicinity of the station as an extension of the NED line and by upgrading the remainder up as far as the Summit along Grubbs original alignment. While PWD surveyors were reconnoitring a 'high-level' route from the Summit to Comstock the controversy over high and low level routes flared again, and work was stopped in July while the vexed question was re-examined. Opponents of the high-level

scheme argued that the majority of the mines intended to be served by the tram were below that line and would have to cart their (unrefined) ore uphill to it. However, re-assessment confirmed the high-level route and work on the line beyond the summit resumed. The TGR cooperated by supplying locomotives and trucks. The line was terminated at the Trial Harbour Road when the sum of money voted ran out but, after a short delay, approval was given for the construction of another half-a-mile of track to a station simply called "Terminus". The completed line was taken over by the TGR on 6 March 1902.

Only three major feeder tramways were built – a mile-long line from Terminus westward to the Kynance silver-lead mine in 1906, a nine-miles long wooden-railed tram to the Federation Tin mine at South Heemskirk and a short line to the State Argent Flat mine. The line was closed on 11 October 1933, although the last reported traffic was in the financial year 1932–33. The Railway Department did not mention the closure in its 1933–34 report and continued to show it in the list of Tasmanian railway lines for some years. The Auditor-General stated that the capital value of £14,387/11/5 was written off in 1936–37.

Colonel North Tram No.3, 1901-c.1929

The TGR physically separated the 'rump' section of tram, from the Summit to the mill, from the Comstock line necessitating the transshipment of all freight at the summit. The Col. North Tramway was initially under the control of the PWD, who leased it to the Col. North Company. After the demise of this company the tram was vested in the Railway Department, because of "reasonable prospects" of further substantial mining in the area (possibly the Swansea). Thus the Col. North Tramway appears in Walch's Tasmanian

Almanac list of Government Railways for the first time in 1911.

The Col. North Company's clean-up and prospecting in the Grubb shaft after 1899 revealed excellent reserves of ore – which might have saved Grubbs SM Co. had they not under-spent on mine development – and accordingly, the Col. North Co. transferred their activities there in 1906. New winding and pumping machinery, including a large boiler, was installed, the concentrating mill was overhauled and a wooden-railed firewood tram, extending southwards, was built. The workings were mined until 1909, when payable ore was exhausted. The last act in the Grubb-Col. North saga was played out in 1910–11 when the Tasman and Crown Lyell Extended Mine – the northernmost in the Lyell field – bought the old May Bros Mill and transported it to their silver-lead mine on the northern slopes of Mt Lyell, the journey involving five tramways and railways.

With very little traffic after 1909, the line deteriorated badly so that, when a succession of companies reopened the Swansea mine in 1916 and built a tram from their mine to the southern end of the Government tram, much work was required to maintain the Col. North line in working order. The movement of the May Bros mill machinery in 1910–11 had caused severe damage to the badly corroded rails. The receipts for the freight of low-grade ore did not justify major repairs and, although the Government gave considerable help, the mine was continually struggling. In 1919, in a bid to reduce their costs, one of the Swansea companies changed from an oil engine to a waterwheel for driving the pump, but this had a downside in that the intake and race from McLean Creek involved a deviation of the Col. North tram. When low metal prices forced the closure of the Swansea mine in 1929, the Col. North branch was virtually abandoned. It was officially closed on 11 October 1933.



This substantially-built bridge crossed Comstock Creek at 'Four Miles', on the Comstock Tramway.

Ingewick photograph, from Weekly Courier, 25 November 1905. page 20.

State Argent Flat Branch, 1914-c.1933

The decision in 1914 by the Mt Zeehan (Tasmania) SM Co., locally known as British Zeehan, to abandon deep sinking was such a severe blow to the economy of Zeehan that the Government leased the company's No.5 shaft on the Argent Flat, in the hope of demonstrating that further deep sinking would reveal more payable ore. To facilitate work at the shaft the manager built a branch, known as State Argent Flat Tram, from the Comstock Tram to the mine. This 45 chains long branch diverged from the main line at 1 mile 28 chains. Although the State Mine failed to find ore at lower depths, the line was retained and, with running rights over the British Zeehan tramway network, it provided access to the Company's mill, the only one left in the Zeehan field, for all mines on the Comstock and North-East Dundas Trams, and also gave access to other mines such as the Nike (1914-1925).

Proposed Extensions to the Comstock Tram

The NSW firm of G&C Hoskins, later Australian Iron & Steel, testifying before the Parliamentary Standing Committee on Public Works in 1920, told of their plans to produce up to 5000 tons of iron ore weekly from their extensive leases west of the Comstock district. The Federation Tin Company also described plans to rebuild and enlarge their treatment works and to build a hydroelectric power station near Cumberland Lake - five miles further to the west. The Committee recommended that, if the Hoskins proposal materialised, the Comstock Tram should be converted to a 3ft 6in gauge railway, realigned at both the station end and from the Summit on a modified low-level route, and that a 2ft gauge steel tramline be built from the railway terminus to Pyke (now Cumberland) Creek to serve the Federation tin mine. (Incidentally, the Committee criticised the 1901 decision to implement the high level route for the Comstock Tram.)

The Hoskins' plans came to nought and the tram to the Federation mine was eventually watered down to a wooden-railed feeder tram along the old Trial Harbour Road and across country to the mill, subsidised on a £ for £ basis. This line was built in 1921 and the company carted in a large quantity of building materials and machinery, but the expense of erecting the new mill exhausted the company's funds and work ceased in 1922. By the time another Federation company resumed work in 1926 the wooden tramway had decayed and was replaced by an upgraded road. The company used its own motor vehicles on this road for the next thirteen years to move materials from and to the railway at Zeehan, effectively bypassing the Comstock Tramway.

DESCRIPTION

Grubb's tramway

Grubb's mine lay in the valley of McLean Creek two miles southwest of the site of the Zeehan TGR station, separated from it by a ridge 450 feet above the station yard. The whole area was covered by dense myrtle forest and it proved necessary to cut many miles of survey tracks to locate the best route over "broken mountainous country with large cuttings and deep gorges which had to be bridged or filled up". Because the proprietors hoped that TGR trucks could eventually be run to the mine, a gauge of 3ft 6in was selected, with appropriate grades and curvature specified, and the route chosen to the summit was a superb piece of engineering.

Two major and several minor timber viaducts, some embankments and a major rock cutting 12 chains long and more than 30 feet deep were required in the 2 mile 12 chain climb to the summit and several more cuttings were needed in the 200ft drop to the mine at 3 miles 35 chains (Grubb's



A G-class 0-4-2T makes a smoky approach along an unidentified section of the Comstock Tramway in 1924. Photo:Ysonde (Gilbert) Dudgeon

chainage). The grade on both sides of the short level section at the Summit was 1 in 24. The first timber viaduct was a long piled structure about six feet high, the second a 250ft structure 13 feet high across a saddle though which the British Zeehan Co. gained access from its Argent Flat works to the rich Spray mine. A substantial embankment crossed the deep gully immediately preceding the summit rock cutting, using the rock excavated therefrom.

Light rails, 18lb/yard, were laid on sleepers spaced at two feet centres. The company planned to replace them with heavier rails when warranted by mine output. Sidings were put in for the properties traversed and points installed for the Nubeena and Balstrup mines and the Government quarry. The line from Grubb's depot to the platform in the TGR yard was 15 chains long.

Nubeena Tram

This 3ft 6in gauge line was laid on an existing cart track, connecting the various adits to Grubb's tram.

Tasmanian Tram

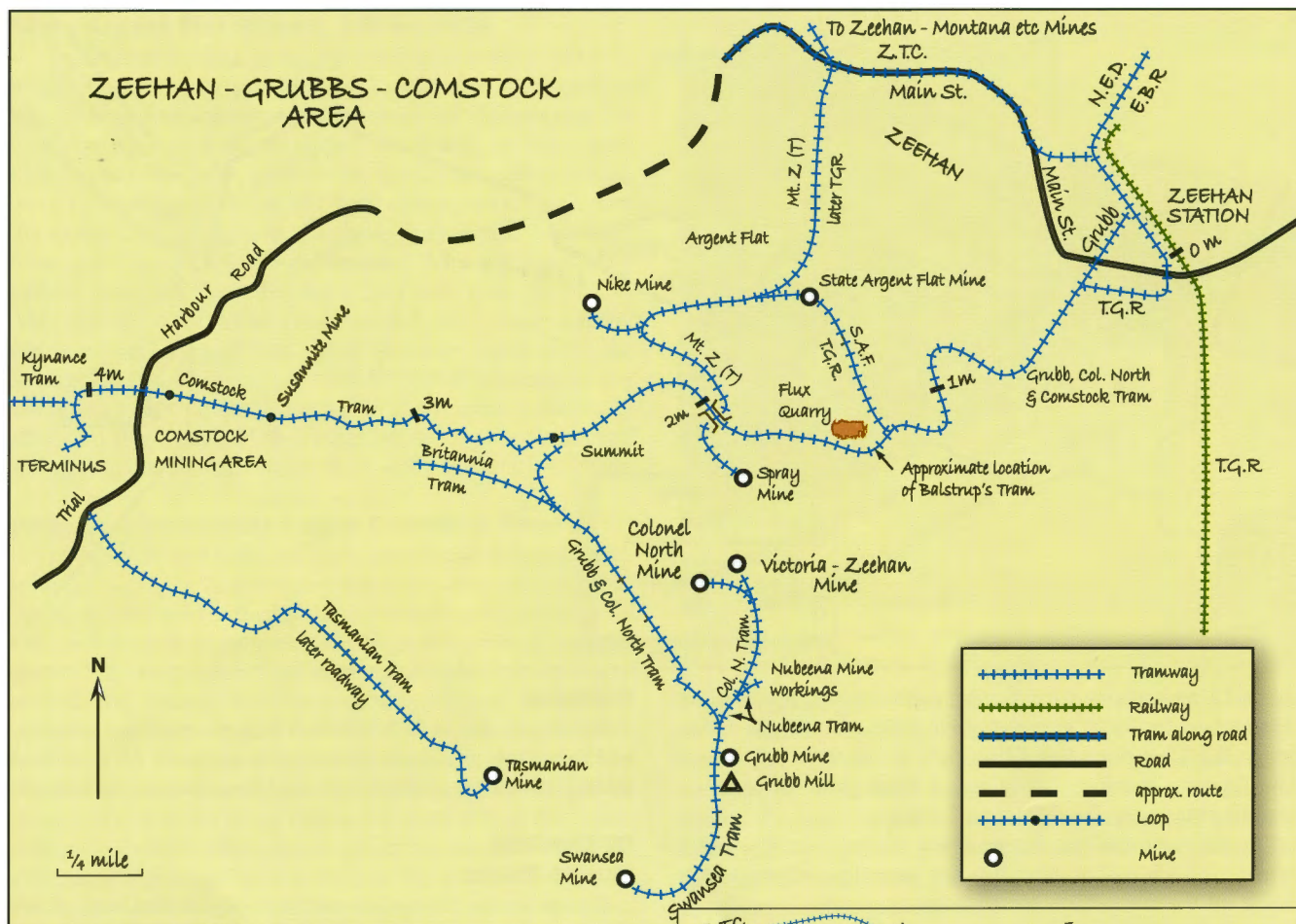
This line was set out for 3ft 6in gauge, but built initially at 2ft or 2ft 6in (reports are conflicting). Major rock cuttings were required near the Trial Harbour Road, though the remainder was in easy country.

Col. North No.1

In accordance with its new name the company promptly began work in 1899 on upgrading the formation and timber viaducts and re-gauging to 2ft (the 'standard' narrow gauge on the West Coast) in readiness for steam traction. The manager of the Zeehan Tramway Company, 'Tramway' Smith, was engaged to ensure that its engines could be run on the upgraded line.

Comstock Tram

Except for the first 29 chains from the start, opposite the centre of the station building, Grubb's alignment to the Summit was retained by the TGR except for very minor adjustments to curves. Heavier rails (70lb/yard) were used and existing embankments widened from six to ten feet. Most of the crossing over the Spray saddle was altered to embankment to carry the heavier TGR locomotives, with three openings of



Passenger Traffic

Grubbs ran three trips each way Monday to Saturday and one on Sunday until mid-April 1892, when the service was reduced to twice daily, Monday to Saturday, and in January 1893 to a goods truck carrying passengers. On the Comstock line, passenger accommodation was provided in the guard's van, but as trains ran only as required there was little demand for the service. Passenger totals were frequently reported as zero for the year and rarely reached double figures.

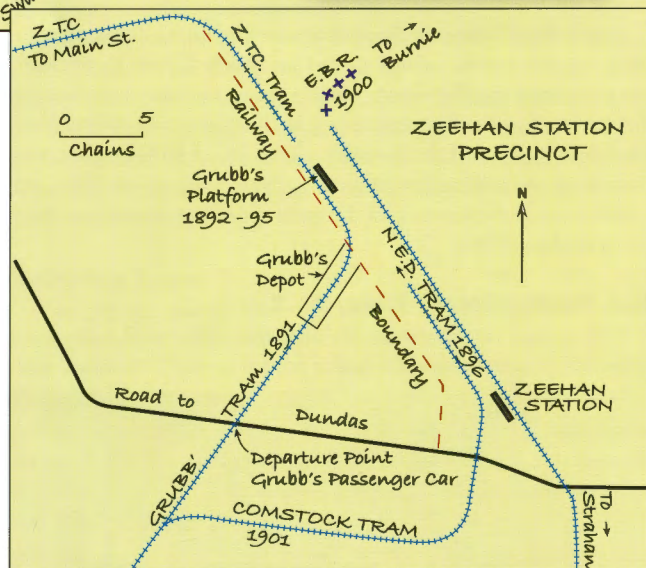
Goods Traffic

Freight consisted mainly of silver-lead ore, both refined and unrefined, iron pyrites (for smelting flux and fertilizer manufacture), mining machinery and firewood. No figures are available for the Grubb-Col. North line (i.e. up to 1901) and as the TGR reports are inconsistent and confusing, no firm figures can be given for the tonnages carried on the Comstock line. It would appear, however, that the annual tonnage was usually below 10,000, with a maximum of 12,000 in 1905-06. After 1920, the tonnage rarely exceeded 1000, dwindling to a 'vanishing point'.

CONCLUSION

Grubb's line was technically excellent, its downside being that it was designed to too costly a standard before the mine had been adequately investigated and developed. The succeeding owners, Col. North and particularly the Government, paid bargain-basement prices for it, the Government assessment excluding the cost of the viaducts, major embankments and the large Summit cutting.

To place the disappointing performance of the Comstock Tram in perspective it is illuminating to compare it with the ZTC's many years of dividend-paying. The ring of rich mines around the rim of the township area, served by the ZTC,



reduced a total of around 325,000 tons of silver-lead ore, with the Zeehan-Montana alone producing 85,000 tons. By contrast, the mines served by Grubb's line produced only 6400 tons and those in the Comstock area 11,000 tons, about half of which was produced before the Comstock Tram opened. In addition, in assessing its overall contribution to Zeehan's transport system, the Comstock Tram can really be credited only with the traffic from the Comstock area, because all the traffic to and from the Col. North, Grubb's, Nubeena and Swansea mines had been, or could have been, handled by the Grubb-Col. North No.1 line, irrespective of its 1899 re-gauging for steam traction. Thus it now appears that the Government should not have bowed to the demands of pressure groups, and would have been far better off to lend (or even give!) the Col. North Company the money to extend its tramway to Comstock.



Clockwise from left: Summit station yard in 1968. The Col North horse tramway once ran on the lower level to the left and the Comstock tramway on the upper level to the right. □ Summit Cutting on the Comstock Tramway, which was widened for the Hagans locomotive, seen in 1968. □ The corded formation of the Swansea tramway at the crossing over McLeans Creek, looking north in 1970. □ The waterwheel at the Swansea Mine, 1970. □ Tasmanian Tramway rock cutting near Trial Harbour Road, in 1968. All photos: Lindsay Whitham





The steel and concrete bridge which once carried the electric locos and coal cars within the Northern Colliery. At this point the line ran on the surface for a short distance between underground sections.

Photo: John Shoebridge

Two Twisted Rails

by John Shoebridge

As noted in my short article 'Rails Beneath Our Feet' in *Light Railways* No. 184, the remains of our industrial past can survive out of sight for a surprising number of years, only to be revealed again in conjunction with present-day developments. This article describes two more such cases recently noted in the Newcastle area of New South Wales.

Northern Colliery electric railway, Wakefield

Westend Colliery is located close to Barnsley, south of Newcastle. Part of this mine is now working the old Northern (Rhondda) colliery holding and the open-cut has uncovered some of the old workings. During 2005, the Lake Macquarie Council re-routed Wakefield Road to allow the extension of this cut eastwards.

In August 2005, whilst enjoying the smooth ride along the new work I noticed a twisted length of rail beside the bitumen, casually pushed aside by the roadworkers. On my return trip, I stopped to investigate and sure enough, this solitary rail marked the location of the former Northern Colliery electric railway.

In common with several other Newcastle coal mines, Rhondda hauled coal within the workings using trolley wire locomotives. Unusually, a portion of the underground system emerged onto the surface for a short distance between the main colliery and Rhondda West Tunnel.

I was now standing where this line once ran and close by in the scrub was the small steel bridge that had carried the 3ft 6in gauge track across the swampy headwaters of Cockle Creek. I scrambled down for a look. The sleepers are well weathered and the rails all gone, but otherwise the sturdy little structure is in an excellent state of preservation.

The West District ceased production in 1965, the whole mine was closed by 1971 and now little remains.

Lymington Colliery rope haulage, South Cardiff

Spurred by the discovery at Wakefield, I drove to Cardiff and along Macquarie Road to check on another piece of rail which I had been watching since 1980. And yes, it was still there!

Atop a cutting mid-way between Cardiff and Warners Bay, Macquarie Road crosses the route of a long-forgotten light railway, believed to be one of the Lymington Colliery skip roads. The surface works for this mine, which was known at times also as Cardiff Borehole and South Wallsend, were situated near the present-day Waterview Street in South Cardiff. The short standard gauge branch railway to the mine left the original NSWGR main line close to the site of the old Winding Creek station and the route is still discernable by the local street pattern.

From the screens, 2ft gauge rope-worked haulage lines ran across country to several subsidiary tunnels, all now vanished beneath suburbia. One of these lines headed west in a shallow cutting beneath Macquarie Road and over an embankment to a mine entry that was obliterated in the 1980s in the *Lakelands Estate* housing development.

After the mine closed in 1930, the cutting filled with debris so that the scrappers overlooked the rails there. Many

years later, when Macquarie Road was realigned and reconstructed, the new road cutting intersected that of the haulage line and the still-intact track was bulldozed aside. Difficult to photograph, but still standing defiantly amidst the lantana, a single length of light rail remains to mark the site of this small piece of our Industrial Heritage.

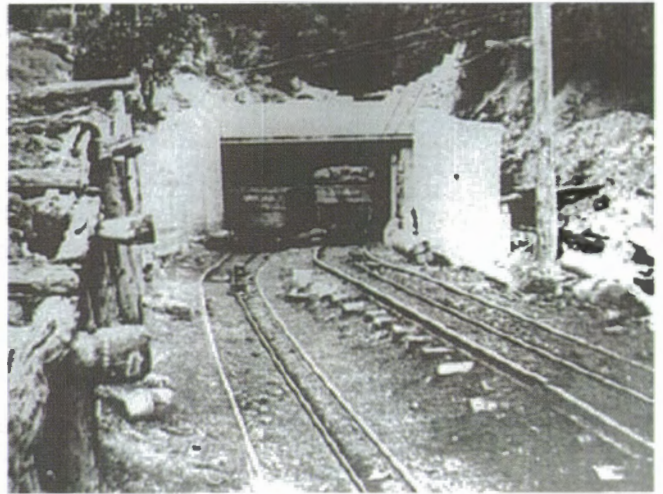


Amidst the lantana beside Macquarie Road, South Cardiff, one piece of rail still stands sentinel on the route of the Lymington skiproad.

Photo: John Shoebridge

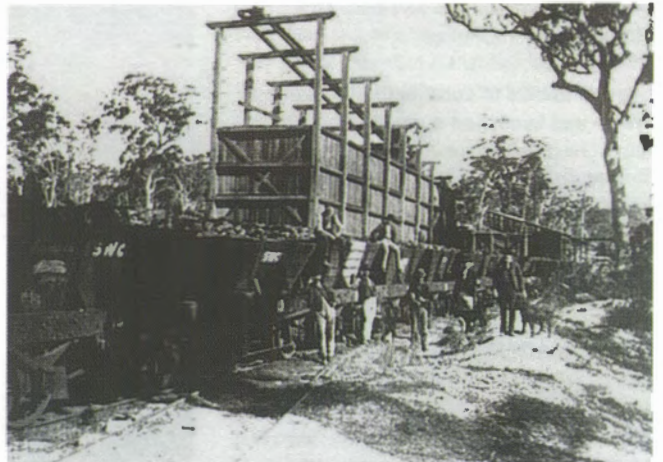
Acknowledgement

Although no research has so far appeared regarding the several colliery railways around Cardiff, the history of Northern (Rhondda) Colliery is well covered by Brian Andrews, published in the *ARHS BULLETIN* (Vol 54 Nos 793-3) and I am indebted to Brian for his assistance with this article.



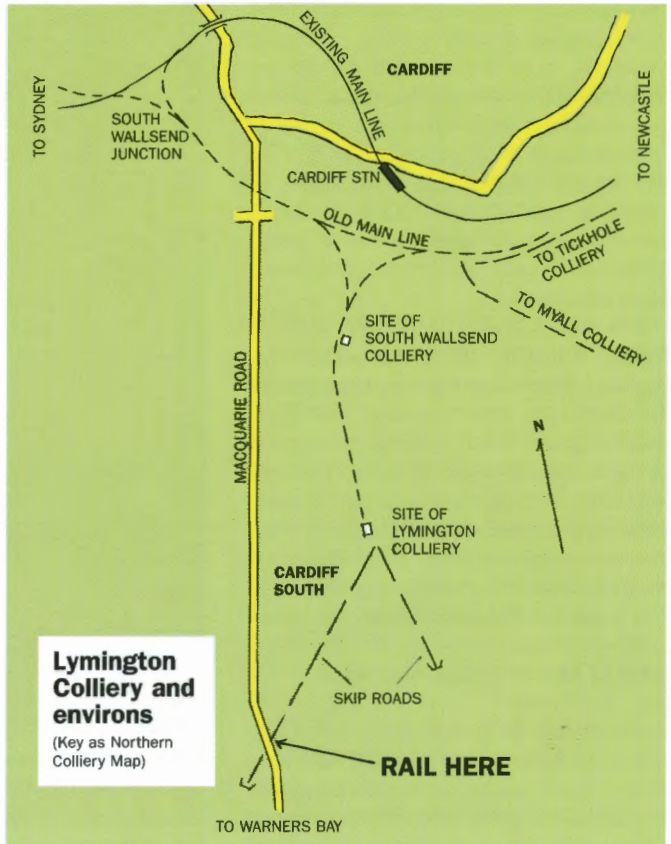
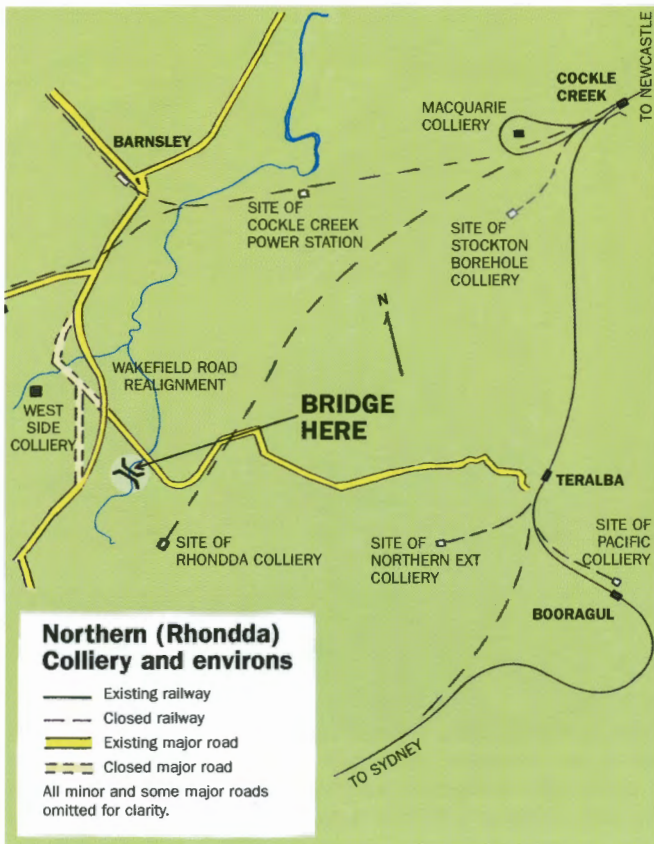
Lymington Colliery Tunnel portal.

Photo: Lake Macquarie City Library Collection



Lymington Colliery sidings and small coal box.

Photo: Lake Macquarie City Library Collection





Industrial Railway NEWS

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& <http://Canetrains.net>

<http://groups.yahoo.com/group/Locoshed>
and to Barry Blair's Inside Rail enews

NEW SOUTH WALES

SOUTH MAITLAND RAILWAYS

(see LR 165 p.19)

1435mm gauge

Coal trains returned to this historic line on 4 March, with coal from Austar (formerly Southland) Colliery being shipped out by rail to Newcastle. Trains are being operated by Pacific National.

Maitland Mercury 6/3/06

THE MANILDRA GROUP, Gunnedah

(see LR 184 p.16)

1435mm gauge

Goninan B-B DE MM04 (012 of 1961) has been banned for use since early January by the local station manager as a result of noise and vibration issues.

Barry Blair 4/06

THIESS HOCHTIEF JOINT VENTURE, Epping – Chatswood Railway Construction

(see LR 175 19)

1435mm gauge

An ex Victorian Railways RT 4wDM rail tractor was delivered to the site at Epping at the end of February, presumably for use on track construction for the underground railway. It appears to have been converted to standard gauge.

Rod Gayford 2/06 (Ausloco discussion group)

VARLEY RAIL SERVICES, Carrington

(see LR 175 p.19)

1600mm gauge

Two 4wDM former Victorian Railways RT rail tractors have been delivered to Varley's workshops and it is rumoured that this is also in connection with construction works for the Epping – Chatswood

LOCOMOTIVE, ROLLING STOCK & EQUIPMENT MANUFACTURERS

ONTRAK ENGINEERING PTY LTD, Maraylya, NSW

(see LR 188 p.18)

The two 2ft gauge F&M Baldwin 4wDH tunnelling locomotives rebuilt in 2004 for John Holland Tunnelling and Mining (formerly Transfield Tunnelling) were ballasted up from 8 tonnes to 11 tonnes. They were originally intended for a project in the Philippines but instead reportedly went to Singapore for use on a joint venture tunnelling project.

Steve Lewry 3/06

UNITED GROUP RAIL

(see LR 176 p.21)

On 22 March it was announced that United Group Rail would fit new General Electric diesel engines to nine existing GE Dash-9 locomotives owned by Pilbara Rail as well as supplying BHP Billiton Iron Ore with 143 new iron ore wagons and 118 iron ore hoppers for maintenance replacement.

David Bromage 3/06



Top: Ex-Victorian Railways 4wDM locomotives RT 28 (built Newport, 1961) and RT 43 (built Ballarat, 1967) in the yard at Varley Rail Services in Carrington on 24 March. Photo: Brad Peardon

Above: In the aftermath of Cyclone Larry, Mourilyan Mill's Clyde 0-6-0DH 17 (55-57 of 1955) sits amidst the devastation in the former Goondi Mill loco shed on 30 March 2006. Photo: Corey Seaton

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railway. The units are RT 28 (built Newport, 1961) and RT 43 (built Ballarat, 1967). The wheels of RT43 had been removed by 24 March and by 9 April RT 28 had been taken inside the workshops.

Brad Peardon 3/06, 4/06

QUEENSLAND

BUNDABERG SUGAR LTD, Bingera Mill

(see LR 188 p.19)

610mm gauge

EM Baldwin B-B DH locomotives *OAKWOOD* (5800.1 5.75 of 1975) and *BUCCA* (6104.1 8.75 of 1975) travelled from Bingera to the old Fairymead mill site on 26 April. It appears that they will be based at Fairymead loco depot for the start of the crushing as early as May.

Lincoln Driver 4/06

BUNDABERG SUGAR LTD, Innisfail district

(see LR 187 p.18)

Cyclone Larry that struck the Innisfail district on 20 March wreaked most damage on Mourilyan Mill. Images of the chimney stack bent almost double were widely broadcast.

It came as little surprise when the closure of the mill was announced at the end of the month. Bundaberg Sugar blame the effects of the cyclone and would not say if the mill would reopen, but it had been widely predicted that 2005 would be the last year of crushing. In addition, the reported construction of a new tramline to facilitate cane transfers to South Johnstone and Babinda mills through the garden of the mill manager's home was not regarded as a good sign for the future. Com-Eng 0-6-ODM 19 (B1111 of 1956) was noted outside the Babinda loco shed at the beginning or March without its engine. It is reported that the power plant has been acquired by the Illawarra Light Railway Museum Society at Albion Park in New South Wales.

Townsville Bulletin 1/4/06; Corey Seaton 3/06

BUNDABERG SUGAR LTD, Millaquin Mill

(see LR 187 p.17)

610mm gauge

On 18 April it was announced that Bundaberg Sugar had been awarded a Federal sugar industry reform package grant of up to \$1.15 to construct a new 7.1km cane railway from Millaquin Mill to the Burnett ferry yard at Strathdee's Siding. Currently cane brought across on the ferry near Fairymead is transported over a 22km route through the former Qunaba Mill network.

<http://www.maff.gov.au/releases/06/06039pm.htm> via Lincoln Driver

CSR LTD, Herbert River Mills

(see LR 188 p.19)

610mm gauge

At Macknade Mill, Clyde 0-6-ODH 16 (DHL.1 of 1954) replaced Clyde 0-6-ODH 12 (65-434 of 1965)



Top: The Manildra Group's Goninan B-B DE MM04 (012 of 1961) awaits further developments at Gunnedah on 11 March 2006. Photo: Barry Blair **Centre:** Scattered around like a children's toy train by the fury of Cyclone Larry, wrecked bins lie at all angles on South Johnstone Mill's Nerada line on 30 March 2006. Photo: Corey Seaton **Above:** Mackay Sugar's EM Baldwin B-B DH FOULDEN (7220.1 6.77 of 1977) handles a rake of ballast hoppers on Shannons line in the Pleystowe Mill area during February 2006. Photo: Brett Geraghty

Industrial Railway NEWS

as the truckshop shunter on 13 March, as 12 was due to be fitted with new tyres.

At Victoria Mill by the start of April, EM Baldwin B-B DH *GOWRIE* had its new Detroit 60 Series engine in place. On 21 April it was noted that *PACKER*, the Plasser KMX-12T tamping Machine (455 of 1998), had recently returned from its loan period at Plane Creek Mill.

Preserved Hudswell Clarke 0-6-0 *HOMEBUSH* (1067 of 1914) was to be in action at Victoria Mill for the Italian Festival on 13-14 May. Chris Hart 3/06, 4/06; Stephen Allan 4/06

HAUGHTON SUGAR CO PTY LTD, Invicta Mill, Giru

610mm gauge

(see LR 188 p.21)

Track work done over the slack season has included thermit welding between the Bruce Highway and McLain Junction, while the capacity of Mona Park 2 siding is being extended from 32 bins to 80 bins. It has been suggested that main line track speed will be lifted to 40 km/h in an attempt to reduce overtime and ease the running schedule a little. Cruise control devices on the locos will be adjusted to allow this, but the Com-Eng locos and EM Baldwin B-B DH *SELKIRK* (6750.1 8.76 of 1976) will not be capable of this speed.

Walkers B-B DH *PIRALKO* (677 of 1971 rebuilt Bundaberg Foundry 1995) is having its new MTU engine and RSU gear installed. The fitting of RSU gear to Walkers B-B DH *CLARE* (655 of 1970 rebuilt Tulk Goninan 1995) has been cancelled and Walkers B-B DH *GIRU* (593 of 1968 rebuilt Tulk Goninan 1994) has taken its place in the program. All the ex NSW 73-class Walkers locos appear to be getting the same mesh doors as are fitted to the ex QR DH-class units in an attempt to ease overheating problems.

Com-Eng 0-4-ODH *INVICTA* (CA1040 of 1960) is being repainted by an outside contractor and will also receive a new cab fitted with doors.

The bogie brake wagons used with the RSU locomotives are having their Atlas-Copco package compressors removed and replaced with a Lister diesel engine powering a separate compressor. Jason Lee 3/06, 4/06

ISIS CENTRAL SUGAR MILL CO LTD

(see LR 187 p.20)

610mm gauge

On 18 April it was announced that Isis Mill had been awarded a Federal sugar industry reform package grant of up to \$770,844 to realign and extend existing rail track by eight kilometres, including the construction of two sidings on the rail extension and the relocation of a truck dump. Further details of this proposal would be welcome. An additional grant of up to \$71,500 will assist with developing a more strategic approach to cane supply and transport, reducing the bin fleet size necessary.



Top: Leighton Kumagai's 900mm gauge Schöma 4wDH 2 (5284 of 1992) at Esplanade Station, the entrance to Perth's Metro Rail Tunnel. Photo: courtesy Leighton Kumagai Joint Venture **Above:** Another superb night shot at Port Hedland shows BHP-Billiton's Co-Co DE locomotives 4305 COONARIE (Electro-Motive Canada 20038540-06 of 2005) and 5637 DE GREY (Goodwin G-6012-05 of 1968 rebuilt Goninan 123 of 1992) on 17 April 2006. Photo: Richard Montgomery

The mill's Plasser KMX-12T tamper (414 of 1995) was noted stored at Huxley depot on 25 April.
<http://www.maff.gov.au/releases/06/06039pm.htm> via Lincoln Driver; Lincoln Driver 4/06

MACKAY SUGAR CO-OPERATIVE ASSOCIATION LTD

(see LR 188 p.21)

610mm gauge

The proposed deployment of locomotives for the 2006 season sees the following transfers:

8 *PALMS* 0-6-0DH ClydeQ 70-708 1970
from Marian to Pleystowe

21 *TANNALO* B-B DH Walkers705 1972
rebuilt Bundaberg Foundry 1995
from Farleigh to Marian

36 *FARLEIGH* B-B DH Eimco L254 1990
from Marian to Farleigh

(43) *CHELONA* 0-6-0DH Clyde 59-201 1959
from Racecourse to Marian

54 *OAKENDEN* 0-6-0DH Com-Eng FB3169 1963
from Pleystowe to Marian

Brett Geraghty 4/06

PIONEER SUGAR MILLS LTD, Pioneer Mill

(see LR 186 p.21)

1067mm & 610mm gauge

On 18 April it was announced that a Federal sugar industry reform package grant of up to \$2,529,450 had been made to construct a dual-gauge railway from the Browns Road / Pelican Road intersection to Pioneer Mill. A 3ft 6ins gauge line already exists along this route. The result will be that 2ft gauge stock will be able to work right through to Pioneer Mill from the existing Browns Road dual gauge line that connects Kalamia and Invicta Mills. This is a further stage in the elimination of the 3ft 6ins gauge Pioneer Mill tramway which dates from at least 1897.

It is reported that the track maintenance function for the Burdekin mills will be centralised at Pioneer Mill. Work and inspection crews will

work on a 24 hour roster, and they will go to whichever site requires their services.

<http://www.maff.gov.au/releases/06/06039pm.htm> via Lincoln Driver; Jason Lee 3/06

PROSERPINE CO-OPERATIVE SUGAR MILLING ASSOCIATION LTD

(see LR 185 p.22)

610mm gauge

A State Government Sugar Industry Innovation Fund grant of \$112,000 will be used to develop a robot to locate and remove the coupling pins between cane bins before they enter the tip weighbridge. The mill is working with Marand Precision Engineering to modify a Kuka robotic system for this use. The innovation is expected to speed up cane throughput.

Queensland Government press release 20/3/06

TULLY SUGAR LTD

(see LR 188 p.22)

610mm gauge

On 18 April it was announced that Tully Sugar had been awarded a Federal sugar industry reform package grant of up to \$2,166,775 to design and construct three cane railway extensions. Two extensions, each of 4.2km, will be in the Warrami area, and one, of 5.1km including a siding and loop, will be at Riversdale. These two areas are in the Murray River lands south west of the mill which have been opened up in the last 15 years.

<http://www.maff.gov.au/releases/06/06039pm.htm> via Lincoln Driver

WESTERN AUSTRALIA

FMG CHICHESTER PTY LTD

(see LR 188 p.22)

1435mm gauge

The estimated cost of building Fortescue's railway and port for its iron ore project has increased by

\$90 million, with the latest estimate \$1.92 billion. Despite the increase the company still plans to complete the 203 km railway and port by the first quarter of 2008.

Sydney Morning Herald 6/4/06

LEIGHTON / KUMAGAI JOINT VENTURE, Perth Metro Rail Tunnel

(see LR 188 p.22)

900mm gauge

A third Schöma 4wDH was observed at Esplanade Station during April. It has apparently been on site for some time. Numbered 3 it is builder's number 5283, of the same batch as the other two, ordered by Dumez GTM for the Singkarak Hydro-Electric Scheme Construction, West Sumatra, Indonesia.

Before coming to Australia, the three locomotives were used by Kumagai Taiwan on the New Wu-Chieh Tunnel power diversion tunnel project.

Industrial problems have continued to plague this project with a walk off the job in late February and a stoppage that went on for nearly a fortnight. At the end of April, Leighton filed a writ in the Supreme Court over the tunnelling contract, seeking to have it terminated or the completion deadline extended until the Public Transport Authority put in place what were described as "adequate insurance arrangements". An expedited decision was being sought by both parties.

The West Australian 6/3/06; ABC Online 8/3/06 & 29/4/06; Jeff Austin 4/06; Kate Stone (Leighton / Kumagai) 4/06

PILBARA RAIL COMPANY PTY LTD

(see LR 186 p.22 & 184 p.21)

1435mm gauge

Rio Tinto and its joint venture partner, Hancock Prospecting Pty Limited, will proceed immediately with the development of the Hope Downs iron ore prospect following the granting of State Government approval on 27 April. Rio Tinto will provide the funds to cover the capital cost of the rail, rolling stock and power infrastructure required, including the 58km Lang Hancock Railway, which will connect to Rio Tinto's existing rail system.

www.riotinto.com

OVERSEAS

FIJI SUGAR CORPORATION

(see LR 185 p.22)

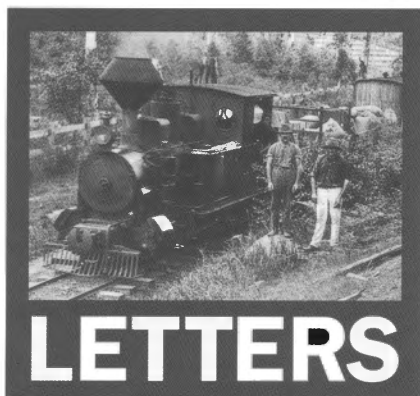
610mm gauge

News reports have circulated that FSC intends to abandon rail transport of sugar cane. Successive reports and strategic plans over the last 10 years have called for the urgent re-organisation of rail operations as a central element in the nation's sugar industry, but it appears that not much change has taken place.

Fiji Times 23/4/06 via Steven Allan; Editor



The first in the production line of ex-Moreton Mill bin conversions were turned out during March by Mackay Sugar's Marian Mill. Clearly visible is the added section to increase capacity from 5 to 6 tonnes.
Photo: Reg Treloar



Dear Sir,

Days 0-4-0DM locomotive at Hobart (LR 34, 41, 184 and 186)

It should be noted that the Days locomotive shown in LR 34, derelict and in its final form at Cornwall Coal Co NL, is carrying one cab from Hobart Municipal Tramways' sprinkler car, not the 'ex-wheelhouse of a boat'. No other parts of this tram were incorporated in the Days locomotive.

The tram (built in 1926, with cabs added in 1928, and withdrawn in 1956) was not used, as stated in the LR Editor's note on page 24 of LR 186 (quoting Jim Stokes in LR 41, Spring 1972) as a locomotive at the mine, but was sent there to be converted for use as such.

Apparently this conversion was never done although, clearly, one cab (at least) was re-used!

Richard Horne
South Croydon, UK

Dear Sir,

Tanawha World Rail Motor (LR 188)

In answer to the request in LR, I have a few sketchy notes about this vehicle and where it ran. Tanawha World was set up as a Theme Park in 1976. It had full size model of a large dinosaur, a motley collection of birds and wallabies and a few relics from the dinosaur age. It had a 2-foot (610mm) gauge continuous track. The owners bought a Ruston & Hornsby 44/48hp 4wDM loco from Moreton Central Mill to operate it. This had been acquired from the UK in 1970 where it had been used on an RAF base. It was not successful at Nambour and was out of use there in 1975.

It was found to be too heavy for the track at Tanawha World, which was portable cane track, strengthened by inserting wooden sleepers at 3 feet centres. Therefore, the operators acquired the rail motor as an alternative. As noted, it was built by a Mr Drysdale of Woodridge and was powered by a GM Holden 186 petrol engine. It was a model of a 1916 Panhard rail motor. The original worked on the Normanton Railway and is now a static exhibit at The Workshops museum at Ipswich. The Southern Downs Heritage Railway has a reasonably accurate full size replica of this vehicle. The original was painted royal (dark) blue but the Tanawha World model was painted a bright red. The logos that can be seen on its side were yellow. Bob Gough's

photo shows two headlamps, which were added at the theme park.

In 1977, the Ruston was resold to the Big Pineapple at Woombye for use hauling tourists around the plantation.

Tanawha World was renamed Dino's Fun Park by 1981 and the rail motor and other equipment was advertised for sale in the *Weekend Australian* on 28 February. Following a visit in March, Peter Neve reported the 610mm line was out of use and a 12 inch (305mm) line was being laid on its trackbed. (LRN21). A second hand 2-4-0 steam loco and several open passenger coaches were acquired for this new venture. However, it closed later.

Mr WW (Bill) Henderson recorded that the 610mm rail motor was sold to Gary Lynch of La Bella Vista, a nursery garden at Wanora in the Brisbane Valley (see LRN 27). That is the last I have heard of it.

John Armstrong
Chelmer, Qld

Further to John Armstrong's letter, the sale of the rail equipment at La Bella Vista in 1990 was recorded in LRN 85. It was reported that the equipment had been sold to a buyer further up the Brisbane Valley, at Coominya. However, no further reports have been received and any further information would be gratefully received - Editors

Dear Sir,

Maylands locomotive (LR 187)

I write regarding the Maylands locomotive mentioned on page 30 and the back page of the February 2006 issue. I am contacting you to put a small error right, for there is also a Maylands loco at the Moonta Mines Railway, at Moonta, SA.

I am Roger B Bradford, the ex-Project Officer who designed and helped build the MMR in the 1980s. I got the Committee to buy the Maylands loco from a Tom Norton, of Norton Minerals & Mining of Greenfields, SA. He was a dealer in mining machinery and narrow gauge mine locos and trucks.

We purchased the locomotive first, in the 1980s, then we also brought four of the side-tipping trucks that had come from the same place as the loco: Maylands Brickworks. However, I was under the impression from Tom Norton that there were only two locos that came from the site.

To see the loco, refer to my web page at: www.miningmodels.netfirms.com

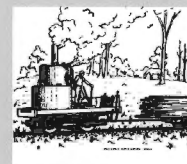
The Maylands locomotive, with its 186 Blue Holden Motor, was very cheap to maintain, even new wheels and brake shoes were cheap to get cast - \$1.00 AU per kilo, for the foundry was very good to us.

The Moonta Mines track was purchased from the EWS scrap yard at \$600 per mile - two rails dogged down on rough bush timber. The track bore a Belgium company name and date of 1887. We got 3½ miles all told.

I hope the above is of interest.

Roger B Bradford
Elizabeth, SA

For reproduction, please contact the Society



LRRSA NEWS

MEETINGS

ADELAIDE: "Photographs of England and Beyond"

There will be a substantial display of photographs, supplied by Richard Horne, of English and other subjects.

Location: 150 First Avenue, Royston Park.
Date: Thursday 1 June at 7.45pm. Contact Arnold Lockyer (08) 8296 9488

BRISBANE: "Industrial Narrow Gauge in China"

David Rollins will be giving a presentation on Chinese Industrial Narrow Gauge Railways.

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 9 June at 7.30 pm. Entry from 7 pm.

MELBOURNE: "Gold diggers, kauri cutters, and gum diggers in Aotearoa"

Bill Hanks will be making a presentation on his recent visit to New Zealand. (This has been rescheduled from April, due to a conflict with Easter).

Location: Ashburton Uniting Church Hall, Ashburn Grove, Ashburton.
Date: Thursday, 8 June at 8.00 pm

SYDNEY: "Annual General Meeting, Furnace, Fire & Forge and Sandstone Narrow Gauge Railway"

Following our Annual General Meeting, Bob McKillop will give a talk on the forthcoming LRRSA book *Furnace, Fire & Forge*, which tells the story of Lithgow's iron & steel industry from 1874 to 1932. Following this will be a special showing of *Song of the Rails*, the South African video (reviewed in LR 179) about the Sandstone Narrow Gauge Railway. See this recently built 2ft gauge railway performing real work during the wheat harvest, see the fascinating stud of locomotives in action (including double-headed Garratts and restored cane locos) and a snippet of archival film of Lawley 4-4-0s working on Zebedelia Orange Estates. Not to be missed!

Location: Woodstock Community Centre, Church Street, Burwood, (five minutes walk from Burwood railway station).
Date: Wednesday 28 June at 7.30pm.

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

Furnace, Fire and Forge

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

To be published 15 September 2006

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.

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

Pre-publication price: \$49.00 [LRRSA members \$40.00] for orders placed by 31 August 2006

Price after publication \$59.95 [LRRSA members \$44.96] Weight 1,500 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 Mapleton Tramway

The line of the diminutive Shay locomotives

By John Knowles, published by the author

The Mapleton Tramway was an 18 km long 2 ft gauge railway, which climbed the steep ranges, west of Nambour, about 110 km north of Brisbane. In many places the line was located on shelves in the mountainsides with magnificent views over the coastal lands to the sea. It used steep gradients and very sharp curves, and reached 380 m. altitude. It was operated by two small Shay locomotives. It carried sugar cane, logs and sawn timber, fruit, cream, small livestock, as well as passengers and mail.

Includes seven scale drawings of the rolling stock and locomotives.
92 pages, A4 size, plus card cover, 81 illustrations, references, and index.

\$28.50 (LRRSA members \$25.65) Weight 480 gm

Powelltown

A History of its Timber Mills and Tramways

by Frank Stamford, Ted Stuckey, and Geoff Maynard. 150 pages, soft cover, A4 size, 150 photographs, 22 maps and diagrams, references and index.

\$22.00 (LRRSA members \$16.50) Weight 550 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)

Weight 1500 gm.

Built by Baldwin

The Story of E. M. Baldwin & Sons, Castle Hill, NSW - by Craig Wilson

The history of Australia's most successful and innovative builder of industrial diesel locomotives. E. M. Baldwin developed the B-B DH locomotive now widely used on Queensland's sugar railways, 160 pages, A4 size, 148 photos, 16 diagrams, construction listing.

\$44.00 Hard cover (LRRSA members \$33.00)

Weight 1000 gm.

Postage and packing: Within Australia, up to 500 gm: \$4.80; 501 gm to 3 kg \$9.00

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Payments may be made by cheque, money order, Mastercard, Visa or Bankcard.

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www.lrrsa.org.au



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- If joining in February or March, pay \$16.00 (\$20.00/\$24.00 overseas) and receive 2 issues of Light Railways (Nos 194-195).
- If joining in April or May, pay \$56.00 (\$70.00/\$84.00 overseas) and receive 7 issues of Light Railways (Nos 195-201).

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

I, _____
(full name of applicant)

of _____

(address)

(postcode)

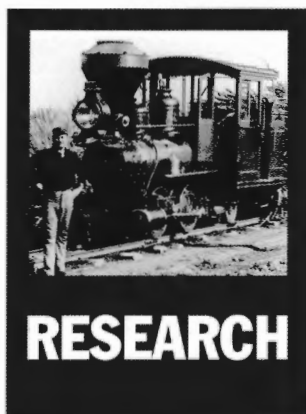
(occupation)

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

Expires _____

Name on Card _____

Signature _____



Lithgow iron and steel works

It is extremely satisfying when years of research effort are finally brought to life as a quality product that is widely available to the public. The joint project effort of the LRRSA, the Lithgow District Historical Society and the State Mine Museum to document the full history of the iron and steel industry at Lithgow has been reported several times in this Research column, but further advice has been awaiting the outcome of the publication process. We can now report that one of the LRRSA's more ambitious publication projects will be celebrated with the official launch of the book, *Furnace, Fire & Forge: Lithgow's iron and steel industry 1874 to 1932*, by former NSW Premier Bob Carr at Lithgow on Friday 15 September. It tells the history of the industry, the men who shaped its destiny, its workers, the mines and quarries that fed its furnaces and boilers, and the industrial railways that transported the vast volumes of materials. Details of the book and the pre-publication offer are available on the LRRSA website at www.lrrsa.org.au - click 'What's New for April 2006'.

A tool for the industrial railway historian

John Shoebridge has put together a summary of legislation relating to private railways from *A Collection of The Private Acts of Practical Utility in force in New South Wales* by WW Tarleton and published by the Government Printer in 1886. The book presents the private legislation in NSW from 1832 to 1885. John has extracted summaries of those of interest to *Light Railways* readers and added brief comment on the railways. The Acts there usually give details of the location, the

promoters and the conditions under which a railway was constructed and operated.

We will be placing the full list of Acts of relevance to industrial researchers on the LRRSA website in June. The following selected extracts provide an indication of the range of information that will be available on the website:

Anvil Creek Coal-mining Company's Incorporation Act of 1874 (37 Vic): This company established a coalmine at Greta, which was connected to the Great Northern Railway by a short branch.

Australian Agricultural Company's Act of 1866 (29 Vic): This well known company operated coalmines in and around Newcastle and Weston, in connection with which they constructed a considerable mileage of railways.

Bowenfels Coal-mining and Copper Smelting Company's Railway Act of 1873 (36 Vic): This Act authorised a Mr Brown to build a line from the Great Western Railway to his Hermitage Colliery near Lithgow. Built to standard gauge, it later became the property of the Lithgow Valley Coal Company.

Burwood and Newcastle Tramroad Act of 1850 (14 Vic) / Burwood and Newcastle Tramroad Act of 1853 (17 Vic): Dr James Mitchell obtained the initial Act to allow him to construct a light horse-operated

railway across land owned by the Australian Agricultural Company. The second Act was necessary to secure an extension of time to complete the line.

Cobar (Great) Copper Mining Company Tramway Act of 1884 (47 Vic): The act permitted the Company to construct a network of narrow-gauge locomotive-operated tramways across Crown lands and proclaimed roads to the east of Cobar in order to collect firewood for smelting purposes.

Fitzroy Iron and Coal-mining Company's Act of 1854 (18 Vic) / Fitzroy Iron Works Company's Act of 1865 (29 Vic): The Fitzroy Iron Company operated narrow-gauge tramroads to bring coal to their works at Mittagong.

Greta Coal and Shale Mining Company's Act of 1874 (37 Vic): This firm took over the operations of Greta Colliery. Their short siding off the Government line was shunted by their own locomotive and for a time they had a locomotive-worked narrow-gauge line from Greta to Leconfield Colliery.

Kiama Tramway Act of 1883 (46 Vic): The Borough Council of Kiama sought this Act to permit them to construct a line from the basalt quarries to the Illawarra Railway.

Tomago Coal Mining Company's Act of 1861 (25 Vic): This Company's mine, northwest of Newcastle, was

connected by a short horse-worked tramroad to a loading staithe on the Hunter River.

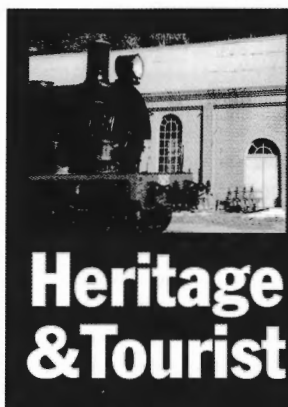
Burwood Estate collieries, Newcastle

John Shoebridge made a presentation to the Sydney LRRSA meeting in April on his research into Dr James Mitchell's Burwood Estate and the various collieries and railways associated with it. Mitchell constructed a tunnel 'for the purposes of conveying coal by tram road' in 1845 and coal mining commenced two years later. Horse operated tram roads, probably of 3ft gauge, were constructed from 1850 to enable coal from the Burwood estate collieries to be shipped from Newcastle. Mitchell's company, the Newcastle Coal & Copper Mining Company, imported two standard gauge locomotives built by Neilson & Company of Glasgow in 1857 (B/N 394/5) and most of the tramroads were upgraded to allow for locomotive operation. Other lines, including the 'Glenrock Railway' were constructed and some of these operated into the 1940s. The presentation included images of the various locomotives known to have operated on these lines followed by a selection of Jeff Moonie's photos taken on the LRRSA tour of the Glenrock Railway in November 2001 (LR 163, p.26).

Where is it now?

Further to our recent series of photographs on Queensland theme park railways, Bob Gough has provided this photograph taken by Bill Blannin of a very 'Rowland Emmet-esque' creation built for the Alma Park Zoo. It is understood that the railway was never established at the zoo, so the train did not enter service there. John Browning advises that the locomotive was a former Snowy Mountains loco that was thought to be Plymouth 6124, but maker's records do not support this. John suggests it may have been one of 6126 to 6128 or 6130 to 6132. Can any reader provide further information on the train and its subsequent location?





Heritage & Tourist

Australia's Rail Heritage 2006

In recent months I have finalised the eighth edition of the *Guide to Australian Heritage Trains & Railway Museums* for the Australian Railway Historical Society. This provides an opportunity to reflect on the current status of the rail preservation movement in Australia and the challenges that lie ahead over the coming years.

Much has changed over the six plus years since we prepared the seventh edition. Some 25 mainline

operators, heritage railways and museums that appeared in the that edition are no longer operating, but new entrants have more than compensated these losses, so we still have over 180 detailed entries across 45 regions. In addition, the Guide lists 217 'other heritage items' and 65 rail-trails. What stands out to me is the significant contribution made to all these categories by those preserving our industrial and narrow gauge railway heritage. Twenty out of the 44 heritage railways (those operating over tracks they maintain) are based on narrow gauge or industrial operations, as are a significant proportion of the 74 museums listed. A majority of the rail-trails use old logging, mining or narrow gauge railway formations and many of the heritage items worth of listing also have an industrial pedigree. In this context, it is fitting that this edition marks the 175th anniversary of Australia's first railway, the AA Company's colliery line from its 'A Pit' to the Newcastle wharf, which opened in December 1831.

What these bare statistics do not bring home are the remarkable qualitative changes that have occurred since 1999. Our leading heritage operation, Victoria's Puffing Billy Railway, has continued to enhance its reputation on the world stage with the extension to Gembrook and the standard of its locomotive and rolling stock restoration and other narrow gauge and industrial heritage lines have also made impressive progress. More impressive still has been the improvement in the interpretation of railway heritage by our museums. In the 1999 Guide, only the displays at Powerhouse Museum and the 'Women and Railways' exhibition at the then Port Dock Railway Museum were worthy of mention. The opening of the Workshops Rail Museum at Ipswich in 2002 set new standards for interpreting the railway story in Australia and others have subsequently emerged with similar high quality interpretative displays. The awards to the Rail Journeys Museum at Werris Creek and the Archer Park Station and Steam Tram Museum at Rockhampton reported below are testimony to these changes. The rebirth of the former South Maitland locomotive depot and workshops at East Greta Junction as the Maitland Heritage Steam Park (see below) is another advance that will help to maintain the traditional skills required by our heritage railways and museums.

Another element of the importance of the industrial and narrow gauge railway preservation groups across Australia to our national heritage effort also stands out. The new edition of the Guide has entries for trains (and trams) running on nine different gauges, of locomotives and rolling stock of every conceivable size, shape, configuration and colour imaginable, and of a whole host of innovative ways of telling their story. The preservation groups covered by *Light Railways* are providing the diversity and range of experiences that help Australia sell its railway heritage on the world stage.

Bob McKillop

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

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

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

NEWS

Queensland

ARCHER PARK STATION AND STEAM TRAM MUSEUM

1067 mm gauge

Rockhampton City Council

Archer Park scooped the pool at the annual ANZ Bank/*Morning Bulletin* tourism awards in April 2006. The museum took out 'The Best In the Business' top award for Tours and Travel out of eleven nominations and the Overall Award over four hundred and thirty individual nominations within the 24 categories in Rockhampton.

Dennis Sheehan, 4/06

DURUNDUR RAILWAY,

Woodford 610 mm gauge
Aust. Narrow Gauge Railway Museum Soc. Inc.

Updating the report in LR 186 (p. 26)

the repairs to ex-Pleystowe Mill 0-6-2T No.5 (Bundaberg Fdy 5/1952) presented a challenge to ANGRMS volunteers, in part on account of the limited expertise now available to undertake work on locomotive boilers. Through the network of the Association of Tourist Railways Queensland (ATROQ), the Australian Sugar Cane Railway at Bundaberg came to the rescue and undertook ultrasonic testing to check the plate thickness on the boiler. The boiler inspector approved the results of the tests, allowing repairs to proceed, including the replacement of a boiler stay. The locomotive returned to service on Sunday 19 March 2006, enabling the society to expand operations and thereby raise additional revenue. The annual track inspection on 16 January 2006 found the overall standard of track was generally good, with some medium priority defects being located. These defects, the majority of which occur in the western end of Freeman's Cutting, are being attended to.

Durundur Railway Bulletin 282, Feb 2006; David Mewes 03/06

GRAHAM CHAPMAN,

Murrumba Downs 610mm gauge
The site of the industrial premises, primarily used for stainless steel

fabrication, has been sold for retail development. A new facility, dedicated exclusively to steam machinery restoration, is being developed on Old Gympie Road, Narangba, about 10 kilometres away. In April the locomotives were still at the Murrumba Downs site as follows, but will all be moved by October.

	0-4-0WT Jung	1052	1906	ex W Frost, Mossman	derelict
DULCE	0-6-0WT Krauss	5869	1908	ex North Eton Mill	dismantled
No.2	0-6-0ST Hudswell Clarke	853	1908	ex North Eton Mill	dismantled
MAROOCHY	0-4-2T Hudswell Clarke	1078	1914	ex Moreton Mill	derelict
VANGUARD	4wPM Purcell	999A	1922	ex Moreton Mill	
1	0-4-2 Fowler	17683	1927	ex Racecourse Mill	
	4wDM FC Hibberd	2333	1940	ex Plane Creek Mill	
6	0-6-2T Bundaberg Foundry	8	1953	ex Proserpine Mill	dismantled
6	4wDM Ruston & Hornsby	371381	1954	ex Plane Creek Mill	

The Fowler steam locomotive and the small Ruston & Hornsby and Hibberd diesels are being offered for sale as surplus to requirements. Serious enquiries may be made to (07) 3886 1655 during business hours.

John Browning 4/06

NAMBOUR & DISTRICT HISTORICAL MUSEUM ASSOCIATION INC

610mm gauge

Present at the museum are a number of rail items from the nearby Moreton Mill. John Fowler 0-6-0T EUDLO (16207 of 1925) is on display in the open while Malcolm

NOSTALGIA TOWN,

Pacific Paradise 610mm gauge
This tourist attraction has been reported as having closed. Its 2ft gauge railway has a Chance (USA) steam outline 4w-2-4w petrol locomotive, 200 CP HUNTINGTON (B/N. 84-50200 of 1984), which is reported as still on site with two bogie carriages.

Brian Flaherty 4/06

CLIVE PLATER, Eudlo

610mm gauge

Clive still has for sale the chassis, wheels, springs and complete 4-cylinder engine from the unidentified

Heritage & Tourist

Ruston & Hornsby 44/48hp 4wDM ex Moreton Mill, Tanawha World, and Sunshine Plantation. It is believed to have served with the British Air Force before coming to Australia in 1970. Enquiries should be addressed to Clive at PO Box 111, Eudlo 4554. Phone (07) 5445 0054. Clive Plater 4/06

SEA WORLD, Main Beach, Southport

610 mm gauge
Apart from the brief 'Research' item on the now stored Caldwell Vale locomotive in LR 187 (p.24), there have been no reports on this operation since LRN 85 (December 1991, p.13). Then there were two locomotives built at Sea World as scaled-down replicas of the QGR A10-class 0-4-2 locomotives. These were painted blue and red respectively, with the Caldwell Vale steam-outline locomotive as spare. A visitor to Sea World on 11-12 March found the railway operating much as it was in 1991, with a well maintained and highly polished red A10 replica diesel locomotive hauling four open tourist-type carriages mounted on ex-canfield railway bogies. There was no identification on the locomotive apart from the lettering 'SEA WORLD' on the tender. The railway provides a leisurely 15-minute ride around the complex and good passenger loadings were evident during the visit. A feature is a large bridge with 'stone' towers providing rail and pedestrian passage over the main lakes. Trains depart every 20 minutes from Grand Central Station (adjacent to the monorail and the *Quest for the Golden Seal* pavilion) and operate from 10am to 5pm every day. All rides are included in the admission charge.

Karl McKillop, 3/06

SUNSHINE PLANTATION, Forest Glen

610mm gauge
A visit on 10 April saw Ruston & Hornsby 4wDH *SUGAR CANE TRAIN No.4* (379072 of 1954, rebuilt EMB 7807.1 11.77) hauling the passenger train of 10 air-braked 4-wheel cars. A green four-wheeled ballast hopper was parked on the maintenance siding

but there was no sign of the eleven Gemco 4wBE locomotives that were noted on site in 1997.

John Browning 4/06

New South Wales

GOULBURN RAIL HERITAGE CENTRE

1435 mm gauge
Ex-Blue Circle Southern Medway Quarry Bo-Bo DE industrial shunter D1 (Goninan 023 of 1967) acquired in early 2002 (LR 185, p. 26) was being repainted in March 2006. A set of new batteries is required to make the locomotive operational.

Colin Grose, 03/06

ILLAWARRA TRAIN PARK, Albion Park

610mm gauge
Illawarra Light Railway Museum Society
All Fired Up, the special Enthusiasts Day featuring 'four locomotives in

steam' at the Illawarra Light Railway Museum on 19 March attracted good crowds. The event was promoted through *Light Railways* and the Sydney Chapter of the Railway Technical Society of Australia booked a section of the picnic area for its members. Your editor travelled there by train, arriving at 1pm just as the Steam Cavalcade was getting under way, with locomotives *BURRA*, *KIAMA*, *TULLY No.6* and *CAIRNS* running light engine slowly around the loop. A passenger train had deposited rail enthusiasts at the triangle for photographic opportunities. With an impressive range of locomotive and train configurations, including a diesel locomotive cavalcade in the afternoon, the day providing lots of variety for the enthusiasts. I am advised that the Lloyd Harnett motor trike even offered a real

derailment! As usual, the locomotives and rolling stock were immaculately presented.

The event had evidently been widely promoted in the local media and the arrival of large numbers of the 'general public' with children seeking train rides, rather than watching locomotives go by, was soon generating discontent. In addition, preparation of the kiosk in the carriage was hindered by a vandal attack the previous weekend and its food supplies had run out by 1pm, generating further complaints. While the enthusiasts happily clicked away with their cameras over at the triangle, the traffic controllers at the station were trying to cope with an increasingly frustrated crowd wanting train rides 'for little Billy', or was it Sarah? *BURRA* and *CAIRNS* were quickly sent back to the depot and



The remains of centenarian 0-4-DWT Jung 1052 of 1906, originally used on the Japoon Tramway in far north Queensland, at Graham Chapman's storage site in a northern Brisbane suburb on 10 April. Graham plans to restore it to working order at his new premises at Narangba. Fowler 0-4-2 17683 of 1927 in the background is for sale. Photo: John Browning



Ex-Moreton Mill 0-6-0T EUDLO (John Fowler 16207 of 1925) on display outside the Nambour & District Historical Museum on 10 April 2006. Photo: John Browning

KIAMA was set aside in the triangle extension, while *TULLY No.6* was coupled up to the main passenger train for a run to ease the tension. This accomplished, *KIAMA* was coupled onto the beautifully restored ex-Melbourne cable tram trailer car 430 in the bay road behind the station, then rested there while the main passenger train rescued the enthusiasts from the triangle, before providing run for the general public. Your reporter then enjoyed a ride in 430 behind *KIAMA*. By this time *BURRA* had coupled up to a demonstration train of small coal skips and moved to the 'Tram Road' near the entrance, where it presented a delightful picture of a past world of narrow gauge industrial railway operations.

A key lesson to emerge from the day was the difficulty a preserved railway faces in responding to the very different interests of enthusiasts and the general public. While the event was promoted as an Enthusiasts Day, the general public also came in good numbers, paid their money and looked forward to train rides with their children and grandchildren. The unavailability of train rides for over an hour at the peak period of the day therefore resulted in a fair amount of 'excitement'. ILRMS volunteers handled this difficult situation well and a tricky situation was eventually defused. Future planning of events by preservation groups such as the ILRMS needs to address the conflicting interests of enthusiasts and the general public.

Editor, 03/06

LAKE MACQUARIE LIGHT RAILWAY 610 mm gauge

Grahame Swanson

Two more steam locomotives arrived at the LMLR on 30 March. The ex-Fairymead Sugar Mill 0-4-2T loco No.1 (Baldwin 10533 of 1889) and Mourilyan Sugar Mill 0-4-2T No.7 (Perry Engineering 2714.51.1 of 1951) belonging to Graeme and Bruce Belbin were moved from storage at the Rail Transport Museum, Thirlmere to their new home at Lake Macquarie by road transport. The history of Fairymead No.1 is covered in LR 123 (pp. 3-13) and the restored locomotive in steam on 23 May 1993 was the subject of the cover for LR 168. A feature article on Mourilyan No.7 and its restoration appeared in LR 141 (pp. 3-19). The Rail Transport Museum had

requested the owners to move the locomotives to free up space for an asbestos removal facility, when Grahame Swanson stepped forward to offer a new home at the LMLR, where they have joined his two Perry locomotives (LR 188, pp. 3-5). A heavy lift crane placed the two locomotives on the tracks and *TWIGGY* – the railway's 4wPM maintenance loco built on a Malcolm Moore chassis (LR 173, pp. 14-15) – shunted the new arrivals to where a new storage shed will shortly be erected. Although the LMLR is not open to the public, open days are organised to raise funds for charities. *Newcastle Herald* 31 March 2006, via Grahame Swanson; Bruce Belbin 04/06



"We have some problems to sort out here!" The Train Controller gives instructions to the crew on Hudswell Clarke 0-6-0 CAIRNS following the Locomotive Cavalcade at the ILRMS Enthusiasts Day at Albion Park on 19 March.

Photo: Bob McKillop

MAITLAND HERITAGE STEAM PARK, East Greta 1435mm gauge

Hunter Valley Training Company

The former South Maitland Railways (SMR) locomotive depot and workshops at East Greta Junction were at the centre of the 21st Hunter Valley Steamfest from 21 to 23 April 2006. On the Saturday, Transport Minister John Watkins formerly presented a \$1 million grant to Milton Morris, the Chairman of the Hunter Valley Training Company to establish the Maitland Heritage Steam Park. It will be used as a one-off payment for a 30-year lease of the park's home in the HVTC site at East Greta junction, refurbishment of the locomotive shed, long-term maintenance, recommissioning of

an overhead crane and restoration of facilities and equipment. The new Steam Park will become the permanent home of the Hunter Valley Steamfest, providing a maintenance and operating base for steam locomotives, and most importantly, it will provide a training venue to keep the skills alive that are necessary to preserve our heritage railways. Your editor travelled to Steamfest on the Powerhouse Museum special train on Friday 21st and took a shuttle bus to the HVTC site. The focus for attention was the "fully restored". SMR 2-8-2T No.10 (Beyer Peacock 5520/1911) coupled to the 3801 Limited water tank wagon and standing beside the impressive

coal loader in the depot (see LR 186, p.27). The immaculately presented locomotive made an impressive sight in its traditional home. No. 10 was scheduled to depart at 1pm for its first Steamfest passenger train run, an excursion train to Newcastle and return, but a leaking plug put an end to these plans and the loco stayed put in the yard.

Editor, 4/06; *Maitland Mercury*, 20 and 21 April 2006, via Barry Blair

RAIL JOURNEYS MUSEUM, Werris Creek

ARM Management Inc.

The new Rail Journeys Museum of the Australian Railway Monument received a Highly Commended Award at the Energy Australia/Australia

National Trust Awards held at the Westin Hotel in Sydney on 3 April 2006. There were over 70 entries for the awards and 320 guests attended the event. The Rail Journeys Museum was Highly Commended by the judges for the F1 Cultural Heritage Award, who commented: "The museum is housed within the former Railway Refreshment Rooms at Werris Creek railway station, and is a proud reminder of the glory days of rail in the town."

In the first six months since it's opening on 1 October 2005, the museum has attracted over 10,000 visitors. Museum president, Chris Holley, said the award was recognition for the effort put into the museum by some 40 local volunteers. "They are nearly all ex-railway men and their wives," he said, "and they just love being on duty at the museum to show the town off."

ARM Management Media Release

Victoria

GHERRANG GRAVEL TRAMWAY 610 mm gauge

Peter and Jack Loney

This 610mm gauge railway is being established on the site of the former Gherang Conference gravel pit established by six Geelong local government councils in the early 1920s. The original quarry used a 2ft gauge horse-worked tramway that connected with the Victorian Railways line to Wensleydale, the site of a brown coal mine.

The locomotive depot for the Gherang Gravel Tramway will be located on the quarry floor and the line will rise up through a tunnel into the surrounding bushland. Restored rolling stock includes the ex-Cheetham Salt Works Ruston & Hornsby 4wDH locomotive "Benny" (252805 of 1947) and a small four-wheel passenger carriage constructed on a salt tub, that were formerly at the Bass Valley Railway. The John Fowler 0-4-2T (19930 of 1933) built for Babinda Sugar Mill, which worked at Moreton Mill as *PETRIE* from 1959 until its retirement in 1966, has also been acquired for restoration.

Heritage & Tourist

The locomotive was formally at Cox's Museum at Maroochydore and then went to the Suncoast Pioneer Museum at Mudjimba Beach in 1973. It is last reported to have gone to Warwick Turner at Echuca, Victoria, in 1985. Its restoration to working order is a priority for Peter and Jack.

Peter Loney, 3/06 and 4/06; John Browning 3/06

OLD BEECHY RAIL TRAIL

(Former 762 mm gauge)

The 45km Rail Trail utilising the formation of the old narrow gauge line from Colac to Beech Forest was officially opened on 22 October 2005. The trail starts on the north side of the Colac railway station with an iron sculpture depicting the line's gradient profile. A see-through illustration on the taller panels shows Garratt G42 on the 'Last Train to Beech Forest', which ran on 30 June 1962. The trail is well signposted with excellent interpretative panels. From Colac, the trail runs through suburban streets to join the original formation at Barongarook and follows this to Gellibrand. Lower level bridges have replaced old rail bridges and there is a new bridge over the Gellibrand River close to the site of the former rail bridge. South of this bridge the remains of two timber railway bridges and the Dinmont water tank remain in situ. In October, the Trail ended at Dinmont, with the remaining 4.5km section to Beech Forest scheduled for completion during 2006.

Alexander McCooke, *Narrow Gauge*, March 2006

PUFFING BILLY RAILWAY

762 mm gauge

Emerald Tourist Railway Board

Your editor had the opportunity to travel from Emerald to Gembrook and return on 2 March with the expert guidance of LRRSA foundation member and PBPS stalwart Frank Stamford. While waiting for the train at Emerald we took the opportunity to inspect the yard, noting the nicely restored NQR open trucks ready for the forthcoming Thomas event, VR broad gauge transporter wagon 129Q in

grey undercoat and the engine and bogies of the ex-South African Garratt locomotive on NQR trucks. The 10.30am train from Belgrave duly arrived behind 2-6-2T locomotives 14A (Canadian red) and 6A (green), and we boarded the beautifully restored passenger carriage 1NB (which entered service in December 2005) for our journey to Gembrook and return. This is the oldest VR narrow gauge passenger carriage and the high quality of the restoration work has drawn much favourable comment. At Lakeside there was a lengthy break while 14A was detached and reversed to the rear of the train to take six carriages back to Belgrave. This left the pride of the NA fleet, the immaculately presented 6A under the able command of Allan Johnstone, at the head of the Gembrook train, which included carriages 1NB and 2NB coupled together. The journey includes a long 1 in 30 climb through forest and open agricultural country providing fine panoramic views. As Frank had worked on track laying tasks, I was provided with a detailed

commentary on the various features, including each of the impressive trestle timber bridges.

The two-hour stopover in Gembrook provided ample time to enjoy an excellent meal at The Ranges Hotel, observe the watering of the locomotive and take a stroll around the village. Although a large party of schoolchildren ensured our train was well patronised, there was much discussion about the usage of the extension to Gembrook. Some locals felt the lagging patronage was the result of inadequate focus and promotion on the part of the Puffing Billy Railway, while others blamed the Gembrook business community for the lack of attractions and services to entice visitors.

These are among the issues awaiting the new Puffing Billy Chief Executive, Andrew Stevens, who commenced on 6 February. Andrew served as a junior volunteer with Puffing Billy in 1963 and was previously involved with the Walhalla Goldfields Railway during his time as General Manager of the Latrobe Regional Airport. He told the local newspaper that his

first priority was to enhance the railway's standing with and links to the hills community.

Meanwhile, the Climax Locomotive Restoration Committee has launched the *861 Footplate Experience Course* as a fund-raising initiative. For those of you who have always wanted to drive a train, now you can! Under this program, patrons can fire and drive Victoria's oldest regularly working locomotive, 861, the radically rebuilt ex-West Melbourne Gasworks Decauville locomotive (Couillet 861 of 1886), now in the guise of a 2-4-2ST. The experienced crew instruct and help the participants have a day that they will long remember. Meanwhile the boiler of Climax 1694 was scheduled to arrive back at Belgrave from the USA in late April (LR 188, p.27).

Editor, 3/06; *Free Press Leader* 1 March 2006

STRINGYBARK EXPRESS MUSEUM & HERITAGE PARK

610?/1600 mm gauge

GreenTrail Associates Group Inc.

Further to the report in LR 187 (p. 28), consultations have continued with local communities on the placement of the long awaited RailTrail between Rutherglen and Wahgunyah. The GreenTrail Associates Group is investigating the possibilities of reconstructing the line to 610 mm gauge, thereby integrating the traditional rail function of the corridor with the needs of walkers, cyclists and other groups. The vision is the replication of the 'Great Little Trains' of Wales, many European countries and other places in Australia, and specifically in the North-East and Murray Region. The balance of the line to Springhurst would remain as 1600mm gauge. VicTrack are investigating the replacement of the 'missing' link at Springhurst with materials from the Wodonga by-pass project and recovered items from the Wahgunyah section, should re-gauging occur. The last timetabled Wahgunyah passenger train (Car/goods) ran on Friday 13th April, 1962. The Stringybark Express to re-open the line (again!) ran on Friday 14 April 2006 at 1pm. Ten return railway postal motors services operated from Wahgunyah to Rutherglen over the four-day Easter holiday period. Stringybark Express media release, 11 April 2006

Coming Events

JUNE 2006

3 Puffing Billy Railway, Belgrave, VIC. Jingle Bells in June – the Puffing Billy dinner special train departs Belgrave at 7pm and travels to Nobelius Packing for a traditional Christmas Dinner. Also on 10, 17 and 24 June. Bookings (03) 9754 6800.

4 Cobdogla Irrigation Museum, SA. Operating day with Humphrey Pump and narrow gauge steam train rides and heritage engines. Phone (08) 8588 2323.

11 Illawarra Light Railway Museum, NSW. Operating day with two train operations, electric mining tramway and miniature trains at Albion Park from 1030-1630. Phone (02) 4256 4627 or www.ilrms.com.au

11-12 Richmond Vale Railway, NSW. Coalfields Steam weekend – steam train rides, traction engines, machinery displays and stalls. Phone (02) 4937 5344 (weekends)
11-12 Alexandra Timber Tramway & Museum, VIC. Steam-hauled narrow gauge steam trains (1000-1545) and museum displays over the long weekend. Also diesel trains operate on 25 June. Information: Bryan 0407 509 380 or Peter 0425 821 234.

JULY

1 Puffing Billy Railway, VIC. Jingle Bells in July – the Puffing Billy dinner special train departs Belgrave at 7pm and travels to Nobelius Packing for a traditional Christmas Dinner. Also on 8, 18, 22 and 20 July. Bookings (03) 9754 6800.

9 Alexandra Timber Tramway & Museum, VIC. Steam-hauled narrow gauge steam trains (1000-1545) and museum displays. Also diesel trains operate on 23 July. Information: Bryan 0407 509 380 or Peter 0425 821 234.

16 Cobdogla Irrigation Museum, SA. Operating day with narrow gauge steam train. Phone (08) 8588 2323.

16 Illawarra Light Railway Museum, NSW. Operating day with two train operations, electric mining tramway and miniature trains at Albion Park from 1030-1630. Diesel and electric trams operate on Tuesday, Thursday and Saturday from 1 to 15 July. Phone (02) 4256 4627 or www.ilrms.com.au

AUGUST

13 Alexandre Timber Tramway & Museum, VIC. Steam-hauled narrow gauge steam trains (1000-1545) and museum displays. Also diesel trains operate on 27 August. Information: Bryan 0407 509 380 or Peter 0425 821 234.

13 Cobdogla Irrigation Museum, SA. Operating day with narrow gauge diesel-hauled train. Phone (08) 8588 2323.

13 Illawarra Light Railway Museum, NSW. Operating day with two train operations, electric mining tramway and miniature trains at Albion Park from 1030-1630. Phone (02) 4256 4627 or www.ilrms.com.au

NOTE: Please send information on coming events to Bob McKillop – rfmckillop@bigpond.com - or The Editor, *Light Railways*, PO Box 674, St Ives NSW 2075.

Heritage & Tourist

Tasmania

REDWATER CREEK, Sheffield

610mm gauge

Redwater Creek Steam & Heritage Society Inc.

SteamFest 2006 held on 11 to 13 March, the eleventh held at the Sheffield site since the Society commenced operations there in 1994 (LR 188, p.28), drew good crowds. The composite Krauss 0-4-0WT (5682/1906 and 5800/1907) was in action hauling passenger trains over the three days. Other major attractions were five steam traction engines and a steam roller, tractor pulling competitions, a 3-metre long model of a TGR M-class Garratt locomotive and a large model train layout, plus numerous other attractions and food outlets. Many people - both members of the Society and friends - contributed their time and energy to make the event a great success both financially and from the point of view of visitors to the event. Steam trains operate at Sheffield on the first full weekend of each month. Trains can also be run for tour groups by arrangement with the Honorary Secretary - Telephone (03) 64247348; email redsteam@bigpond.net.au or mail to PJ Martin, 10 Chettle St., Devonport 7310. Peter Martin, 4/06

Western Australia

BENNETT BROOK RAILWAY,

Whiteman Park

610mm gauge

WA Light Railway Preservation Assoc. Inc.

The Bennett Brook Railway has a key role in a new Whiteman Park initiative, the 'Down Memory Lane Tour'. It commences with morning tea at the Revolutions Exhibition followed by an introductory talk and an inspection of the exhibition highlights, including the ZA goods brake van painstakingly restored by WALRPA volunteers. The tour group then walk to Whiteman Village Junction station to join a BBR train for a trip around the Bushland Loop. Following lunch at the village café, the tour group visit either the Motor Museum of WA or the Tractor Museum.

Bennett Brooke Railway Worker, April 2006



The famous Moreton Mill SHAY (Lima 2800 of 1914) placed on a flat wagon for storage and display in the bogie shop at Ipswich Workshops shortly after its arrival from Nambour on 7 April. Photo: David Mewes



The 'Sugar Cane Train' at Sunshine Plantation near Nambour with Ruston & Hornsby 4wDH (rebuilt by EM Baldwin) No.4 in charge was pictured in the tropical rainforest section of the track by John Browning on 10 April 2006.



Waiting its turn: the ILRMS signature locomotive, the 0-4-0ST BURRA, stands on the Tram Road with a demonstration train of coal skips during the ILRMS Enthusiasts Day at Albion Park on 19 March. Photo: Bob McKillop

Heritage & Tourist

BUSSELTON JETTY RAILWAY

1067 mm gauge

The tourist railway on this jetty (LR 174, p.30) has not operated since March 2005 due to concerns about the safety of the structure. The estimated cost of restoring the jetty is \$18 million. In April 2006, the local shire council and the state government agreed to a funding partnership to restore the deteriorating structure. The fate of the heritage-listed Busselton Jetty now rests with the Federal Government, which has been asked to provide funds in a three-way funding proposal involving all three levels of government.

ABC Online, 10 April 2006, via Barry Blair

Overseas

LOCOMOTION MUSEUM, Shildon, UK Various gauges National Railway Museum

This new railway museum, opened by British Prime Minister Tony Blair in November 2004, has won the 2005 Dibner Award for Outstanding Museum Work presented by the Society for the History of Technology. This international award honours excellence in museums or exhibits that interpret the history of technology, industry and engineering to the public. In presenting the award on 5 November, Dr Graeme Gooday, the chairman of the Dibner Award Committee, described Locomotion as "an innovative new museum that highlights the innovative yet under recognised creativity of local engineer Timothy Hackworth, and commemorates nearly two centuries of international rail history at Shildon, including the sensitively interpreted life of the town's railway community."

Locomotion established an Australian link on 21 March 2006, when the ex-UK War Department 4-6-0T locomotive (Hunslet Engineering 1215 of 1916) arrived at the museum and was placed on public display the following day. As reported in LR 186 (p.30), this locomotive operated at the Bingera and Invicta sugar mills in Queensland before being placed on static display in Townsville in 1967. Editor 3/06; Anthony Coulls, 3/06



At the Lake Macquarie Light Railway, Toronto NSW, on Thursday 30 March, Richard and Graeme Belbin pose with former Fairymead sugar mill 0-4-2T number 1 FAIRYMEAD (Baldwin 10533 of 1889) for the Newcastle Herald photographer, shortly after the loco had been deposited onto the metals of the LMLR. Photo: Steven Saunderson



Co-owner Jack Loney with the ex-Cheetham Salt Works Ruston & Hornsby 4wDH locomotive and four-wheel passenger carriage at the new Gherang Gravel Tramway near Geelong. The loco still has its Bass Valley Railway logo. Photo: Peter Loney



The boiler of Climax locomotive 1694 returned to Puffing Billy's Belgrave workshops on 24 April 2006 after reconditioning in the USA. Photo: Tony Johnson



Classic Puffing Billy – youthful passengers enjoy the experience as the return train from Gembrook crosses No. 8 Bridge near Cockatoo on 2 March 2006. Photo: Bob McKillop □ The ex-UK War Department 4-6-0T locomotive (Hunslet Engineering 1215 of 1916) on display in the Locomotion Museum at Shildon in the United Kingdom the morning after its arrival from Australia on 21 March 2006. Photo: Anthony Coulls. □ Classic Austrian narrow gauge? Not quite, but the composite Krauss 0-4-0WT (5682/1906 and 5800/1907) and its end-loading carriages provides an excellent interpretation of their Continental brethren as they haul another load of passengers on the Redwater Creek line during the 2006 Sheffield SteamFest in March 2006. Photo: Bruce Hutchison



