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Australia's Magazine of Industrial & Narrow Gauge Railways



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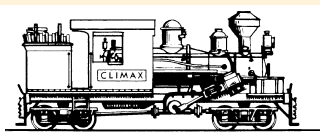
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Imperial to metric conversions:

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 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
1 super foot (sawn timber)	0.00236 cubic metre



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No 244 August 2015

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Editorial

My wife and I have not long returned from Europe where we visited (amongst other things) a 60cm gauge railway on the outskirts of Paris, and two preserved sections of the Metre gauge Vivarais railway system in the Ardeche. We also explored some other long closed Metre gauge railways, in true LRRSA style! The two Vivarais railways gave the opportunity to see narrow gauge Mallet locomotives in action – something we don't have in Australia. The lines are in very different country, Le Train L'Ardeche clinging to steep rocky gorges on the climb from Tournon to Lamastre, while the Velay Express is in more open wooded and farm land.

Both lines have had difficulties in recent years, as have some of our local railways, but enthusiasm (and a good business model) will hopefully see them on a more secure footing.

In this issue, Mike McCarthy continues his exploration of south-east Gippsland with the Stockyard Creek tramway, while Rod Milne remembers one of the Nambour cane lines, the scenic Fischers branch. Gary Barker presents an interesting look at light railway legislation from its earliest applications in Australia, through to current requirements.

Scott Gould

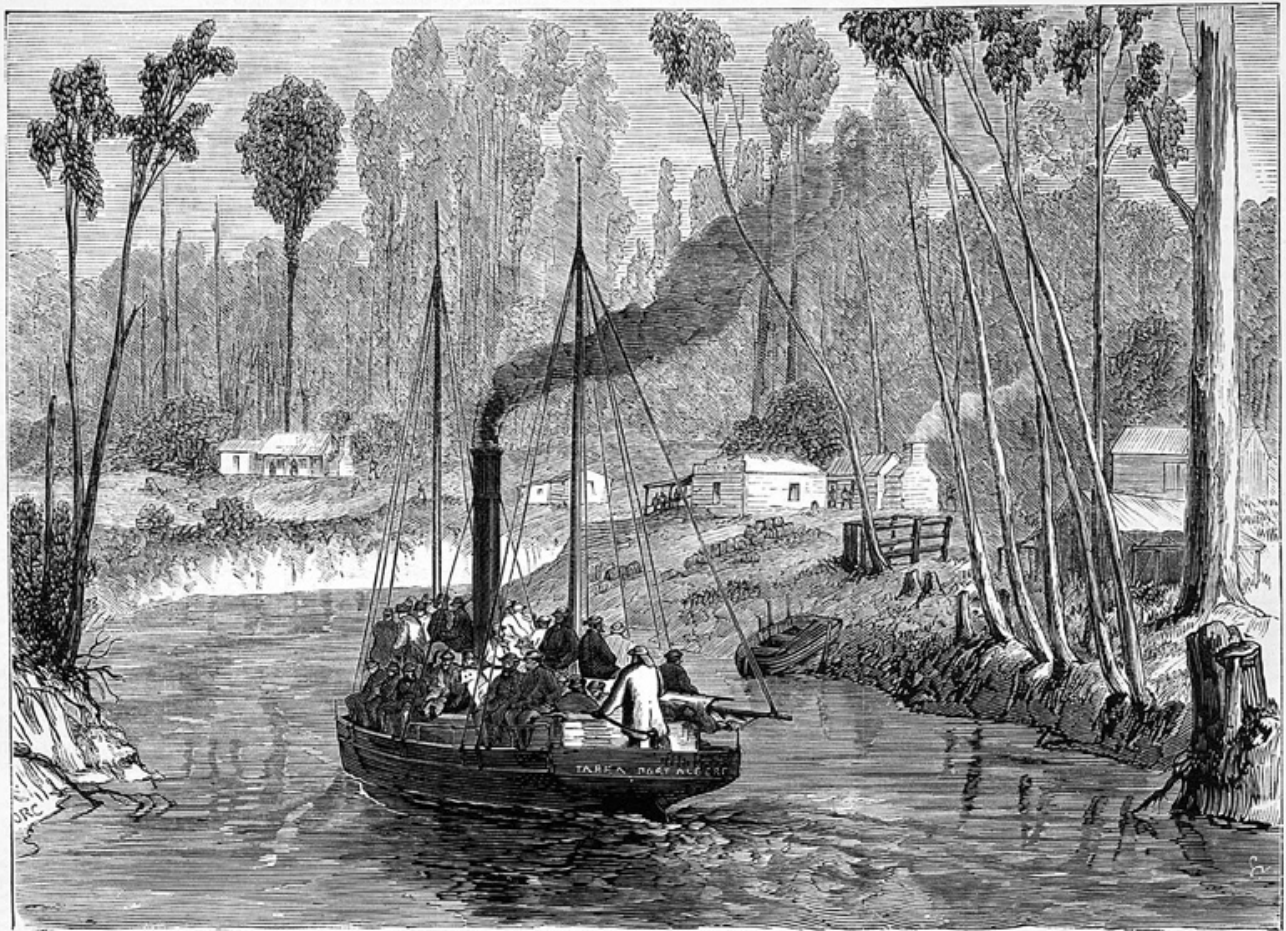
Front Cover: Moreton treads carefully over the Maroochy River lift bridge with an empty Moreton Mill cane train bound for the nearby Yandina canefields, Queensland. The mill closed at the end of 2003 and although much of the rail network and infrastructure is now gone, this heritage-listed bridge remains today. Photo: Chris Walters, 27 September 2002

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 forests.

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Articles, letters and photographs of historical and current interest are welcome. Contributions should be



ARRIVING AT THE LANDING PLACE.

One of the earliest images of Stockyard Creek, this Samuel Calvert engraving illustrates the SS *Tarra* bringing miners to The landing c1871. McKenzie's Hartley Arms hotel occupies the high ground to the right on the final bend leading to the wharf. Image: State Library of Victoria

The Stockyard Creek Tramway

by Mike McCarthy

Tucked in to the north of Wilsons Promontory in southern Victoria, at the head of Corner Inlet, is a small stream, Stockyard Creek. In March 1870, a group of prospectors discovered alluvial gold six kilometres upstream from the creek's mouth and, within a few weeks, about 30 men were prospecting as word spread through Gippsland. By November, the number of working claims had grown to 100 and by the following April, 345 persons, including 24 females, were resident at Stockyard Creek.¹ The rush had begun.

This was the first major influx of people to this region since the early 1860s when the Franklyn and Muddy Creek sawmills, short distances to the east, were in full swing. A tiny population remained at Muddy Creek and Jim Amey had selected land adjacent to the old Franklyn River sawmill site but for all intents and purposes this was still very much remote, unsettled territory.

Getting to the new diggings presented a problem. There were no roads and the overland journey from Melbourne was long and arduous with only rough-slashed bush tracks to guide you. Even the journey from Port Albert, the nearest permanent settlement, some 47 kilometres to the east, could take the best part of a week on foot if prospecting supplies were carried.

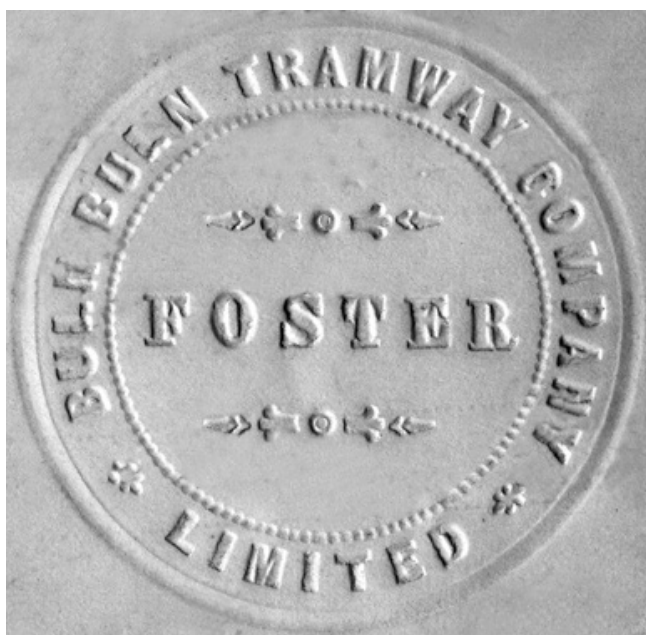
Your hope at the time was to board a small sailing vessel bound for the Muddy Creek sawmill, 12 kilometres to the east of the diggings, and either walk the remainder or pay extra for the boat to put you ashore at the mouth of Stockyard Creek. However, matters were to improve in January 1871 when the proprietor of the Muddy Creek mill, Robert Turnbull, saw opportunity and purchased a small 20-ton screw steamer, the *Ellen Woods*, which had previously been engaged working between Melbourne and Williamstown² and renamed it the *Tarra*. He placed it on the run between Port Albert and Stockyard Creek with a young Scotsman from Paisley by the name of Alexander Pinkerton in charge. Pinkerton had previously worked on the SS *Otago* plying between New Zealand and Victoria. The *Tarra* began a twice weekly service (soon increased to thrice weekly) taking 4½ hours to cover the distance, charging five shillings per passenger;³ a hefty sum for the times.

Not dependent on the wind, the *Tarra* could venture further upstream than most sailing vessels. She drew only five feet so could steam her way two kilometres along the creek at half-tide or better, to where a cut off bend marked the end of navigable waters. It was to here that those making their way to the diggings were brought and, from the outset, the descriptive and ultimately, evocative title of "The Landing" was bestowed on the structure and the general location. It was probably Robert Turnbull who built the first wharf at The Landing in order to service the trade being carried by the *Tarra*.

In those early days prospectors, and others wishing to make their way by foot to the mining area, 4½ kilometres further upstream, followed a track on the western side of the creek.

Bulky items were offloaded on the eastern side at The Landing whence bullock teams and drays followed a slightly longer track to the diggings, charging £2 per ton for the journey.⁴

By mid-1871 the population had grown to exceed 700 and the diggings had started to take on the appearance of a town with shops, hotels, a mechanics institute and houses. It had also adopted a name, "Foster", after the respected local Mining Warden and Police Magistrate – William Foster – who had proven so adept at resolving disputes.⁵ The growth, however, if anything made the task of moving people and goods to and from the town more difficult. The wet winters of South Gippsland soon saw what tracks there were about town turn into impassable quagmires. The local Roads Board, the forerunner to the Shire of Alberton, had little money to spend on a mining camp 47 kilometres away and the colonial government was unwilling to contribute, principally because of the uncertainty of Foster's future. Normally a problem of poor roads would be solved by one level of government or another. However, in this instance, if something was to be done it clearly had to be done by the local people themselves.



Buln Buln Tramway Company

The main need was to provide a reliable, all-weather link to the outside world, which meant, in practical terms, a more substantial connection to The Landing. A metalled road would have been ideal but this was beyond the capacity of the inhabitants of Foster to finance, build and maintain. In June 1871 a group of local miners and businessmen saw opportunity in coming up with a solution. Led by shopkeeper Thomas Burrows and miner John Richards, they determined to form a company, raise funds and construct a tramway that could carry passengers as well as freight. The group were among the more successful members of the community at this time. Richards was a member of the party of miners who first discovered gold at Stockyard Creek. The claim, which he was still working with his partners at this time, was incredibly rich and had provided him with the cash needed to invest. Of the £1000 the promoters calculated was needed to fund construction of the tramway, Richards guaranteed up to £750. Thomas Burrows, a local shopkeeper and gold buyer, who had also done well, contributed £50, as did Edwin Turner a Foster surveyor. Publicans Donald McKenzie and Charles Baldry invested £25 each along with miners Jim Spain and James Palmer while Griffith Griffiths and William White put up £25 between them. The final £25

was contributed by Alexander Pinkerton, the captain of the *Tarra*. It was a good mix of those who had the most to gain from a successful result.⁶

Keen to deal with a mid-winter quagmire on the local tracks that all but isolated Foster from the outside world, the consortium, through Burrows, applied for the lease of a strip of Crown land three chains wide, upon which to construct the tramway.⁷ The expectation was that it would be immediately granted, but when the Lands Department replied, advising that a survey would be necessary, and an objection was raised by a local seaman, they became alarmed.

The objection arose because the company had planned to fill the northern outlet of a billabong at The Landing to gain access to the east bank of Stockyard Creek on the island formed by the billabong where the major proponent of the scheme, Thomas Burrows owned land. The seaman believed this would cut off boat access despite that part of the creek not having been used for boating in anyone's memory. The dispute dragged on and was only resolved when the company altered its route over this final section. Instead of filling part of the billabong the company would construct a bridge over Stockyard Creek, a short distance upstream, and extend the tramway alongside the wharf on the west side of the creek.

For reasons unknown the processes of government in dealing with the application to lease the land for the tramway were very slow. Burrows sought and obtained permission in January 1872 for construction to commence in anticipation of approval.⁸ With the way cleared for work to start, the subscribers formed the Buln Buln Tramway Company and contributed their capital. Thomas Turner was appointed Company Manager and in March construction of the tramway commenced.⁹

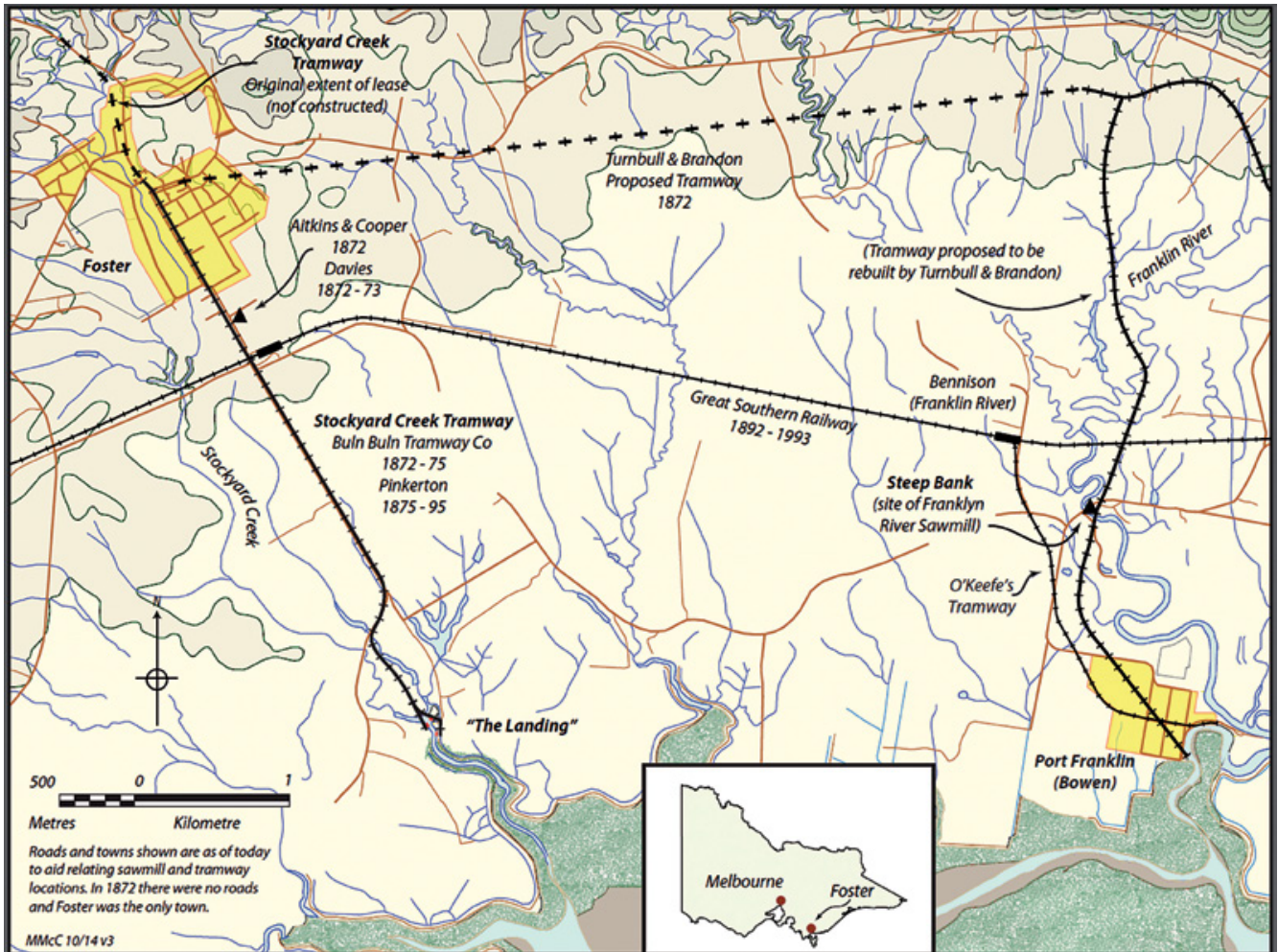
Contractor J Pender secured the work, and Aitkins and Cooper, who were most certainly Foster's first sawmillers, sub-contracted to supply the wooden rails. They were to be paid, at least in part, in company shares in lieu of cash. Their sawmill was positioned where O'Connell Road meets Station Road in Foster today.¹⁰ To speed matters along, rail laying commenced at the half-way mark, about 500 metres south of the sawmill, with two teams deployed working in opposite directions.¹¹ The tramway was laid to three-foot gauge using wooden treenails to secure the rails to the sleepers. They were probably cut from the local Blackwood as Buchanan had done for his tramways at nearby Muddy Creek.¹²

Given that the planned tramway was just short of five kilometres in length progress was quite slow. By August there were still six to seven weeks of effort to go¹³ suggesting work may have stopped for a period during the winter. By this time William Davies had taken over supplying the rails, having purchased Aitkins and Cooper's sawmill.¹⁴

It was around this time that the tramway commenced operating. It was incomplete at both ends but was within a short distance of Foster township. Both people and goods were being carried, with drays and horses engaged at both ends of the line to provide the link between wharf and town.¹⁵

In October, with only a short distance to go before entering the township, work came to a halt. The lease for the land the tramway occupied had yet to be approved, and the delay had allowed a complication to arise. Another party had applied for land to construct a tramway to Foster from a different location.

Foster publican, George Brandon, had joined forces with Robert Turnbull to bring some competition into the mix. Turnbull was the lessee of the Mangrove Pastoral Run, which encompassed the unselected land to the east of Foster, and owner of the Muddy Creek sawmill which at the time sat idle



on his Mangrove Pre-emptive Right property, near present-day Toora. The pair sought to take advantage of the tramway network that had been developed to serve the mill¹⁶ by rebuilding the old timber and log tramways that had stretched from near the mouth of the Franklyn River, through the near-deserted Steep Bank sawmill settlement, to the hills in the north. The tramway was then to be extended through to Foster. In all, around eight kilometres of refurbished or new tramway was involved.¹⁷ The advantage of this plan was that water depth at the Franklyn wharf was much greater than at Stockyard Creek allowing larger ships to visit. Vessels such as the *Murray*, which was then working between Melbourne and Port Albert, could call directly into the Franklyn River wharf rather than having to tranship goods and passengers onto the *Tara* at Port Albert for the journey to Stockyard Creek.¹⁸ Brandon and Turnbull complained that the lease proposed to be issued to the consortium gave the Buln Buln Tramway Company a monopoly because it passed through the township and then some distance beyond.

The discovery of coal a few kilometres north of Foster was one of two catalysts for the initiative. The other was the roaring trade in the Buln Buln Tramway Company shares that had occurred during the latter half of 1872. Clearly people had confidence in the venture and wanted a stake in the spoils. There were actually a lot of shares that could be traded. Suppliers to the company and workers engaged in construction had been offered shares in lieu of cash.¹⁹ Many chose to on-sell at a profit. Brandon and Turnbull would have seen advantage for them in this approach as well. After much deliberation the Lands Department granted both parties leases for their respective tramways without trying to unravel in

advance what was sure to be a mess in Foster should both lines be constructed.²⁰ The matter was unexpectedly resolved, however, when Robert Turnbull fell ill and passed away late in November.²¹ Without the support of Turnbull's influence and, no doubt, money, the proposal for a tramway from the Franklyn lost its momentum and faded from public attention.

Construction work on the Stockyard Creek line resumed in December but it wasn't until May 1873 that the tramway was completed. At the northern end it followed the east side of the easement until reaching the town precinct from where it crossed to the west side of the street for the final 100 metres to the centre of Foster,²² at Bridge Street. At The Landing the tramway crossed to the west bank of Stockyard Creek, which it traversed for 36 metres,²³ to terminate a short distance beyond what had been Turnbull's wharf. Construction of a bridge, spanning 18 metres across the creek to its west bank, may have accounted for the delay.

In a brief space of time The Landing took on the appearance of a small ramshackle village with buildings scattered along both sides of the creek. Samuel Buckley was a dairy farmer whose land abutted the creek opposite the wharf. His milking shed sat alongside the tramway a short distance north of the Stockyard Creek bridge, suggesting he may have used the tram to carry his milk into town. Buckley had also established a small hotel, the 'Hartley Arms', on his land directly opposite Turnbull's wharf and offered a 'staging post' for travellers to and from Foster, providing food, drink and accommodation in his modest six rooms. Buckley sold his hotel to James and Donald McKenzie in 1871.²⁴ Donald was also a shareholder of the tramway company. Henry 'Harry' Taylor built a shanty he named the Pioneer Hotel in competition with the McKenzies.²⁵

Thomas Burrows, the promoter of the Buln Buln Tramway Company, ran a store. There were two or three small houses there at this time including that of William Phayer who worked for the tramway company as a track maintainer and occasional tram driver.²⁶ All in all it was a lively little place in 1872 with Burrows and the McKenzies in particular having hung their hats on the future of the tramway. They planned to profit as service providers to its users as well as shareholders in the company.

The company's lease extended a further kilometre to the north of Foster from its then terminus, but with mining concentrated close to Foster there was no need to build the tramway beyond the centre of town. However, a minor gold rush at Turton's Creek in December 1872²⁷ and the discovery of coal a short distance further to the north in 1874 saw announcements that the line was to be extended further but nothing eventuated.

Three trucks were provided for use on the tramway. Each consisted of a long wooden tray, twelve-and-a-half feet in length and five feet in width. They were fitted with iron stanchions at each end and the tray was pivoted upon two light-framed four-wheel bogies, one of which was braked on two of its wheels by means of wooden blocks. The brake was worked by a lever positioned on the left side of the truck next to the driver's seat. The trucks were designed to carry both goods and passengers with wooden benches fitted when needed. They had come from Port Albert²⁸ and it is possible that they were the same three tram trucks that Burrows had been commissioned to sell on behalf of road makers Hobson and Adams a decade earlier.²⁹

The trucks were initially hauled by a grey horse hired from Gregory and stabled by William Lomax, the owner of the

Nugget Hotel located near the end of the tramway in Foster. Lomax was also a one-time tramway company shareholder. The horse was kept in Appleyard's paddock when not required. In subsequent years Brandon, another Foster publican and shareholder, also hired a horse to the tramway operators.³⁰

Charging a shilling per journey for passengers and 12s 6d per ton for freight, the tramway earned £25 in revenue over its first six months of operation but was operating at a loss with the wages of the driver, feed and rent for the horse to be paid.³¹ Nevertheless, hopes remained high, as the belief was strong that Stockyard Creek would soon expand rapidly as gold mining grew. The tramway was playing an essential role in bringing people and equipment to town and taking goods to the wharf. Notably, gold being sent to Melbourne went by the tram. In October 1872, just after the line had commenced working over its yet to-be-completed length, a shipment of 1247oz of gold along with its armed escort was carried to The Landing.³²

It was at this early point in the operation that John Richards, the major investor in the company with 750 shares, sold his entire stake in what seems to have been a profit-taking exercise despite the business operating at a loss at this time and requiring a loan of £200 from peculiarly named miner, Griffith Griffiths, another of the shareholders in the original, spectacularly successful, Great Uncertainty Claim. The shares were quickly purchased by a range of individuals including fellow investor Thomas Burrows and several local professionals and merchants, indicating that, despite a troublesome start, confidence was high that the tramway would prove to be a successful venture. It seems some of the shares were also purchased by the company itself and used to pay labourers employed in laying the line and Tom Turner, the manager.³³



The only known photograph showing the trucks used on the Stockyard Creek Tramway. This view depicts the Main Street corner opposite Thornley's hotel c1888. The light framing of the trucks was adequate for the freight and passengers transported. Benches were placed on board when people were carried.

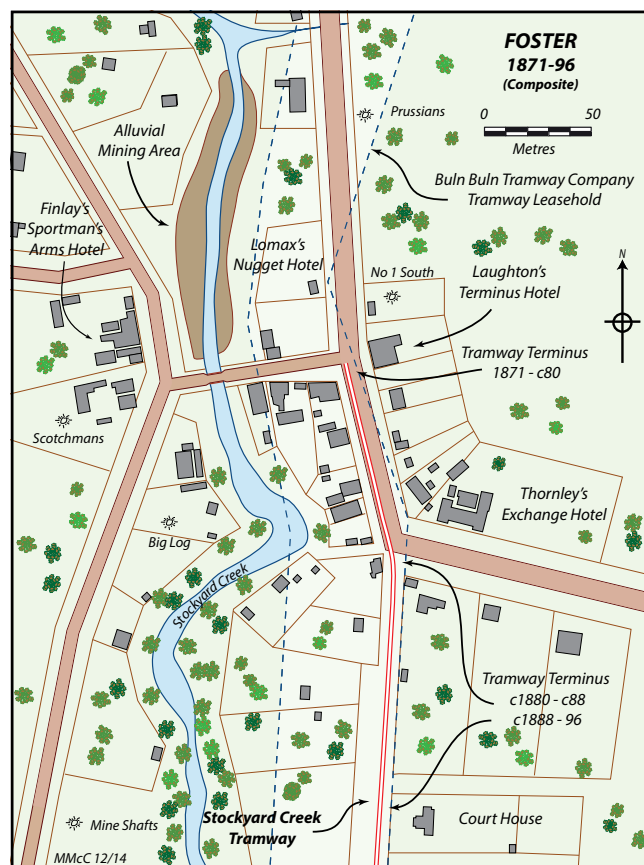
Photo: State Library of Victoria

The price paid is unknown but one can safely assume it was at a profit. It was also evident that share ownership was being transferred in settlement of debts at local businesses with owners very keen to acquire the shares from cash-strapped miners at bargain prices.³⁴

At the start, the tramway was operated by the company itself, with a driver employed to take charge of the truck, but by early 1873 Turner had changed the method of working to one of leasing the tram and tramway out to the highest bidder. The first successful lessee was William Flinn, a carrier from Tarraville, who commenced operating in February 1873. This marked a turning point as from this moment the tramway operated profitably. Flinn formed a partnership with Thomas Laughton and Joseph Varney from Tarraville in May 1873 and contracted with the company to run the business over the following 12 months for £564,³⁵ but five months later the arrangement collapsed when the partnership was dissolved, possibly because of the high rental for the line.³⁶ Gold mining had plateaued and the movement of goods and people by tram had not grown as anticipated. Tenders were again called for the operation of the line. Interestingly the successful party was publican William Lomax who may have been seeking to direct those travellers seeking accommodation to his establishment a 100 metres or so from the Foster terminus. Lomax initially paid the Buln Buln Tramway Company £35 per month rent but this changed to seven shillings for every pound earned from November. Bringing in only £23 a month the company again sought a better deal from an operator and from the middle of December William Flinn returned to work the tramway for a fee of £32 per month.

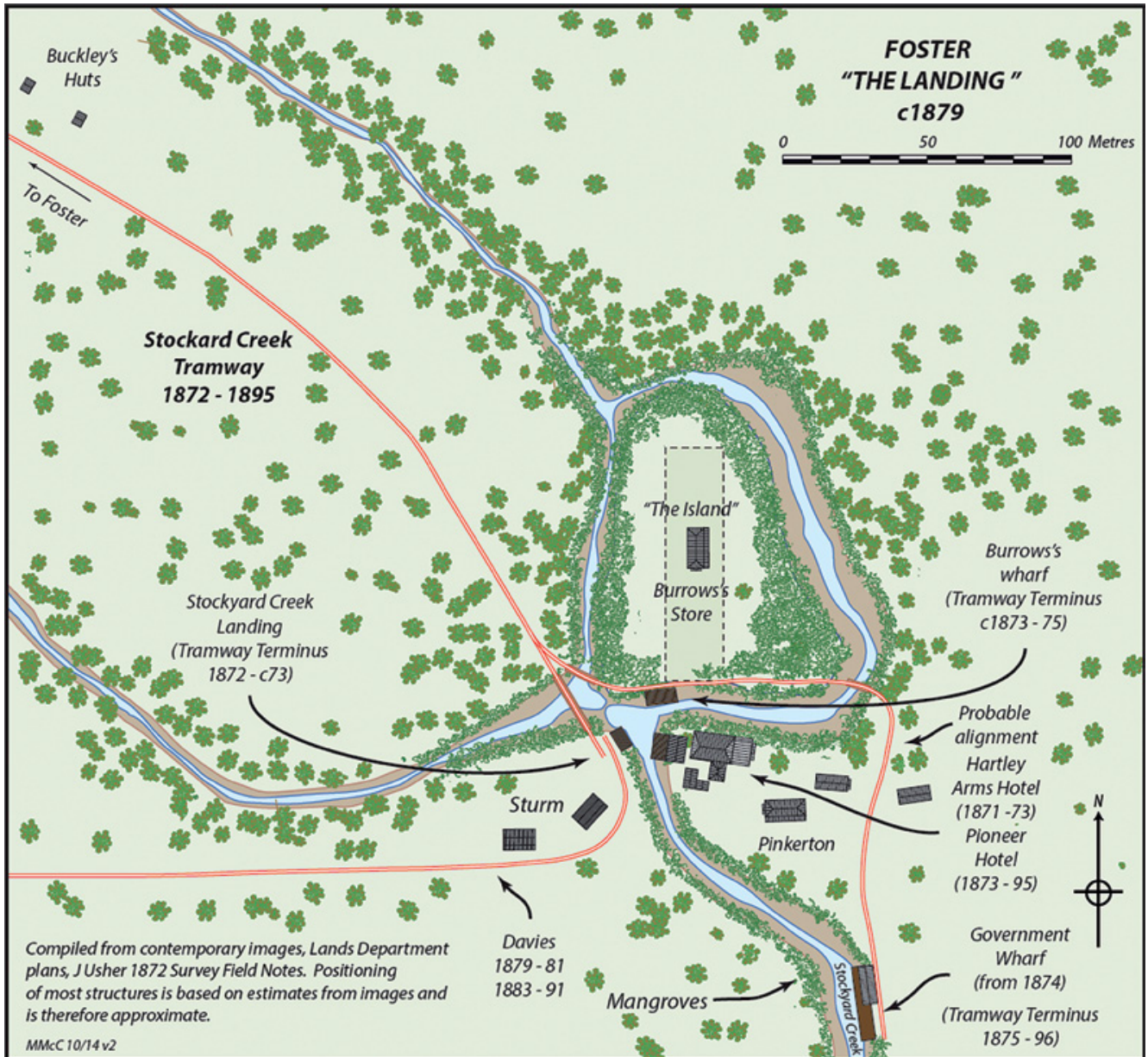
Overall it was a good year for the Buln Buln Tramway Company, having settled the way it planned to work, repaid Griffiths his loan plus interest, completed construction of the tramway and finished the year with no debt and £26 in the bank. And this was after paying the company's first dividend of one shilling per one pound share. The future was looking good for its owners and it should have. Foster wasn't exactly booming at the time but the claims were working and the town was growing. There was good traffic coming from the diggings, with the Pioneer claim in particular bringing in pit props, Lomax's Nugget Hotel taking regular deliveries of firewood and beer and, for a time, William Davies sending timber from his mill north of town to the wharf for despatch by sea to buyers elsewhere.³⁷ The only practical route in and out was via the company's tramway and prices could be set without fear of being undercut.

Its success, however, did not go unnoticed. The proposal for the second tramway to Foster, from the Franklyn River, had not completely dissipated with the death of Turnbull. Brandon, the publican at Foster's Royal Hotel and until August 1873 a significant shareholder in the tramway company, was still keen to progress his own project and had been busy canvassing support from politicians and the Lands Department. The stumbling block had been a request from the consortium for the proposed company to be granted sole access to the wharf and adjacent river banks on the Franklyn River at Bowen. The Lands Department was reluctant to grant such exclusive access as it would create a monopoly, so the Minister for Lands and Agriculture, James Casey, decided to inspect the area over the Christmas period of 1873 to obtain a better understanding of the issues.³⁸ Amongst the Minister's party were the Chief Secretary, James Francis; the Minister of Mines, Angus Mackay and the MLA for North Gippsland Frederick Smyth, all of whom broke with the remainder of the main group and caught the *Tarra* up to The Landing and then ventured aboard the tram bound for Foster.³⁹



After meeting local residents and inspecting the town the party dined at The Terminus Hotel and then ventured back onto the tram for the journey to The Landing and the waiting *Tarra*. All went well until they arrived just short of the gully north of their destination. Here the truck derailed throwing the dignitaries into the scrub with the rotund Member for North Gippsland landing upon the others along with a large bag of coal.⁴⁰ No great harm was done and the party treated it as the humorous incident that it was but, nevertheless, it underlined the access issues faced by those along Stockyard Creek at the time and probably furthered the case to allow another tramway to be constructed to provide some competition. Even at this early stage, to say the least, the tramway was not admired for the engineering skill that went into its construction. Perhaps if the Franklyn River tramway had been built matters might have improved. However, the ministerial visit may have achieved a better understanding of the issues but, in a practical sense, nothing changed for Brandon and from then no further word was heard of the alternative proposal.

It seems around this time that a change occurred regarding tramway access to The Landing. Burrows and the McKenzies had been inconvenienced at the outset through the forced alignment of the tramway to the original staging on the west bank of Stockyard Creek. The McKenzies had invested substantial sums into expanding the Hartley Arms hotel on the east bank. An additional 12 rooms had been added within a corrugated iron clad structure along with other improvements including a substantial wharf.⁴¹ The *Tarra* presumably could disembark passengers wishing to visit the hotel but, with the tramway terminating at the original wharf opposite the hotel, many travellers would have chosen to bypass the Hartley Arms. Similarly Burrows had erected a store on the island in anticipation of the tramway terminating there but had found himself largely isolated from passing traffic when the Buln Buln Tramway Company was prevented from crossing the creek onto



the island. Sometime over 1872-73 the objection to bridging the creek at the south end of the island was overcome and the tramway was realigned onto the island to run alongside the sturdy wharf that Burrows had erected there.⁴²

Passenger comfort and safety were not priorities for the Buln Buln Tramway Company. A traveller was to remark:

*We are sadly in need of better means of locomotion to the landing than what we at present possess, viz the goods trolley (sic), which is a splendid vehicle for sacks of flour and large packages, but for human beings! Alas and alack!! Those who are unable to "hang on by their eyebrows" stand a good chance of becoming better acquainted with Foster mud than they would deem at all desirable in their journey to the wharf... at best, the trollies are rickety things to keep seated on.*⁴³

From the start passengers complained and some refused to travel in the trucks, preferring instead the long walk alongside the line. One such walker in July 1873 was the local Police Magistrate, Captain Pascoe. Whilst at the bottom end of the tramway, not far from The Landing, Captain Pascoe found a need to answer a call of nature, which required an immediate response. Unfortunately, whilst fully occupied and totally committed in meeting this requirement the tram, loaded with passengers, including a man by the name of Williams, rumbled around a close-by bend leaving Pascoe no time to escape attention. The consequence was that Williams reported the

event to the local police who subsequently charged Pascoe with indecent exposure! It transpired that the story describing what happened had circulated the district quicker than you can do up a button and had come to the ear of a lawyer whom Pascoe had refused to hear in court the previous month.⁴⁴ The lawyer, by the name of Gell, seemingly approached Williams and encouraged him to lodge the complaint, clearly as an act of revenge. When the case came to be heard the witness didn't appear and the case was dismissed leaving a still very indignant and embarrassed Captain Pascoe.⁴⁵

Into 1874 the tramway operated profitably but the steady decline in monthly income for the contractor continued. Foster had not leapt ahead as hoped, with gold mining, if anything, in decline. Flinn, who had by now become the regular contractor after the earlier frequent changes, was paying £20 per month to operate the line; down from the £47 per month he had been paying back in early 1873. A drop in profit didn't stop the issuing of dividends to shareholders, however. Two were declared which, when combined, provided another shilling in the pound return for the year.⁴⁶

Tom Turner resigned as manager in June 1874 and was replaced by Thomas Gray, a Yorkshireman and prominent member of the district community. At the time, Gray was working as a miners' agent at Foster but had enjoyed a varied career, which included

being a sharebroker, and owner of Port Albert's 'Ship Inn'.⁴⁷ It seems clear why Gray was brought into the business. The major shareholders, by this time, original promoter and auctioneer Thomas Burrows, miner Frank de Size and Foster butcher George Smith had decided to sell the business in its entirety so that all could take their profits. The tramway continued to operate profitably albeit at a reduced level and although alluvial mining along Stockyard Creek was not growing, the search for the mother lode had intensified with government assistance.⁴⁸ Once it was found, it was thought that the town and the use of the tramway would grow rapidly. Optimism about the future may have lessened but was still evident. A good time to sell!

An extraordinary meeting of shareholders in late December determined that the company should be voluntarily liquidated and Thomas Gray appointed as the liquidator.⁴⁹ This was endorsed by a General Meeting of shareholders in early January and the decision was made to sell the tramway and rolling stock.⁵⁰

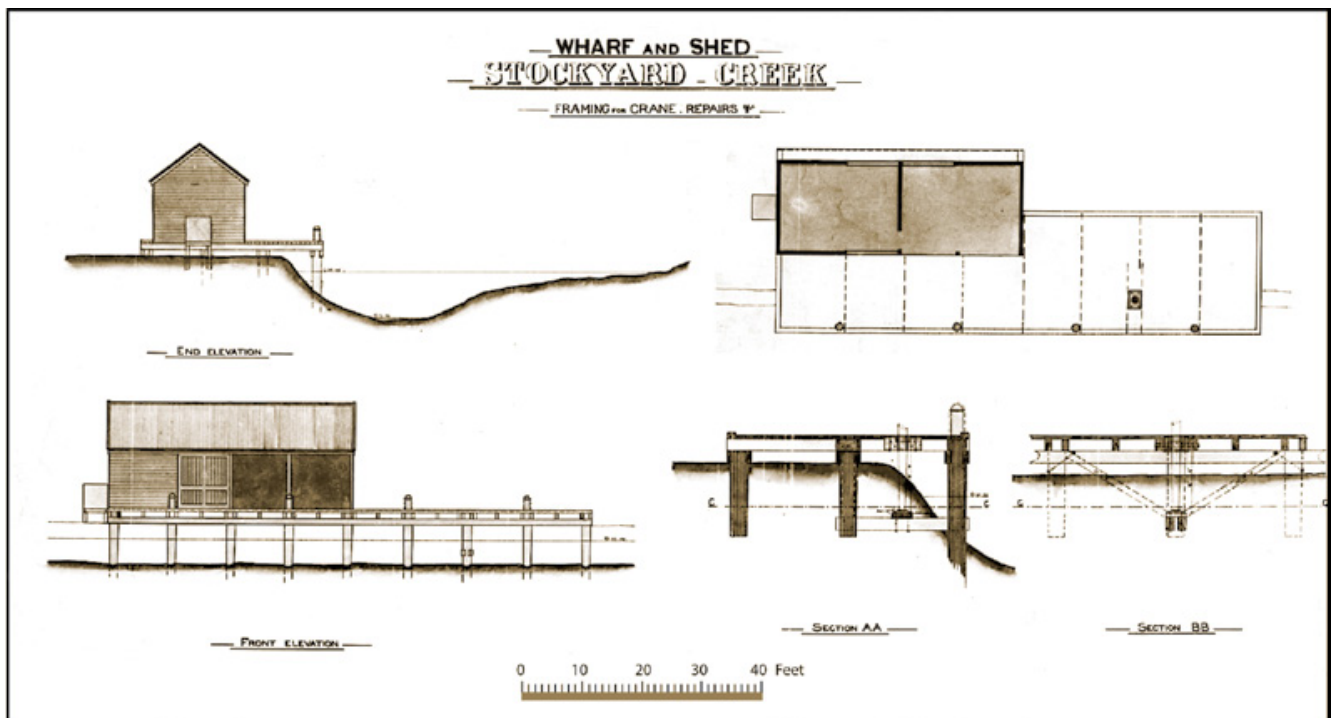
Alexander Pinkerton

To enhance the value of the business, a Lands Department approval for a further 21-year lease of the land occupied by the tramway was successfully sought in April 1875.⁵¹ We don't know what Alexander Pinkerton paid for the assets when he purchased the tramway around June, but it would probably have been close to the £1000 contributed by the original shareholders. Profitable operations over the previous three years, albeit declining in the last year or so, tenure for 21 years and a monopoly over the only practical access route to Foster would have been positive impacts on its value. However, the uncertainty about the future of Foster as a gold producer and therefore doubts about its future prosperity would have had a negative influence on pricing. It is also notable that of the 1000 shares allocated at the commencement of business only 232 remained in original hands.⁵² The other shareholders had already sold and taken their profits. They saw more benefit in selling than in what the future might bring.

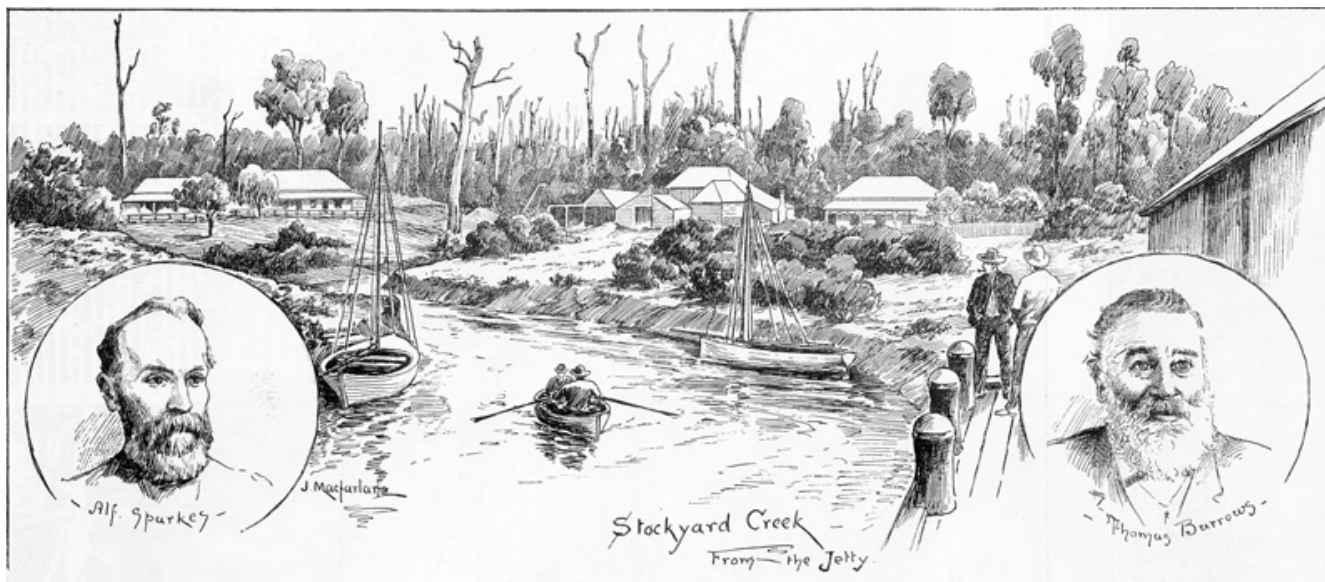
Pinkerton however would have seen value in the business. In partnership with Stewart Patrick, the captain of the *Murray*,⁵³ which was then plying between Melbourne and Port Albert, he had acquired the steamship *Tarra* from the estate of Robert Turnbull back in 1872. Pinkerton had been the master, but on gaining shared ownership and acquiring land, probably funded from the *Tarra's* profits, James West and then Daniel James were placed in charge.⁵⁴ The *Tarra* was the only vessel regularly serving the Stockyard Landing trade so by purchasing the tramway Pinkerton was able to profit from virtually all passengers and goods conveyed over the sea and land journey between Port Albert and Foster. He would hold what was, in practical terms, a monopoly for this work.

The change of ownership occurred soon after a wharf, goods shed and crane were constructed by local sawmiller William Davies on behalf of the Public Works Department, on the east bank of Stockyard Creek, 100 metres downstream from the original landing site.⁵⁵ The department also signalled its intention to clear the creek of snags along the creek below the wharf to aid navigation. This new facility represented a world of difference from the crude landing that had served Foster in the past, and Pinkerton was keen to exploit it. The government was also keen for him to do so and, much to Buckley's displeasure, excised a strip of land from Buckley's leasehold to provide for the wharf and passage for Pinkerton's tramway.⁵⁶

At the time all this was happening Pinkerton also purchased the island at The Landing from Thomas Burrows along with his house, store and the wharf situated at the tramway terminus there.⁵⁷ With an aim to exploit the utility that the new government wharf presented, he further extended the tramway across the island and then bridged the stream at the eastern end to gain access to the east bank of Stockyard Creek. Passing to the rear of the hotel, the tramway stretched as far as the new wharf. The original landing fell into disuse at this time but was later revived to serve sawmiller William Davies's tramway.



The "Government Wharf", as it was known, was constructed in 1874 by local sawmiller William Davies. It served the trade through The Landing until the opening of the railway in 1892 after which it saw little use. A crane was installed to aid the transshipment of goods. Plan (composite): Melbourne Ports Corporation



Stockyard Creek in 1891 with the Government Wharf on the right and Taylor's Pioneer Hotel (formerly the Hartley Arms Hotel) in the background. The house to the right of the hotel is believed to be Pinkerton's. The Stockyard Creek Tramway terminated at the rear of the wharf.

Image: J. Macfarlane, State Library of Victoria

It is worth noting at this juncture that the hotel at The Landing changed hands around the time that the government wharf opened for business. Harry Taylor, who had at one time operated a grog shanty there but who had turned to mining, purchased the Hartley Arms from the McKenzie brothers and renamed it the Pioneer Hotel, the same name he had previously ascribed to his shanty. With the wharf, hotel and tramway terminus all now positioned in close proximity, Taylor was to enjoy regular patronage for the following 15 years.

Pinkerton operated the tramway in much the same manner that the company had, albeit with the base of operations moved from Foster to his residence near the wharf at The Landing. However, a year into his ownership tragedy struck. On the evening of Friday 8 September 1876 the master of the *Tarra*, Daniel James, having completed the run up from Port Albert, headed off to Foster with his engineer, Tom Donohue, for a night in the town hotels. Pinkerton had allowed them use of the tramway truck along with one of his horses, Charlie. Bill Phayer, who along with Pinkerton resided at The Landing, was employed as a general hand maintaining the tramway, but also, occasionally driving the tram when the regular driver, John McMahan was not available. He took charge of the horse and truck that evening as the party left for Foster. They arrived around 8.30 and, with Phayer left in charge of the tram parked outside Laughton's Terminus Hotel, the others went on to Lomax's Nugget hotel and then later crossed the creek to the Sportsman's Arms before ending the night with an ale in Thornley's Exchange Hotel. This was about 100 metres back along the line towards The Landing. They were all well inebriated by the time Phayer got Charlie heading back towards the wharf.

A couple of kilometres down the track the horse, which was known to be difficult to handle, bolted. Phayer, sitting on the left side of the truck driver's seat pulled on the brake, but without effect and caused the brake handle to come loose and fall to the ground. He then hauled hard on the reins but, unable to put sufficient restraint on the horse, asked for help from James who was seated on the floor behind Phayer. James grabbed the right-hand reins but at the same moment Phayer was thrown from the truck into the dirt alongside.

Gathering himself, Phayer chased after the truck and found it a short distance away but with no sign of either James

or Charlie the horse. He then proceeded in the dark along the tramway towards The Landing. After about 250 metres he came across James lying between the rails with the reins knotted around his right arm and the horse standing nearby. James was barely alive when found, and died shortly after.

It seems that as he took hold of the reins from Phayer and looped them around his wrist, the eye bolt securing the traces from the horse to the truck gave way causing the horse to leap forward pulling James and Phayer with it. James was dragged some distance along the track and suffered severe injuries including a broken neck. Tragically, he left a wife and six children, with a seventh born two months later.

The death of James cast a pall over the town. The Inquest that followed laid no formal blame and perhaps in a reflection of the attitudes of the age none was assigned by the Foster community. However the event did little to endear the tram to those who used it. It was seen as both uncomfortable and dangerous for passengers.

The following decade at Foster was a strange and frustrating period. Gold continued to be mined but without the frenzy and optimism that marked the early 1870s. There was always the thought that a major new quartz seam might be found but, for the most part, the town underwent a quiet transition to a small but growing regional village servicing the needs of a rising farming community along with the ongoing gold mining that was to continue until finally petering out in 1909.⁵⁹ Selectors arrived in a steady flow to stake their claims to the rich-soil country that lay in all directions from the town. The two things that didn't change, however, were the absence of an all-weather road link to the outside world and the abysmal state of the roads that did exist in the area during the winter months. The problem was that the town was relatively small, still with an uncertain future and a long way from anywhere. The government and the shire continued their unwillingness to expend large sums of money there, even to the extent of a decent all-weather road to The Landing. Probably the only person in the area who did not complain was Alex Pinkerton, for while the situation continued the tramway was indispensable and he profited.

Pinkerton was a genial, well-liked and respected personage of the district but he was also an astute businessman. He levied what many thought were extortionate fees for travel on both

the *Tarra* and the tramway,⁶⁰ and he invested little. The *Tarra* was of quaint appearance but largely detested by those who travelled upon it. It was described as an “*abominable little old tub*” with a stench in the cabin from tobacco, coal smoke and bilge water that made travel below deck intolerable.⁶¹ It would seem no one had a kind word for it and only grudgingly would the weekly service it provided be recognised. The journey to and from Melbourne via Port Albert, where a change in vessel, usually involving the *Murray* was required, was also long and tedious. The end of the *Tarra*’s service came in 1880 when, in need of repairs, she was run onto a mud bank in Corner Inlet awaiting a buyer. She was purchased by JP Gallienne⁶² in 1881, repaired and placed in service plying the rivers and lakes between Sale and Bairnsdale before being broken up and her boiler and engine used in a Bairnsdale sawmill.

Pinkerton never replaced her, and left the trade to others, particularly Captain McLeod’s *Coquette*, a 34-ton Ketch, which began a direct Melbourne to Stockyard Creek service in 1883. The *SS Nell* and the *Albert Victor*⁶³ were also visitors to Stockyard Creek on this run.

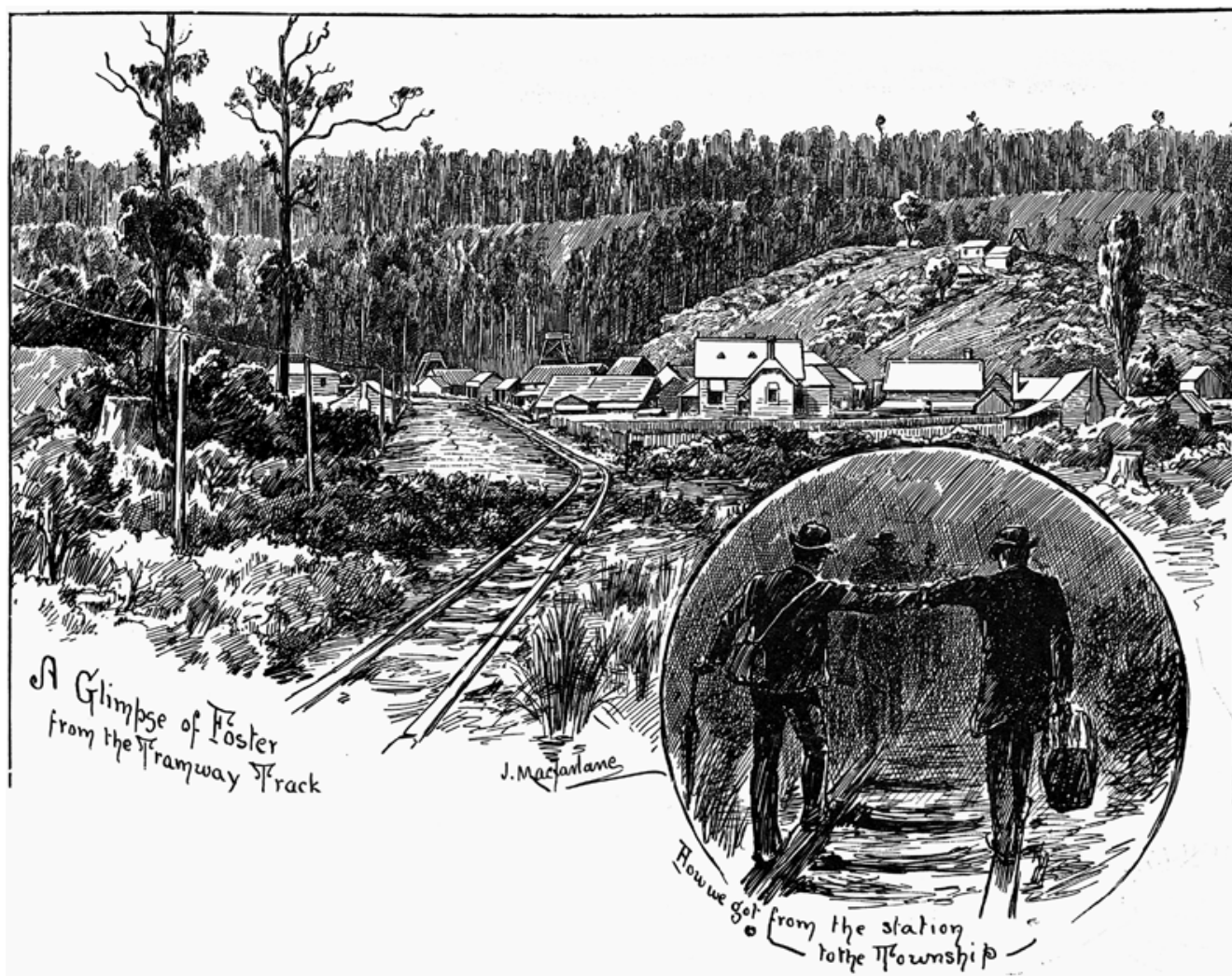
With a bit of luck Pinkerton’s tram would be waiting for a vessel’s arrival and would convey passengers and goods over the increasingly bone-rattling journey to Foster. Return trips were also timed to arrive at The Landing just prior to vessel departure times. A correspondent to the *Gippsland Standard* recorded:

And when time is up I decide that it is infra dig for an Australian to walk, so I indulge in a shilling’s worth of agony on board of the string of second-hand coffins, as Artemus Ward would call them, which make periodical trips between Foster and The Landing. Now I do not wish to decry any man’s possessions, and as a means of safe transit for goods Pinkerton’s tram is doubtless A1, but as a passenger car it is very much below requirements. Certain it is that on this occasion “Drop Arrow” nearly lost the number of his mess and the Standard its travelling scribe. But, however, after sundry jolts and contortions, during which I quietly sing ‘Never again love, never again,’ we pull up at The Landing, and hurry on board the steamer.

However, finding a waiting tram was not always the case, forcing travellers arriving from Port Albert to walk the four kilometres to town. One such person, in 1889, remarked that:

Foster’s own antiquated locomotive is nowhere to be found, so I shoulder my luggage and start off acrobatic fashion along the tramline. And after a brisk walk of some two and a half miles I reach the El-Dorado of the south, but here I come to a full stop, for at the end of the tramway, and where the main street ought to be, I find myself confronted by a veritable sea of mud.⁶⁴

In winter, walkers used the rails and sleepers to make their way such was the condition of the track. Unlike later-day wooden rail tramways the Stockyard Creek line was not packed with timber to provide a sound footing for the horse. Ned was forced to struggle through the mud that lay between the sleepers. As the traveller remarked, on arrival at Foster the streets were, if anything, worse.



A wonderful engraving by noted historical illustrator J Macfarlane. Although artistic license has been taken with respect to the curve in the tramline (there was none) the scene accurately depicts Foster in 1891 with the court house in centre picture. The method of tramway walking that was followed for over 20 years is also faithfully depicted. Image: The Leader 26 December 1891

If the *Tarra* was detested, Pinkerton's tram was despised! Without exception descriptions of the journey along the line, and the accommodation provided to undertake it, were scathing. Derailments were commonplace. However, from Pinkerton's perspective, getting the trucks back on the line was not difficult. He therefore saw little need to properly maintain the tramway. Few of his passengers were interested in lugging their luggage by foot to Foster. He listened to their complaints with a sympathetic ear, pocketed their coins and did nothing.

But the tram did serve its purpose – beer for the pubs, tools and implements for individuals and shops, flour, sugar, clothing, bedding, in fact all the needs of the town other than locally-sourced vegetables and meat were carried this way.

Timber was also transported, but not in large quantities. William Davies had constructed his own tramway to The Landing from his mill to the north of Foster in 1879 but had earlier sent timber on Pinkerton's tram to Foster. Pinkerton opposed Davies being allowed to select the land upon which his sawmill was placed both because it might prevent growth of mining and business for the tramway and because he saw threat in a second tramway between Foster and The Landing. He need not have worried as Davies was only interested in carrying timber and, in any case, the second line was to operate for only a short period.

At the town end the Stockyard Creek tramway was cut back 100 metres or so to the corner of Main Street sometime in the early 1880s and then, in the late 1880s, to the court house further south along the road. Trucks were stored on the disused section leading up to the corner of Main Street

Some repair and refurbishment work was undertaken by Pinkerton but the need had to be great. In May 1889 the Gladstone Gold Mining Company wanted to send its boiler and winding engine over the line to Foster. No doubt accommodated by a hefty fee, Pinkerton set to work strengthening the Stockyard Creek bridge and another over a gully on the journey to carry the load.⁶⁵

The isolation of Foster reduced marginally in the 1880s following the completion of the Gippsland railway through to Sale and a branch line to Mirboo North in 1886. The road to Port Albert was also steadily improved and a rough road built to Mirboo North. Both routes were long and still largely impassable in winter, but they did offer an alternative in the dryer months. It was possible to catch one of McKenzie's Royal Mail coaches from Port Albert to Sale where passengers could board a train to Melbourne. Still a long journey from Foster and most goods and people continued to come by boat to The Landing.

From time to time residents pushed the Shire for a road to be constructed to The Landing but with Pinkerton holding a lease for the land over which such a road would need to pass nothing came of it. The Shire of Alberton approached Pinkerton about relinquishing part of his lease but for the obvious reason Pinkerton would not consider it. So in the absence of any other means of access, Pinkerton's tram continued to be put to good use throughout the 1880s and he continued to profit from it. Passenger fares remained at one shilling a journey but by 1888 freight charges had grown to be 15 shillings per ton.⁶⁶

Demise

By the end of the 1880s, however, the writing was on the wall for Pinkerton's tramway. Back in 1881 the Government had given a political commitment to construct the Great Southern Railway from Dandenong to Port Albert. Ultimately, in 1888 and 1889 contracts were let, with Andrew O'Keefe successful for the middle section of the railway that included Foster.

O'Keefe planned for a base from which construction would be carried out near Foster. He chose Bowen, near the mouth of the Franklyn River, as the point at which he would bring his locomotives and materials ashore and subsequently constructed a broad-gauge tramline leading away from the wharf to the proposed site of Franklin River Station (later Bennison), five kilometres east of Foster.

From the outset of operations over his tramway, O'Keefe began transporting people and goods, at least as far as the Franklin River station. It didn't take long before enterprising individuals from Foster saw opportunity and began offering a transport service between Franklin River and Foster. However, once O'Keefe had laid rails through Foster to his main camp near Davies's sawmill, a few kilometres to the west, just about all travellers and goods moving to and from Foster came by way of O'Keefe's train.⁶⁷ Pinkerton, nevertheless, did share in some of the spoils; before the railway reached Foster, O'Keefe made use of the Stockyard Creek tramway to send some materials up to the construction site. Two buildings were despatch by tram including the Chief Engineer's portable house.⁶⁸

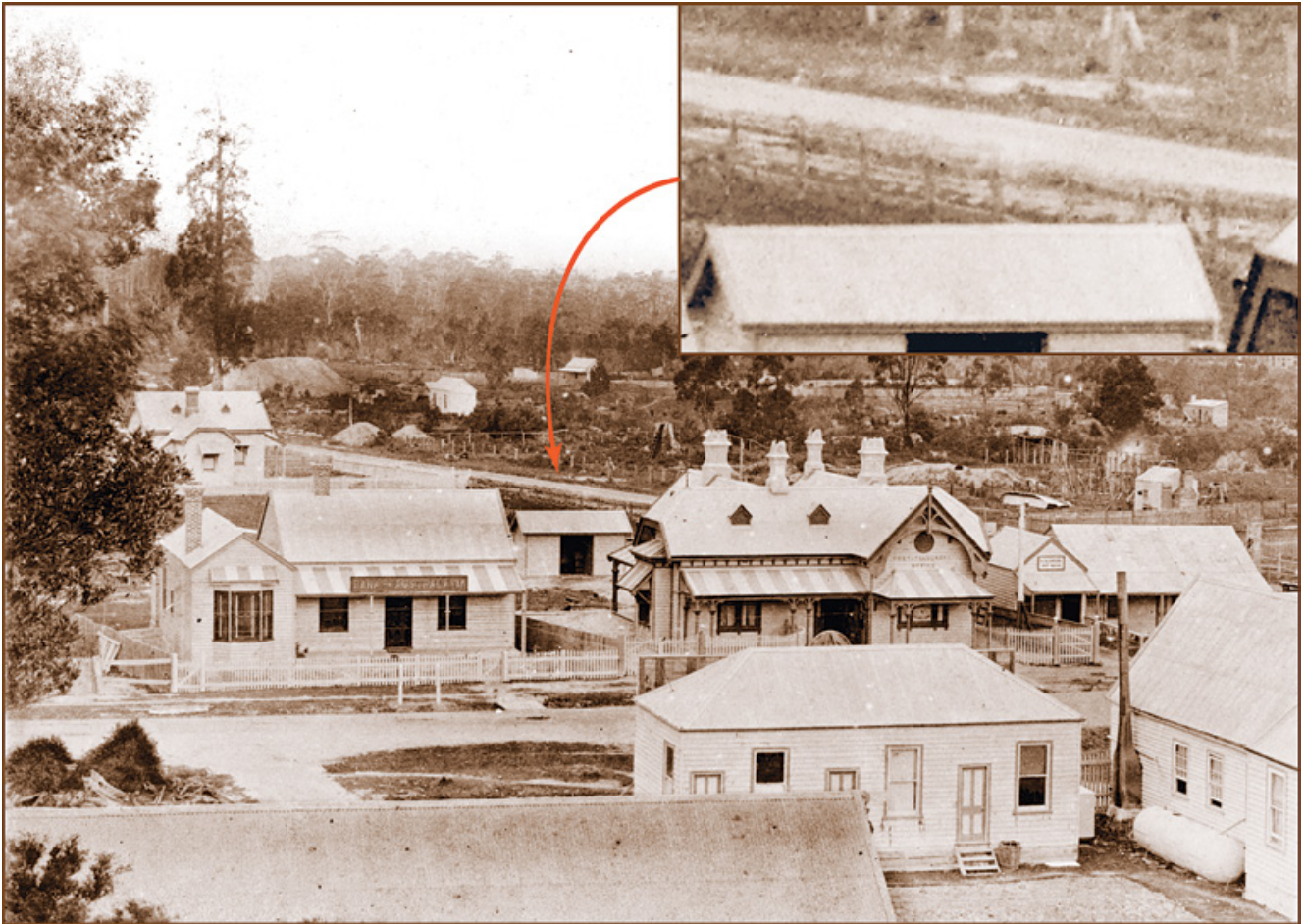
The Great Southern Railway was opened on 13 January 1892.⁶⁹ It crossed Pinkerton's tramway on the west side of Foster station and a specially constructed wooden-rail crossing was installed to provide for it – one of very few level crossings of a VR line with a private tramway.⁷⁰

Nevertheless, with most passenger and goods traffic now using the railway, the tramway saw little further use other than to bring fish to the station and return baskets to the fishermen at The Landing.⁷¹

Pinkerton didn't give up though. His lease was valid until 26 June 1895 and he intended to fully exploit it. He was an active participant in a low-key battle underway to determine which Corner Inlet port along the route of the railway would become the major base for the fishing industry. With a shallow waterway, only usable around high tide, Stockyard Creek was hardly a front runner but being closer to Melbourne and anticipating lower freight rates, Pinkerton actively pushed the case for Foster and did what he could to undermine the other contenders.

Few Foster residents gave much heed to the debate. Little benefit would accrue to the town, and with the railway now providing a link to the rest of the Colony they were far more interested in removing Pinkerton's dreadful tramway and having good road access to the station. This was significant because the station was positioned over 1½ kilometres south of the town centre with no road between the two. The only access was via Pinkerton's tramway as far as its crossing point of the railway; there was no road alongside the tramway as, at least for another year or so, Pinkerton continued to exercise his right to the land and rejected all requests that he allow a practical road to be made.

During the period prior to the railway opening, when people made use of O'Keefe's informal service from the Franklyn River, the tramway was still used at times for the carriage of goods up to the town. But most travellers chose not to part with their coins and adopted the time-honoured method of avoiding the quagmire by getting into town from the station along the tram rails. As had been the case from the very beginning this was not without its perils. In July 1890 Mrs Ring, who lived close by the railway crossing gates, slipped off the greasy tram rails coming back from Foster, fell into a dry gully and was knocked unconscious.⁷² A practice had developed when walking in company for each to travel along a parallel rail with arms linked for stability.⁷³ No one was happy about such an archaic and impractical method of getting along the track leading to the station, least of all the local judiciary. By 1890 the court house had been relocated south



Looking south over Main Street, Foster, towards what is now Station Street c1888. The inset highlights the wooden rails of the tramway running along the fence line. The ornate building right centre was the Post and Tèlegraph Office. It is now occupied by the Foster Museum at its relocated site opposite the original alluvial workings in Main Street. Photo: State Library of Victoria

of the Main Street corner in Foster alongside the tramway but with no metalled road servicing it. The local magistrates objected to having to balance their way along the rails during winter in order to take up their positions at the bench and threatened to strike unless something was done about it.

The Shire Council came under pressure to act and following another rejection from Pinkerton about allowing a road along his easement to the railway crossing, and not willing to wait until 1895 when the tramway lease expired, the council went ahead and built a road alongside the tramway anyway.⁷⁵ Pinkerton promptly sued the council for £250 damages. The matter was settled by negotiation and Pinkerton received £167 10s with which he was quite satisfied. However the same could not be said for all councillors – two opposed the payment and one had walked out of the meeting believing nothing at all should be paid to Pinkerton who, after all, had been fleecing them for years!⁷⁶

The tramway remained in regular use between The Landing and the railway carrying small loadings of fish until 1893. Infrequent trips were still made into Foster where the tram now stopped outside of the Court House, catering for the occasional traveller who arrived by boat at The Landing. The section alongside the new Station Road, however, was in poor condition. On the expiry of Pinkerton's lease in June 1895 the council demanded that he remove his rails only to be ignored by Pinkerton.

Twelve months later it was clear that the tramway had been, in practical terms, abandoned. Three large trees lay across the track, many rails were displaced and a number were missing.⁷⁷

Pinkerton was again ordered to remove his rails north of the railway crossing but once more it is unlikely that he did.

He had been in serious ill health since around 1890 when he contracted cancer of the nose. This extended to his throat and, as the *Gippsland Standard* described it.....“committed him to a terrible condition as to appearance..... which made his best friends loth to meet him during the past seven years of his life.”⁷⁸ Sadly, although still well respected, he became a recluse until his death at the age of 58 in August 1898 leaving wife Adelaide and six surviving children.⁷⁹

Following abandonment of the tramway, the Foster Progress Association fought for the conversion of the alignment down to The Landing into a road. Eventually, sometime early in the 20th century, this occurred. Of course by then it served little purpose. By the time of his death Pinkerton's store was the only remaining business there and it is doubtful that it was by that time viable at all. Harry Taylor, who had operated his Pioneer Hotel at The Landing for many years closed his doors and turned to farming in 1895 after the arrival of the railway had taken away his business.⁸⁰

Despite its poor condition over most of its 23 years of operation and the derision to which it was treated by its passengers, the Stockyard Creek tramway was no doubt a success. It was a rare facility that owed its existence not to a single bulk commodity, which underpinned the operations of most tramways, but to the fact that it was essential to the everyday business and community life of Foster. At the start it was a cheaper alternative to a road. However, once constructed, the Buln Buln Tramway Company and then Pinkerton held a monopoly due to the lease of land that they held. Until the railway arrived and provided a cheaper and more effective alternative the tramway continued to work and its owner prospered.

Acknowledgements

I would like to express my appreciation to Colin Harvey and Phil Rickard for their assistance with the article and, along with John Dennis and Peter Evans, their help with site visits.

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A picture's worth a thousand words: Evans' sawmill and tramway, Halls Gap

This postcard by WH Cooper (of Royal Arcade, Melbourne) is from the writer's collection, and shows a small sawmill 'On the way to Mount Rosea'. Mount Rosea is south of Halls Gap in the Victorian Grampians. This would put the sawmill in the parish of Willam, County of Borung, district of Ararat. The postcard craze was the Edwardian equivalent of today's 'Twitter', and reached its peak in the early 1900s, dying out with the onset of the First World War. Although the forest in the parish of Willam had been cut over by a number of small sawmills from the 1870s,¹ licences issued for sawmill sites on Crown land in this parish during the height of the postcard craze are limited to two: AT Fitzpatrick and EH Evans. Fitzpatrick's were a family of sawmillers spanning several generations, and their mills were typically larger and less-ramshackle than that shown here.² So, on the balance of probability, the mill shown here is that of EH Evans, and the mill licence date range is 1 April 1909 to 30 June 1910.³ Unfortunately, this mill falls into the period of management of the Forests Department Victoria (1907-1919); its successor, the Forests Commission of Victoria, destroyed most of its predecessor's files in the 1920s, and no file on this mill has survived.⁴

Edward Henry Evans was born in Adelaide, South Australia, around 1839, and was in Victoria by 1872, when he married Eliza Phoebe Folkes at Pleasant Creek on 13 February. Eliza Folkes was a daughter of pioneer Halls Gap sawmiller John Folkes.⁵ During the period in which the Evans' mill was operating (and thereafter) the couple were principally engaged in farming in the parish of Wirchilleba, north of Stawell.⁵ We know of E H Evans' strong interest in the timber resources of the Hall's Gap district through his involvement in lobbying Minister of Railways Hon D McKinnon for an extension of the Stawell quarry line south via Halls Gap to Pomonal in 1914,⁷ so high transportation costs may have been behind the abandonment of the mill licence in June 1910. Edward Evans and Eliza had nine children, and the couple died in 1922 and 1923 respectively. At the date of Edward's death there were no sawmilling assets listed in his estate.⁸

The photograph is interesting for a number of reasons, not the least of which is the tramway system illustrated. Such a well-laid tramway is unusual for a small mill of such short existence. What is clearly the log supply tramway runs uphill through the top left of the frame and disappears into a mixed-species lowland forest. Unusually, the tramway

does not parallel the log yard, and it appears that the small logs brought in are simply rolled off uphill of the mill and allowed to make their own way down into the log yard. The logs are small; none even reaches the knee of either of the two men working in the log yard (left distance). An export tramway brings the sawn timber from the bottom side of the mill and exits the picture on the lower right of the frame. Presumably there is a set of points at which these two tramways junction. Two pairs of standard-pattern timber tramway wheelsets sit to the left of the tramway just above the 'S' of 'Sawmill' in the handwritten caption (which is on the print itself rather than the negative).

The mill shed is a ramshackle affair of bush poles, bark and palings with the absolute minimum of fastenings; the whole looks like it might blow away in a strong wind! Any breaking-down saw is obscured by the tree in the middle foreground, but part of the carriage can be seen just to the left of the tree and, below that, the flitch skids, so it seems highly likely that there was such a saw employed at this mill. The rip bench is just to the right of the tree, and the bench trucks used with it are sitting on iron rails. The power plant for the mill is obscured by the clutter at the right rear of the mill, but it is presumably steam judging by the tall stack protruding from the roof of the mill. (A record for any boiler at the mill is not apparent in the extant boiler records). The mill is cutting some scantling (construction timber, stacked just behind the tree), but most of the output seems to be fencing 'droppers', destined for sale to local farmers. On the right of the frame is a small fire-pit for burning waste timber, and a pile of sawdust that seems to indicate that the mill has been cutting for a reasonable period of time.

Peter S Evans

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A tale of light railways and two centuries of legislation

by Gary Barker

In the closing years of the 20th century in Australia, a number of decisions led to the accreditation of private rail companies to operate on rail systems previously controlled by governments. Most jurisdictions enacted legislation to provide an accreditation process and methods of control. All government controlled railways granted open access to private operators. While Victoria, South Australia and Tasmania had private control of the rail lines and open access was already theoretically possible, the reality was monopoly rail operation in those states.

To maintain some form of control, State governments established transport safety regulators, such as the Independent Transport Safety and Reliability Regulator (ITSRR) in New South Wales. The obvious weakness was that there was no national legislation to provide a uniform system of regulation. One of the effects of legislation was that many hobbyist/heritage light railway operators found themselves subject to rail law, while Queensland sugar cane railways remained exempt from regulation. The aim of this article is to provide an overview of rail legislation from the 19th to 21st century, applying to private light railway or tramway operations, but not including street passenger carrying tramways.

In the 19th century, as the colonies developed, so did the need for rail transport, often first established by private enterprise. Apart from John Shoebridge's document *Private*

*Acts of Parliament relating to railways in New South Wales*¹ (which also includes references to tramways), historical legislation is considered by the author to be an under-utilised research tool for tramways. This is regardless of whether the tramway was constructed, as the information in a particular Act may state why there was a need the legislation. While this article has a NSW bias, the Australasian Legal Information Institute's website is an excellent starting point for historical legislation in most jurisdictions.²

By the 1850s, as rail systems developed, each colony enacted legislation: one example being the Government Railways Act of 1858 (NSW).³ While the terms *tram* and *tramway* date back hundreds of years in Europe, in relation to Australian legislation it is often stated that calling an operation a *tramway* and not a *railway* avoided the need for an Act of Parliament. This is not totally correct as it could depend on a number of factors including when and where the tramway was to be constructed, the extent of existing legislation, power of a local authority to grant approval, the requirement to cross or travel along public roads, passage through crown land or private property, and carriage of passengers and goods not connected to the business of the operator. There are quite a number of historical Acts referring to tramways and the ones that follow are not exhaustive but show the delineation between railways and private tramways, and how two jurisdictions independently applied legislation.

On 19 December 1881, following 'representation from a number of persons residing in the Colony of New South Wales and establishing slate quarries near Mannafield',⁴ (Goulburn region) the Colonial Parliament approved a private Act, known as 'An Act to enable a Company called "The Cookbundoon Slate Company (Limited)" to construct a Tramway from the Cookbundoon Slate Quarries to the Great Southern Railway'.⁵ The preamble



A recent view of the site of Mannafields Station on the Great Southern Railway, north of Goulburn. The view shows the double main line looking in the up direction, toward Sydney, and the single platform would have been on the left or 'up' side of the line. This is possibly where the tramway of the Cookbundoon Slate Company terminated, under its authorising Act of 1881, and is currently being further researched. Photo: Leon Oberg

states why an Act was required as the proposed tramway was intended to pass through Crown Land and private property, and could not be made without legislative authority. There was expected to be an infrastructure benefit of slate for local consumption along with the economic benefit of increased traffic on the Great Southern Railway. These two factors were considered to make it *'desirable to authorize by Legislative enactment the construction of the said tramway'*. As the tramway was to terminate at or near Mannafield, the rights of the Commissioner for Railways had to be protected and reference is made to the Railways Act of 1858. The 1881 Mannafield Act is worth reading, and also stated that the tramway was to be open to the public, implying passengers could be carried, and rates were set for goods. It is not certain whether this tramway was constructed and this is being researched.

On 12 December 1884, the Colony of Victoria passed *'An Act to provide for the construction of Tramway Lines with the consent of municipal authorities'*.⁶ This one page document in three paragraphs covered 'private tramways' and 'existing tramways' and is indicative of a government in catch up mode, noting that by this time, aspects of government had devolved to a local level. The thrust of the legislation was to allow municipal councils, with the consent of the Governor in Council, to grant authority for a private tramway to be constructed and maintained along or across any street or road within the municipality, subject to council terms and provided the tramway was *'only used in connexion with its business and that business shall not be the carriage of passengers or goods for hire'*.

On 10 July 1890, this Act was repealed and replaced by the *Tramways Act 1890*,⁷ which was *An Act to consolidate the Law relating to Tramways*. What had previously required one page had now expanded to 12, including five pages of schedules. This Act enabled councils to construct their own tramways, and set procedures for ratepayer engagement, loan procedures and a rate levy. This indicates the development of street tramways for passengers. Part V of the Act refers to private tramways and is a verbatim repeat of 1884 Act. The schedules are in fine print, and the term the 'devil is in the detail' is certainly applicable. For example, although track gauge is not stipulated it did have an effect on the overall width of a carriage. The maximum width was essentially the distance between the outer edges of the wheels plus 11 inches on each side, not to exceed 7ft 6in. For a two foot gauge operation, where the wheel treads are say 4 inches wide, the carriage width would be calculated as: 24 + 8 + 22 inches giving a maximum of 4ft 6in.

If the legislation of the colonies of New South Wales and Victoria is compared in the 1880-1890 timeframe, gauge is not a criterion. NSW required legislation for private tramway operations traversing crown or private lands but could allow public use, while Victoria prohibited the carriage of public passengers and goods but did allow construction on crown roads. Another difference is that Victoria had a generic Act while NSW appears to have relied on an individual piece of legislation per tramway.⁸ In Victoria, if an operation could not be classified as a tramway it was a Private Railway under a special Act and came under the *Railways Act 1890*.⁹ As such, the Government Railways Commissioners under Parts 123 and 124 were empowered *'at all times may make inspections of and exercise supervision over all railways in Victoria...'* and *'enter upon and examine the railway and the stations works buildings and lands and the engines and carriages...'* Given that the Commissioners had funding guaranteed by the colonial government and the private operator did not, operating standards and procedures could be vastly different. A similar system may have operated in other colonies, but the resulting findings could prove costly

to a private operator along with the challenges of dealing with government. It would not have been easy or straightforward, but this is what happened to some light rail operators in the 21st Century. From 19th Century legislation, designed to permit private businesses to construct tramways to serve their enterprise, the late 20th Century legislation was for a much different purpose; that of ensuring that that any railway or tramway, regardless of being a public or private system, managed operations in a safe manner.

In the 1990s the momentum to allow private operation on public rail systems, once the domain of government, continued but was far from uniform in its application between states. Because the author's light tramway operation is in NSW what follows concentrates on this jurisdiction, looking at the string of Acts that arose. The first was the Rail Safety Act 1993. It was replaced by the 2002 Act, which was replaced by the Act of 2008. The succession of Acts is indicative of the rapid process of change on a system of government operation that had in the past largely self regulated. One of the key parts of the Act was the requirement for accreditation, whereby a rail transport operator had to demonstrate to the Regulator competence and capacity to manage risks to safety associated with railway operations.¹⁰ The work involved to identify and manage risks along with associated voluminous documentation, even for a basic heritage railway operating infrequently, should not be under-estimated. Those operations working under the umbrella of the Association of Tourist and Heritage Rail Australia (ATHRA) were not immune from the workload, but were able to share knowledge and information. Having achieved accreditation, an operator could look forward to the payment of an ongoing annual fee.

The author's communication with ITSRR commenced in 2006, at the planning stage of operation, which was, and still is, located totally within private property. As time progressed the 2008 Act was in force whereby Part 1 Section 4 defined a railway as follows:

"railway" means a guided system, or proposed guided system, designed for the movement of rolling stock having the capability of transporting passengers or freight, or both, on a railway track with a gauge of 600mm or more, together with its rail infrastructure and rolling stock, and includes the following:

- (a) a heavy railway,
- (b) a light railway,
- (c) a monorail,
- (d) an inclined railway,
- (e) a tramway,
- (f) a railway within a marshalling yard or a passenger or freight terminal,
- (g) a private siding,
- (h) a guided system, or guided system of a class, prescribed by the regulations to be a railway.¹¹

However, Part 1 Section 5 of the Act identified operations that were exempt from the Act:

- (a) a railway in a mine that is underground, or chiefly underground, and that is used in connection with the performance of mining operations,
- (b) a slipway,
- (c) a railway used only to guide a crane,
- (d) an aerial cable operated system,
- (e) a railway, or class of railway, that the regulations prescribe to be a railway to which this Act does not apply.

Unlike the Acts of the 19th Century, track gauge was now a key determinant and there was no differential treatment of light railways and tramways. There was the option of reducing the track gauge to below 600mm, which one passenger

carrying heritage operation did. This exempted the operation from compliance with the Rail Safety Act, but meant coming under Work Health and Safety Law as an amusement device. This important distinction demonstrates the complexity of differing legislation that individuals and hobbyists must work within and does not even address the possible requirement for an approved development application by a local government authority to open to the public for an event.

An application for exemption from accreditation for the author's proposed operation was submitted under Part 1 Section 5(e) of the Act. This was not successful, but another application was granted by the Regulator in April 2007, noting that this was in place before any construction commenced. The requirement still existed to prepare and submit a risk assessment, and await an inspection at a time of mutual agreement. Because the operation was for farming/agricultural purposes with no carriage of passengers, nine risks were identified and mitigated. This involved some positive analysis, whereby standard rail practices were not adopted. One example is that a train normally has 'right of way' which can involve extensive and costly infrastructure, such as fencing and crossing systems. On a farm there is possible conflict with farm plant, vehicles, humans and animals. The risk mitigation involved keeping the farm access gates, when the tram is operating, closed and locked, and for any locomotive or tram to give way to everything, anywhere and at all times. Associated work included gaining approval from the local electricity provider to cross two power line easements on the farm. While having previously lectured in structural and civil engineering, also covering law and risk processes, the requirement was not onerous, but time consuming and frustrating at times. For example, a tractor and trailer could be operated anywhere on the farm, but to do a similar thing with a basic tramway was governed by an Act of Parliament. The resulting three-page risk document was submitted to the Regulator in May 2007 after part of the system was constructed. The succinct size of the assessment related to a number of factors including being a one person operation, with no staff or volunteers. The final stage was inspection by the Regulator.

Discussions with other similar small scale operators, revealed stories of inspectors displaying a lack of knowledge by asking where the connection was to the main rail system (regardless of track gauge and isolation of the operation), or using a tape to measure the track gauge from the outside face of one rail to the outside face of the other rail. Two ITSRR inspectors did a compliance inspection in May 2010 and fortunately, both inspectors had extensive industry experience and did not try to apply mainline standards to a very light tramway. The operation was found to be compliant and the exemption from accreditation was continued.

Following a 2009 decision by the Council of Australian Governments (COAG) to create consistent national rail safety legislation, South Australia was the first jurisdiction to adopt the Rail Safety National Law in 2012 and associated Regulations to the Act.¹² A regulator – Office of the National Rail Safety Regulator (ONRSR) – was established under this Act with headquarters in Adelaide, and with subsequent branch offices opened in Sydney and Melbourne;¹³ mainly a re-naming of the previous state regulators. In the same year, NSW adopted the Rail Safety (Adoption of National Law) Act,¹⁴ and to date the Northern Territory, Tasmania, Victoria and the Australian Capital Territory have followed, all simply reference to the South Australian Act. Queensland and Western Australia are still operating under their state based Acts.

The definition of what was considered to be a railway did

not change from previous Acts, and the thought of having to work under National Law was more daunting than the NSW law. However, contact with the ONRSR (NSW) Accreditation Manager in April 2014 indicated that the new Act included an additional exemption in Part 1 Section 7 (2) (a) whereby the National Rail Law does not apply to a railway that:

- (i) is privately owned and operated as a hobby; and
- (ii) is operated only on private property; and
- (iii) does not operate on or cross a public road; and
- (iv) is not operated for hire or reward, or provided on hire or lease; and
- (v) to which members of the public do not have access (whether by invitation or otherwise).

The agricultural operation met all five criteria, and a submission was sent to the ONRSR (NSW) in May 2014 identifying that the local operation was considered to be exempt from Rail Law and the exemption granted under the NSW Rail Act was no longer required. This was finally accepted in late February 2015, and in fairness to the Regulator, delay was caused by a lack of process in the new Act to cancel an exemption from another Act.

Not being subject to Rail Law does not mean an operator is exempt from all law, such as that resulting from negligence, and this is kept in mind at all times. A log book detailing the operation of each locomotive is still maintained as it is beneficial for servicing requirements, and provides an audit trail if ever required, for whatever reason. In NSW, in 22 years there have been four changes of Rail Safety Acts and while one hopes the cycle of change is complete, the history of the process of change indicates otherwise.

No matter how frustrating it can become, my advice is not to attempt to avoid the law, and work with Regulators to achieve a positive outcome, but do not expect approval tomorrow. This is no different to the challenges that tramway operators faced late in the 19th Century, where there were also continual changes in legislation. Considerable time was required to lobby members of Parliament assembled to consider the application for a private Act, often aided by knowing an influential person at the right place and time. The resulting Acts contained far less requirements than now, but we have the advantage of far superior communication systems and can assess information rapidly, as the process of government is now far more open. But what has not changed is the importance of effective communication and maintaining records of all correspondence – these are essential requirements.

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A quick chat before Jamaica and its load depart Colley Brothers siding, the terminus of Fishers Line. Photo: A Parker, R Aubury Collection

Cane Trains below Ninderry

by Rod Milne

Fischer's Line to Yandina

Cane growing was established in the Yandina area quite early on, largely in association with the establishment of the Moreton sugar mill at Nambour. However, this area was not very well served by transport, though some cane was railed by the QR from North Arm. The intervening range at Kulangoor 108 km from Brisbane made the task of providing tramway access difficult, and for many years, cane was punted down the river to the end of the main tram line at Bli Bli. It was a decidedly roundabout route.

Perhaps this is why serious consideration was given to the idea of a separate sugar mill at Yandina. Indeed, some considerable planning was made towards this aim, with the sugar mill planned to be adjacent to the junction of the South and North Maroochy Rivers 2km east of Yandina. This mill doubtless would have been served by a branch continuation from the QR forklane, probably augmented by its own 2 ft tramways running to the North Arm area.

In 1922, 1923, and 1924, negotiations were under way to acquire a second hand sugar mill to shift to Yandina, the last plans in February 1925 involving the relocation of the former Goodwood sugar mill in the Isis area. Other proposals envisaged shifting a more basic mill from Tinana, but it all came to nothing.

It wasn't until the early 1920s that the Moreton mill tram lines came close to Yandina, somewhat delayed until the completion of

the lifting bridge over the Maroochy River in 1921. Associated with this was a branch up river on the northern bank to Macauley's, completed in the same year. As anyone who knows this area would affirm, this is a pretty valley, overlooked by Dunethin Rock (spelt Dunethim in the 1920s) on the southern side and the more imposing Mount Ninderry ("leech" in the local indigenous language) on the northern side.

Macauley's tram line ran close to Ninderry, being extended in 1922 to its terminus at Fischer's, which was close by the confluence of the North and South branches of the Maroochy River, in close proximity to the road running down the east bank of the former from North Arm. Here, there was a run around and cane siding, with cane trains running that far for some eighty years. With the completion of this branch, and the one on the southern side of the river (the Dunethin line), use of river transport largely ceased.

The branch to Fischer's was not a long one, but was scenic. From the junction point with the main line north to Yandina Creek and Valdora, Fischer's branch continued west, crossing over Boggy Creek not far out. Then it went through a reverse curve that led to a long straight over the river flats at Macauley's where the tramway at one point was little more than a stone's throw from the Dunethin line on the southern side of the river, forced to come close by the river at Dunethin Rock.

At the end of the straight near App's, Fischer's line was squeezed in between the river and the high ground coming down from Ninderry. Here there was a jetty on the Maroochy River called Ashton's, once an important transport conduit plied by small boats and punts, particularly before 1921. Old pioneers of the Yandina area recall the river levels as much higher prior to the completion of the upstream Wappa and Cooloolabin dams. At Ashton's, a 7.5 chain long branch spur was laid in 1953 to serve the cane farm of Mr J Ward. By the time I got to know the line, this spur had been discontinued.



With a long rake of bins in tow, Moreton departs Garrett siding in the last season, 2003.

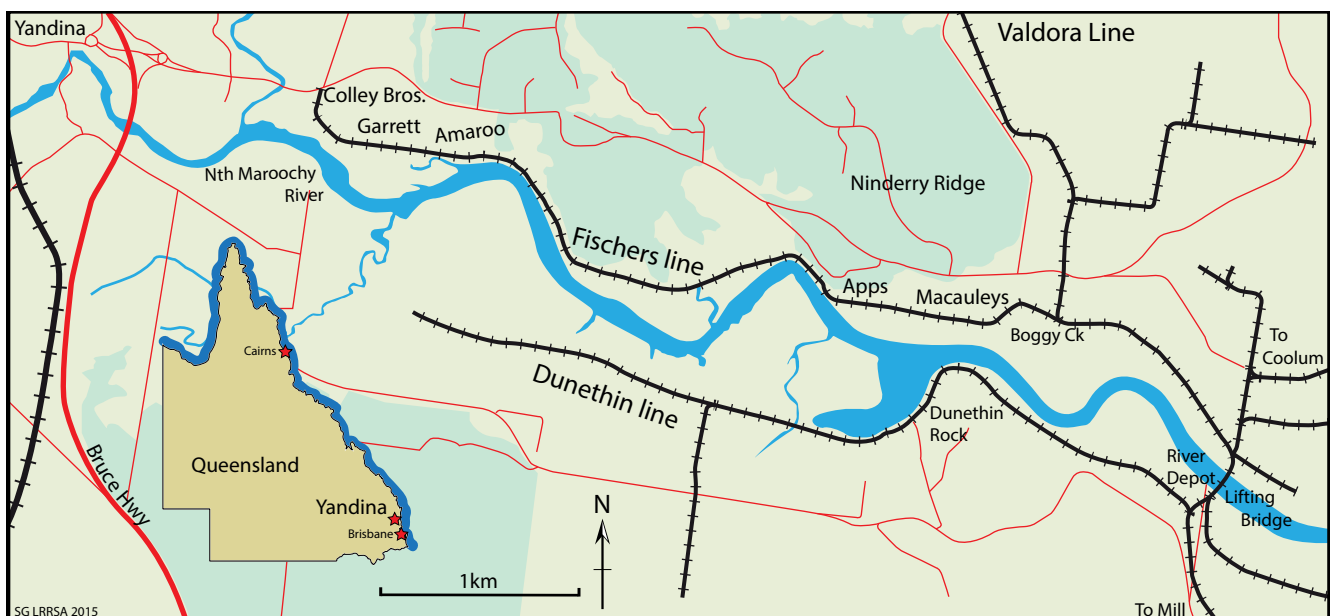
Photo: Carl Millington

Beyond App's and Ashton's jetty, the tramway came out the other side into flat country for the last run to the terminus. There was a sharp right hand curve leading into Fischer's and that was where the track ended, not too far from the edge of the Yandina-Coolum Road. Adjacent was the strategic T intersection between Collins and Coolum Roads, the latter running north into more cane country towards North Arm.

Some old cadastral maps show an isolated line on the north bank of the river west of Mt Ninderry probably feeding into

the punt jetties. In days gone, isolated tramways worked by horses were not uncommon to bring cane down to punts, and it is presumed this short line fed the punts.

Although Fischer's was the closest point the cane line came to the town of Yandina, some of the extensions of the Dunethin line on the south bank of the Maroochy River came close too, in the vicinity of Caboolture Creek. On clear days and nights in winter, the whistle of cane trains could be heard in the cane paddocks west and south west of town.





Operations on Fischer's Line

Obviously steam locos hauled those initial cane trains from Fischer's and intermediate sidings, though Moreton invested early in internal combustion, a Purcell petrol locomotive, *Vanguard*, arriving in August 1922 from Auburn in NSW. This loco was put to use on the new lightly laid Coolum line, but did run up Valdora way too, and it's quite possible it ran out Fischer's way also. In 1934, the *Vanguard* was being used on the new extension to Diefenbach's in the Valdora district. With

the end of steam power at the Moreton mill in the 60s, diesel locos were used on Fischer's line cane trains.

Those last forty years of cane train operation to Fischer's were handled by diminutive diesel locos of the Nambour mill roster. My detailed observation of the line only really commenced after 1999. My recollection in this era was of two cane locos being used on Fischer's line. These were Com-Eng 0-6-0DH *Jamaica* (B1112 of 1956) and EM Baldwin 0-6-0DH *Bli-Bli* (6/1257.1 7.65), which tended to be based at River Depot



Moreton beside the Maroochy River at Picnic at the Rocks, between Garrett and Amaroo sidings in 2002.

Photo: Carl Millington



Jamaica on Fischer's line with cane on 6 September 1999.

Photo: Rod Milne

to service the smaller outposts. Other candidates for trips on Fischer's line included the tiny EM Baldwin 0-4-0DH multi pair, *Maroochy* (6/1064.1 11.64) and *Valdora* (6/1258.1 6.68), which spent much of the cane season camped in a siding north of the river bridge to service several very lightly laid branches in this area such as the Barracks line. One assumes this pair was used from time to time on Fischer's line, the bigger Clyde 0-6-0DH loco *Moreton* (63/289 of 1963) being deployed on the heavier cane hauls from Cooper's Camp, Valdora and Yandina Creek to the north.

The extent the line was worked each week depended entirely on the vagaries of the cane harvesting programme. If cane was being loaded at Fischer's up by Collins Road, the cane trains went the whole length, but if loading operations were at Ashton's, Macauley's or App's, the loaded bins would only be hauled from there. There were of course, days when no cane was traversing Fischer's line and the harvesters were elsewhere in the district.

While cane trains were restricted to the winter and spring months of the year, autumn sometimes brought work or navy trains to Fischer's line. These allowed necessary repairs to the not so permanent way, clearing of washouts and spraying of grass and weeds as a prelude to the operation of the seasonal cane trains.

The last years

By 1999, maintenance of the branches had declined alarmingly, and small derailments seemed a daily occurrence. The full closure of the mill four years later was easily predictable, with new overseas owners seemingly not interested in the

mill's long term viability. Slippage was commonplace as *Bli-Bli* and *Jamaica* struggled to pull the rakes of loaded bins in from Fischer's, the rails often covered in mud and grass making the task even trickier. There was a bit of a climb east from Fischer's to the point where the tramway was forced close to the river adjacent to Mount Ninderry.

In September 1999, both *Jamaica* and *Bli-Bli* were running Fischer's line, with the former working a load from the terminus on Monday 6 September. A day or so later, on Wednesday 8 September 1999, *Bli-Bli* was doing another run on the branch.

At River Depot, the loads were assembled to go into the Moreton sugar mill, *Moreton* having the biggest load usually. Some days even the small multi pair ran a train into Rosemount as well. Although I was working in the north of the state in 2000-2003, I managed to be around for the 2002 cane season. That season, the rostered loco for Fischer's line was *Bli-Bli*, with *Jamaica* being regarded as a spare loco, perhaps due to the dwindling tonnages railed.

2003 saw me again working in the north, but in a way I was glad to be there, for there is always a sadness about the final year of operation on any railway. The Moreton mill closure had been announced to take effect from the end of the 2003 season, the little cane locos clattering about for one last crush, Fischer's doubtless seeing a few runs by *Bli-Bli* and maybe other locos. It would have been a sad event to see the last load of cane trundle down the branch to the river bridge and river depot, bringing to an end the use of a branch line only built in 1921. Still, 82 years is not a bad run; many state operated branches have shorter careers in Australia.



The Terrible Tivo (Valdora and Maroochy) camped on a siding by the junction to Fischer's line, with the Maroochy River lift bridge in the background.
 Photo: Rod Milne

What ifs?

Moreton sugar mill was poorly located from the very start, and this undoubtedly contributed to the demise of the local sugar industry. It was too remote from the more productive cane lands and sited in a narrow creek valley hemmed in by low ranges. A mill at Yandina would have been far better located. One can't help but wonder what would have happened to the sugar industry had a central mill at Yandina taken over from the Nambour site. Still, the ultimate threat to the sugar industry in the Nambour area came from urbanisation from the 1960s.

Ten years or so after the last cane trains ran to Fischer's, it's hard to believe there were ever rails as far as the South Maroochy at Yandina, the minimal formation swallowed up and

eroded by the vagaries of weather. Although ratoon cane is still common in abandoned paddocks north of Yandina towards North Arm, the days when the Maroochy Shire was supported by a significant sugar cane industry have faded into the past.

Acknowledgements

I would like to thank the friendly crews that worked around the river depot in the last years for their assistance. Carl Millington worked cane trains of the sugar mill at Nambour in later years and was a source of wonderful information. The article is dedicated to my friend Lisa Stafford who has lived in the Ninderry area long enough to know the environment but not long enough to see cane trains come up the valley as far as Collins Road.



Bli-Bli and its train have arrived at Fishers Line junction during the 2002 season.

Photo: Carl Millington



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Special thanks to contributors to the Australian Sugar Cane Trains/Navy Pics 2ft Facebook page.

NEW SOUTH WALES

SOUTH MAITLAND RAILWAYS PTY LTD

(see LR 189 p.18)

1435mm gauge

During 20-21 April, a freak storm generated by a low pressure system off the NSW coast inflicted by far the most extensive flood damage ever experienced by the South Maitland Railways. Rainfall registrations upwards of 300mm in 24 hours in some parts of the lower Hunter region were the highest recorded in modern times, and normally adequate railway drainage works were totally overwhelmed by the runoff. Washaways and ballast scouring occurred over the entire length of the SMR between East Greta Junction and Cessnock, the Weston–Neath section being particularly affected. A major washaway occurred at the 5.05 km mark where a former road underpass had been converted to a culvert



During the storm of 20 and 21 April, this washaway at 5.05 kilometres on the South Maitland Railway exposed the timber supports of the former viaduct and underpass which were buried in situ in the 1970s. Photo: James Knight

by backfilling and the insertion of twin Armco steel pipes. These works were totally swept away. The inflow into Wallis and Fishery Creeks subsequently inundated vast areas of South Maitland, and the SMR line in the vicinity of East Greta Junction was under water for several days, but this was of little consequence in comparison with the storm damage. The SMR was not reopened to traffic until 4 June, but in the interim a loaded Austar coal train, which had to be stopped at East Greta Junction for safety reasons when the storm struck on 20 April, was not retrieved until 6 May, but not before the twin EL Class locomotives were removed for inspection of water damage and replaced by fresh motive power.

Robert Driver 6/15

QUEENSLAND

MACKAY SUGAR LTD, Mackay mills

(see LR 241 p.18)

610mm gauge

Cow and calf Clyde 0-6-0DH multi unit locomotives *Habana* (60-215 of 1960) and *Marian* 11 (56-104 of 1956) have been transferred to Mossman Mill and departed Racecourse Mill by road transport on 27 May. Earlier in May, these locos had been painted in the standard Mackay Sugar yellow, green and red livery replacing the yellow and red livery they had previously carried. During June, EM Baldwin B-B DH 17 *Langdon* (9562.2 6.81 of 1981) was on loan to Racecourse Mill from Marian Mill to stand in for failed EM Baldwin B-B DH *Shannon* (7126.1 5.77 of 1977). Mitch Zunker 5/15; Scott Jesser 6/15; Jamie Head 6/15

MACKAY SUGAR LTD, Mossman Mill

(see LR 243 p.18)

610 mm gauge

Cow and calf Clyde 0-6-0DH multi-unit locomotives *Habana* (60-215 of 1960) and *Marian* 11 (56-104 of 1956) arrived here on transfer from Mackay Sugar's Racecourse Mill on 28 May. Julian Harrold 5/15

MSF SUGAR LTD, Mulgrave Mill

MSF SUGAR LTD, South Johnstone Mill

(see LR 243 p.18 for both mills)

610mm gauge

Mulgrave Mill's Clyde 0-6-0DH 25 *Cucania* (63-289 of 1963) was working ballast trains on the South Johnstone system in early May including a sighting at Daradgee on 6 May.

South Johnstone Mill's Com-Eng 0-6-0DH locomotives 4 *Harvey* (AD1138 of 1960) and 5 *Bramston* (AH2460 of 1962) returned from their repowerings at IBS Engineering of Innisfail in mid June.

The South Johnstone Mill rail system is being used to deliver new bins to Tully Mill direct from the Bradken factory at Boogan to the nearest point on that mill's interconnected rail system, obviating the need to use road transport. In one such working, EM Baldwin B-B DH 25 (6470.1 1.76 of 1976) was used to deliver 30 new 10 tonne bogie bins on 4 June. Clyde 0-6-0DH 18 (56-83 of 1956) was seen on a rake of 30 new Tully bins at the factory on 26 June and was expected to haul them off to the Tully system the following week.

RSU remote control training was done at South Johnstone Mill for two weeks during the latter half of May using Mulgrave's Com-Eng 0-6-0DH 9 *Meerawa* (FC3473 of 1964) and South Johnstone's EM Baldwin B-B DH 25. 9 *Meerawa* had been road transported to South Johnstone on or about 7 May after being commissioned during the last week of April. It returned to Mulgrave on or about 5 June, managing to have a derailment near Greenwoods Loop along the way.

EM Baldwin B-B DH locomotives 24 (5477.1 8.74 of 1974) and 26 (7244.1 8.77 of 1977) returned to South Johnstone from their rebuilding at the Mulgrave Mill locoshed during June, 26 by the 12th and 24 by the 16th. They were brought back by road transport owing to bridge work on the line connecting the two mills. Both locos were fitted with Mulgrave style cabs, hoods and fuel tanks with the motors and drive trains left as is. RSU remote control equipment was fitted also. The rebuild of Prof B-B DH 22 *Aloomba* (P.S.L.25.01 of 1990 rebuilt South Johnstone 1993) at Mulgrave is not expected to be completed until August.

John Browning 5/15; Carl Millington 5/15; Chris Stephens 5/15; Andrew Sues 5/15, 6/15; Robert Shepherd 6/15; Peter Smart 6/15; Jason Quinn 6/15; John Charleton 5/15, 6/15; Luke Horniblow 6/15; Tyrone Griggs 6/15

TULLY SUGAR LTD

(see LR 243 p.19)

610mm gauge

Seen at Euramo on the rail welding train late in April was EM Baldwin 0-4-0DH *Tully* 2 (6/1082.2 2.65 of 1965).

South Johnstone Mill's EM Baldwin B-B DH 25 (6470.1 1.76 of 1976) delivered 30 new 10 tonne bogie bins from the Bradken factory at Boogan to the northern extremity of the Tully Mill rail system for collection by a Tully loco on 4 June. More new bins awaiting delivery to Tully Mill were seen outside the Bradken factory on 15 June.



These new bins for Tully continue to be fitted with the Bradken design Willison couplers. Carl Millington 5/15; Luke Horniblow 6/15; Robert Shepherd 6/15

WILMAR SUGAR (HERBERT) PTY LTD, Herbert River Mills

(see LR 243 p.19)

610mm gauge

A total of 161 new 8 tonne bins were added to the fleet this slack season.

Victoria Mill's Clyde 0-6-ODH *Canberra* (65-433 of 1965) has remained at Macknade Mill up until the end of June. Macknade Mill's EM Baldwin B-B DH *Darwin* (6171.1 9.75 of 1975) was fitted up with its new bogies during the first half of June. Unfortunately, it ended up riding too high on these bogies and wouldn't fit under the road bridge at Cordelia across the river from the mill. Efforts were made to lower the loco but without sufficient success so on 23 June, it was transferred along with Clyde 4 wheeled brakewagon BVAN 4 (CQ3426 of 1975) to Victoria Mill and Victoria's EM Baldwin B-B DH *Wallaman* (6400.3 4.76 of 1976) with Clyde 4 wheeled brakewagon BV6 (CQ3477-2 of 1976) took its place at Macknade.

During the evening of 22 June, Macknade Mill's EM Baldwin B-B DH 20 (7070.4 4.77 of 1977) was struck by a car at the Bruce Highway level crossing on the Hawkins Creek line. A crew member and the driver of the car were injured. An air reservoir and a sandbox were torn from the loco.

Crushing in the Herbert commenced on 23 June but owing to wet harvesting conditions, there was only sufficient cane supplied to run Macknade for the first few days. Most of this cane was from the Victoria area and resulted in the frequent running of shuttle services between the two mills.

Editor 6/15; Townsville Daily Bulletin 23/6/2015

WILMAR SUGAR PTY LTD, Inkerman Mill, Home Hill

(see LR 239 p.26)

610mm gauge

The 1067mm gauge sugar loading sidings here were relaid with concrete sleepers in May to enable the use of Aurizon 2800 class locos on sugar trains. The 610mm gauge yard was pulled out in January then relevelled and relaid with new track work including concrete sleepers.

Arthur Shale 6/15

WILMAR SUGAR (INVICTA) PTY LTD, Invicta Mill, Giru

(see LR 239 p.26)

610mm gauge

Seen at Upper Houghton 1 stabled with the ballast train and plough on 2 May were Com-Eng 0-4-ODH *Invicta* (CA1040 of 1960) and Com-Eng 0-6-ODH *Inkerman* (FB3169 of 1963). *Inkerman* is still carrying *Oakenden* name plates from its Mackay Sugar days. Of note at the mill on the same day was Walkers B-B DH *Jarvisfield* (601 of 1969 rebuilt rebuilt Tulk Goninan 1994). As well as the obviously normal maintenance work being carried out, the cab interior had been completely gutted.

Luke Horniblow 5/15



Top: The Manildra Group's Walkers B-B DH 7340 (702 of 1972) at the Narrandera flour mill on 10 April. Photo: Dale Smith **Centre:** At Racecourse Mill, Mackay Sugar's Clyde 0-6-ODH locomotives Marian 11 (56-104 of 1956) and Habana (60-215 of 1960) are loaded up and ready for transfer to Mossman Mill on 27 May. Photo: Mitch Zunker **Above:** Heavily modified South Johnstone Mill Clyde 0-6-ODH 18 (56-83 of 1956) at Mirriwinni on 23 June. Photo: Mitch Zunker

WILMAR SUGAR (KALAMIA) PTY LTD,

Kalamia Mill

(see LR 239 p.26)

610mm gauge

Ballasting and tamping work was done to the dual gauge branch between the mill and Ayr during the slack season to enable the use of Aurizon 2800 class locos on sugar trains. Possibly the 1067mm gauge sugar loading balloon loop has been upgraded also to take these locos.

Arthur Shale 6/15

WILMAR SUGAR (PROSERPINE) PTY LTD,

Proserpine Mill

(see LR 241 p.22)

610mm gauge

The rebuild of Clyde 0-6-ODH 8 (65-443 of 1965) was still ongoing at the end of June.

There have been minor trackwork changes at the entrance to the loco shed to limit access in the event of a runaway loco. One line has been closed off and a manual derailer switch put in to control access to shed.

Work was carried out during the slack season to unman the empty yard. Four replacement powered turnouts, track sensors and new indicator light bridge were installed.

Tom Badger 6/15

OVERSEAS

FIJI SUGAR CORPORATION

(see LR 242 p.25)

610mm gauge

In June, a strike by cane lorry drivers carting cane to Rarawai Mill caused the mill to stop owing to inadequate cane supply. Sadly, this is indicative of the large percentage of cane carried by road compared to the mills' own rail systems in Fiji.

Fiji Broadcasting Corporation 24/6/2015



Top: Mulgrave Mill's rebuild of South Johnstone Mill EM Baldwin B-B DH 24 (5477.1 8.74 of 1974) outside the Mulgrave locoshed on 11 June. Photo: John Charleton **Above:** Racecourse Mill's Clyde 0-6-ODH 14 Alexandra (61-235 of 1961) with cane for the mill passes by Com-Eng 0-6-ODH 25 Eton (FB3170 of 1963) on a ballast train tucked away in a siding near Stock Route Road on 20 June. Photo: Steven Jesser



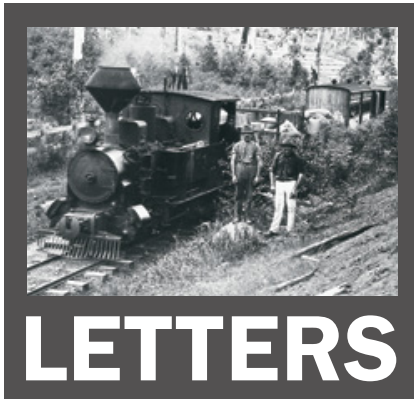
Kalamia Mill's EM Baldwin B-B DH Norham (5383.1 7.74 of 1974) with a load of fulls on at McDesme 3 on 12 June. Photo: Luke Horniblow



Above: Com-Eng 0-4-0DH Invicta (CA1040 of 1960) and Com-Eng 0-6-0DH Inkerman (FB3169 of 1963) on ballast duties have been stowed away at Upper Haughton 1 on the Invicta Mill network on 2 May. Photo: Luke Horniblow

Right: A rarity in the Queensland sugar industry these days is a Clyde with its original cab. An example here is South Johnstone Mill Clyde 0-6-0DH 13 (59-203 of 1959) seen in company with three brakewagons at the mill on 15 June. The two brakewagons at the left are EM Baldwin 6-wheeled units 2 (6575.1 5.76 of 1976) and 3 (6575.2 5.76 of 1976) although discerning which is which in this image would require a seasoned observer. Next to the loco is Clyde 6-wheeled unit 1 (CQ2413 of 1972). Photo: Luke Horniblow. **Below:** Walkers B-B DH Tully-7 (657 of 1970 rebuilt Tulk Goninan 1994) is approaching Tully Mill from the south on 27 June. Photo: James Chuang





LETTERS

Please send letters to:

Editor: Scott Gould

PO Box 21, Williamstown, Vic 3016

e-mail: editor@lrrsa.org.au

Looking Back (LR 242)

I wish to refer to an article in *Light Railways* 242, page 15 *Looking Back*. To ensure information is clear and correct the wording of the first sentence should state 'Auldana Winery is situated in the eastern foothill suburb of Magill approximately 6km from Adelaide city.'

The winery is still operating, but the rails which used to extend to the present car park have now disappeared.

Keep up the good work of producing this informative and interesting magazine.

Douglas Fletcher
Uraidla, SA

Book review: *The Anatomy of a Narrow Gauge Baldwin* (LR 243)

In writing the above book review I said that the book was the third in the 'Anatomy' series. Since then I have discovered that it is in fact the fourth. The third in the series is titled *The Anatomy of the Metropolitan Railway 4-4-0 Tank Locomotive*. It describes the Beyer Peacock standard gauge 4-4-0T locomotives used on the Metropolitan Railway of London, which were first built in 1864. LRRSA Sales is not stocking it, as it is outside our normal scope, but as with all books in this series, the quality of the content is extremely high, and it may be of interest to a number of our members. Copies are available from Australian Model Engineering, PO Box 267, Kippax ACT 2615 (www.ameng.com.au) at \$39.95 including postage.

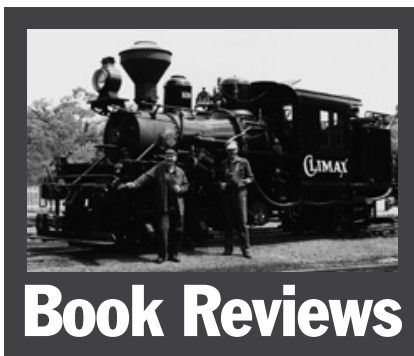
The book was of particular interest to me because of its inclusion of a history of the type and related designs, which include locomotives used in all Australian states on three different gauges.

Frank Stamford
Emerald, Vic.

Thin lines of transport (LR 243)

On page 8 it is stated, no doubt correctly, that the South Australian Railways' experimental monorail was 'shown to parliamentary members on 1 December 1910 on the exhibition siding at the Adelaide Railway Station yard at the rear of Parliament House (Figures 8, 9 and 10)'. Figure 9 (on page 9) is the relevant photograph, yet it is quite clear that it is not at the location stated, but is in open countryside. It would be logical and tempting to believe that the photo was taken in the 'back blocks' of the Islington Works. It may be, but does not appear so when compared to the many photos of locomotives and rolling stock taken there. Can any reader confirm the location?

Richard Horne
South Croydon, UK



Book Reviews

Tulloch: A History of Tulloch Engineers & Manufacturers Pymont & Rhodes 1883-1974

by David Jehan

296 pages. A4 size, hardbound with colour dust jacket. Printed on gloss art paper. 372 black & white and 42 colour photographs and illustrations, 20 drawings, maps and plans. Published 2015 by Eveleigh Press, Matraville, NSW.

David Jehan will need no introduction to most readers and his latest book is a company history of an important Sydney manufacturer that produced locomotives and rolling stock, as well as operating a logging tramway. In some ways the history of Tulloch parallels that of Commonwealth Engineering, recorded with distinction by the late John Dunn, and the present volume has been designed as a very worthy shelf companion to the ComEng volumes.

The author handles well the massive task of documenting the origins and development over almost a century of a family engineering

company that grew and evolved from its beginnings as the small business enterprise of a Scottish immigrant. Innovation was a key to success, and double-decker passenger stock for 1960s Sydney was only one of many examples of a quest for new and innovative products that allowed the company to prosper in spite of the inevitable difficult times.

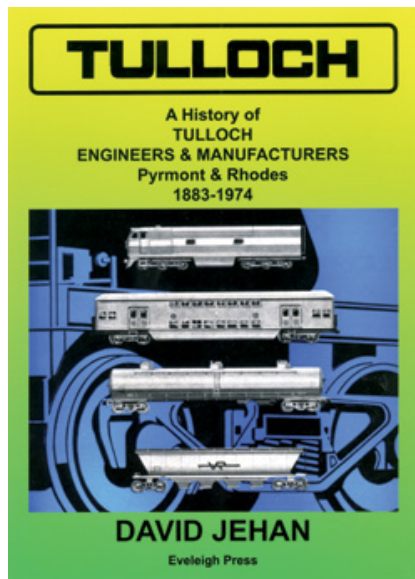
Tulloch's varied non-railway related production over the years included structural steel for construction, complete bridges, gardening tools, components for fighting vehicles, cast iron pipes and steel tubing, ocean-going lighters, steel framed prefabricated buildings, portable classrooms, machine tools and industrial and agricultural equipment.

Light Railways readers will find of particular interest the fascinating account of the Mount George timber tramway and the information

about a range of very interesting locomotives and rolling stock built for industrial and private railways from the 1950s. The author's profession as a rolling stock engineer is a winner here, even if the short career of the colourful Arthur Esgate as Manager and Chief Design Engineer of the newly-established rolling stock division from late 1956 to early 1959 receives a somewhat anodyne treatment.

One small issue that it may be appropriate to mention is one that is not confined to this particular book. It stems from this reviewer's view that the task of the historian is to examine source material and other evidence, critically analyse and evaluate it, and then to synthesise the material into an original account in the author's own voice. There is no doubt that the judicious inclusion of source material can add colour to an account and assist the reader to understand context. However, a number of writers seem increasingly to prefer to reproduce sizeable chunks of primary source material (or in some cases a partly digested version of it) over telling the story in their own words. Hopefully the availability of online resources such as through Trove Newspapers is not further encouraging this tendency.

Having got that minor issue off my chest, I must emphasise that this book can be recommended as well-written, wide-ranging, and a valuable contribution to the recorded history of Australian manufacturing industry. Profusely illustrated and demonstrating high editorial and production values, the book exudes quality, and its price reflects this. It can be obtained for \$85.00 plus postage from SCR Publications, PO Box 345, MATRAVILLE 2036 or ordered online at <http://www.australianmodelrailways.com/evframe.html>
John Browning





Ghost Trains – Forgotten Railways

DVD, Anthony Buckley Films, 54 minutes, 16:9 format, All Zones, Written and narrated by Peter Fenton. www.anthonymbuckleyfilms.com.au PO Box 6019, West Gosford, NSW, 2250

Having seen two of Buckley's previous films (*The Savannahlander*, *The Gulflander*) a good number of years ago, I was pleased to receive this title for review. Those mentioned films, narrated by the late Bill Peach, are still enjoyable viewing for armchair travellers – even my mother-in-law was impressed. Similarly, the title under review is not for hardcore railfans. However, gunzels excepted, I suspect most will find it interesting, thought-provoking and enjoyable.

Starting in Far North Queensland and finishing in Sydney's underground rail tunnels, with plenty of diversions along the way, this film has several layers to it – history, politics and vision or, all too often lately, the lack of it.

Broadly made up of a number of historical excursions looking at various long-closed industrial lines – Stannary Hills and Irvinebank 2ft gauge, Joadja, Wolgan Valley – interspersed with some thought-provoking examination of the plight of some NSW government lines where trains have been withdrawn but the rails just rust (Mudgee being a case in point) plus the surprising resurrection of the Mt Lyell railway in Tasmania. All this is rounded out with a look at John Bradfield's vision for Sydney's underground railways.

This is not just a presentation of old pictures and talking-heads mixed up to make a nice home movie (though it has all that). Accepting that industrial railways come and go depending on the industry behind them it can only be good that a number have become walking- and 4WD-tracks rather than reverting to impenetrable bush. A couple of the historical segments make good use of historians – Leonie Knapman takes us to Joadja whilst Michael Keats guides us along the Wolgan Valley railway to Newnes. At both places the decaying remains of the shale industry are inspected.

When commenting on the government railways, narrator Peter Fenton clearly has a wider picture in mind with some refreshing and provocative commentary on where this country has gone wrong with its railways. Fenton bemoans the lines of B-double trucks chewing up taxpayer-funded roads whilst perfectly good parallel railways are left to go to rack and ruin. Anyone who has ever been terrorised on a country road by one of those gargantuan trucks may well agree with his premise that the freight they carry should be on the railway.

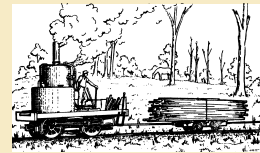
Fenton also envisages a tourism role for the railway with some of the more scenic and historic lines being utilised for tourist purposes.

To show what can be done, operations on the West Coast Wilderness Railway (WCWR) are interspersed between the historic and current segments. Will anything come of Fenton's vision? Who knows. We do have a number of tourist railways yet there is surely room for an enlarged role in this area – we all know of lines that seem to have potential. They just need people of vision. Will another Bradfield come along and galvanise matters? It's a question to ponder. Bearing in mind that political will and vision in this country has just about hit zero one can only hope.

I did note a couple of small errors in the narration – the gradient of the WCWR Abt section and the number of locos at Rocky Bluff are both incorrect. Additionally, I thought a map would assist less knowledgeable viewers at a couple of points. So, did this DVD pass the mother-in-law test? Unfortunately I can't do that anymore but I can say that "her indoors" thought it most interesting!

Aside from the mentioned points this is a welcome addition to the DVD library and I can thoroughly recommend it. Check the Sales List or Online Shop for members' prices.

Phil Rickard



LRRSA NEWS

MEETINGS

ADELAIDE: "Northern Territory amusement lines"

Discussion of amusement lines continues, with a focus on the Northern Territory. News of light rail matters will be welcome from any member.

Please contact Les Howard on 08 8278 3082

Location: 9 Craiglee Drive, Coromandel Valley.

Date: Thursday 6 August at 8:00pm

BRISBANE: "Greg Stephenson presents Southern China"

Greg will be presenting on his travels in Southern China including the Liuzhou Industrial Museum and Yunnan Railway Museum.

Location: BCC Library, 107 Orange Grove Road, Coopers Plains.

Date: Friday 21 August at 7:30pm

MELBOURNE: "AGM, followed by 'Trains, trees and a volcano or two – a recent gallivant of the USA West Coast'"

Bill Hanks has recently returned from the USA, and will share highlights of his trip. It will include miniature trains of 7½" gauge up to a mighty UP cab-forward and many other things in between.

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

Date: Thursday 13 August at 8:00pm

SYDNEY: "The industrial archeology of Newcastle – railways and tramways"

NOTE TEMPORARY CHANGE OF VENUE

Newcastle, NSW was once a thoroughly industrialized city. Its diverse industrial establishments – steelworks, factories, coal mines, smelters, wharves – were served by a complex railway and tramway system. Dr Jim Longworth will explain the interaction and the industrial archeology of the industries of this most interesting port city.

Temporary new location at Burwood:

George Street Centre, Cnr George St and Elsie St, Burwood. Located about 150 metres north of Burwood railway station, off Burwood Rd. There is a parking station available (pay) or street parking.

Date: Wednesday 26 August at 7:30pm

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Field Reports

Please send any contributions, large or small, to fieldreports@lrrsa.org.au or to P.O. Box 21, Surrey Hills, Vic 3127.

Cameron & Barton sawmill and tramway, Marysville, Victoria Gauge 914mm

Cameron & Barton's mill at Cambarville in the mountains above Marysville is reasonably well-known to sawmill enthusiasts; less so is its predecessor, at a lower altitude, and much closer to the township.

The partnership of Cameron & Barton was formed by two strong-willed, civic-minded and entrepreneurial men, Frederick Barton and Alexander Cameron. Cameron had been involved in the sawmilling trade at Toolangi from 1933¹ but, as the effects of the Great Depression began to recede in the mid-1930s, the two men went into partnership to run a new and enlarged sawmill at Marysville.

In March 1935, Cameron & Barton applied for the sawmilling rights over 2000 acres of state forest in the basin of Keppel Creek north of Marysville. In addition to the state forest, the partners had obtained the right to cut timber from the private property of brothers John and Jeremiah Keppels nearby. Separately, neither the private property nor the state forest represented a viable proposition worth the expense of installing a sawmill. In combination, however, they seemed a viable prospect. The partners intended to invest £2000 in the business, which included Cameron's mill plant still at Toolangi. Investigation of a practicable mill site and log extraction routes commenced almost immediately. The timber along Keppel Creek was situated on country too steep to be worked by crawler tractors, and would have to be worked using a tramline. The first timber was cut at the new Keppel Creek mill in April 1936. Logging was concentrated in the direction of Mount Margaret and, for this purpose, a 3-ft gauge tramway was constructed south-east along Keppel Creek.²

All seemed to go well until the very dry summer of 1938-1939. Cameron & Barton's mill escaped destruction in bushfires which followed in January 1939. However, the log tramway and associated infrastructure were destroyed, and the damage was estimated at £600.³ A further fire in February 1939 put paid to any hope of future operations at the site.⁴ The forest available to the mill had been poor and fire-damaged even

The Light Railway Research Society of Australia had its beginnings at the instigation of Frank Stamford in 1961. One of his motivations was to record the fast-disappearing remains of the Powelltown tramway. The Society's first published attempt to extract light railway research information from the environment (as opposed to documentary or oral evidence) was in *Light Railways* No.9 (the Winter issue of 1962), with articles by Des Jowett on quarry tramways at the Grampians (western Victoria) and Mississippi Creek (Lakes Entrance, Victoria). These articles would not be the last. The first report resulting from some hard foot-slogging in difficult terrain included a map of otherwise unknown remains published in *Light Railways* No.20, in an article on the Benwerrin Coal Company's mining tramway at Deans Marsh in Western Victoria. The article was authored by LI Richardson and the map was prepared by Ian Stanley. Over the next few years more reports and maps emerged showing remains at many remote tramway sites.

When *Light Railway News* first appeared in December 1977, one of its stated aims was 'A means of building up Society records'. It was an aim that was met from the very first issue, with reports of industrial railway operations still of interest to today's researchers thirty-eight years later. The first field report of an abandoned railway, the Guthega Haulage of the Snowy Mountains scheme, appeared in only the third issue, dated April 1978. A report on a tour to Powelltown by Society members in issue No.4 contained the first map in that publication to be drawn from a site visit. Perhaps the biggest impetus for field research came with the establishment of the LRRSA 'Bushbashing Group' under the guidance of Geoff Thorpe (following the Ash Wednesday bushfires in Victoria in 1983). A whole generation of Victorian bushbashers honed their skills with compass and machete, and Geoff's detailed maps set a high standard for future field reports. Increasingly, light railway research has come to rely on the tangible evidence obtainable by archaeological survey. Perhaps the best proof of that is the recent LRRSA publication *The McIvor Timber & Firewood Company*.

Industrial sites using light railways are ephemeral in nature. Many were temporary, especially where mining, sawmilling and manufacturing are concerned. Mines are re-worked, forests are re-logged and burnt, and factory sites are re-developed. What is there today is often gone tomorrow. The Field Reports section of *Light Railways* offers a chance to record those sites for current and future researchers. Often, it is the only evidence available for certain aspects of the light railways we study. What follows, I hope, will to some extent demonstrate that. With the winter bushbashing 'recess' in full swing, I offer up two previously-unpublished field reports from some years ago. The first examines a tramway for which there was little or no documentary evidence but which, after survey in 2002, yielded many secrets. The physical evidence for some of those secrets was irrevocably lost in the Black Saturday bushfires of 2009. The second report, from 2008, examines a sawmill and tramway similarly lacking in documentary evidence but assigned the same owner in a government database; field research reveals them to be two totally separate operations.

Today, we have some wonderful tools available to us. Lightweight GPS units, laser rangefinders, Google Earth, high-resolution aerial photography and LiDAR. However, there is still nothing to beat strong boots, a sharp machete, a keen pair of eyes and a good notebook ...

Peter Evans 06/2015

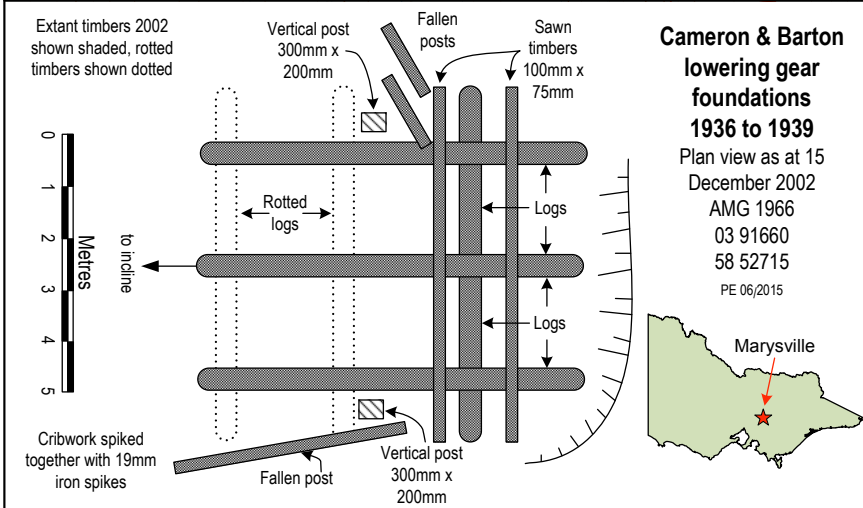
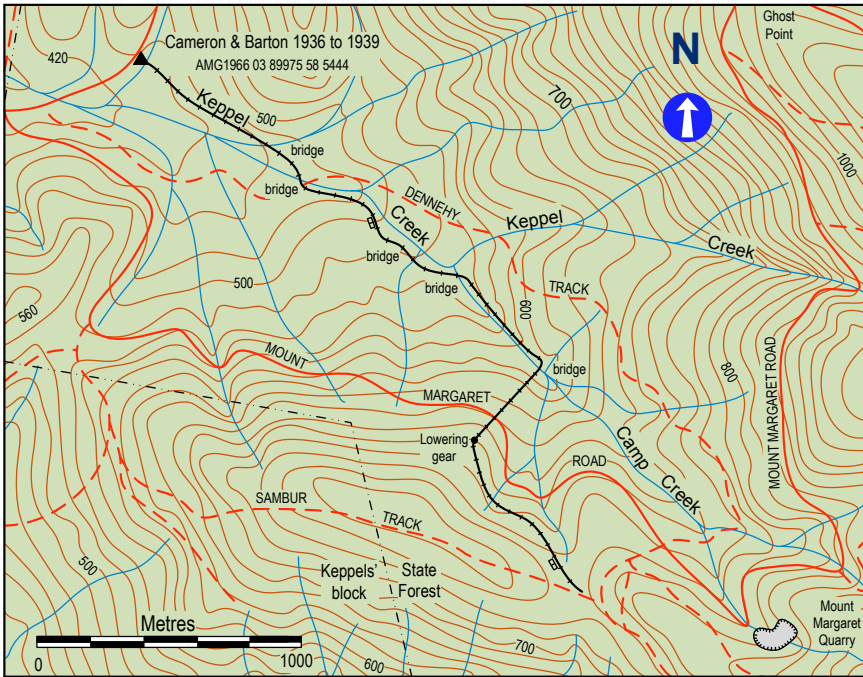
before the disasters of January and February. Cameron & Barton had already applied for a new area in the Cumberland Valley before the fires and, by November 1939, the Keppel

Creek mill had been dismantled and re-erected at the location that would become known as Cambarville.⁵ Today, the Keppel Creek mill site is a popular picnic ground with no sign that a



Cameron & Barton's mill alongside Keppel Creek in 1937.

Photo: Author's collection



sawmill had ever been there, and the mill's logging tramway is now densely overgrown. In none of the Cameron & Barton Forests Commission files was there a map of the tramway

system, although an unrelated file hinted at the possibility of an incline and lowering gear on Mount Margaret. In such situations, there is nothing to do but pull your boots on, sharpen



The abutment of a crib log bridge along the lower section of Cameron & Barton's tramway. Photo: Peter Evans, 9 December 2012

your machete, and start in the mill log yard. The first visit to the site was made on 9 December 2002. The tramway was picked up outside the 50m of disturbed area around the mill site. Here, the tramway was laid almost flat on the ground but, at the first creek crossing, there were the substantial remains of a crib-log bridge and, a little further on, a second bridge and a make-up over a piece of swampy ground. From this point onwards the tramway had been bulldozed for a short distance, but further on was picked up on a gently-rising grade with plenty of wooden packing to be seen, indicating that the line was worked by horses. The remains of another two crib log bridges were passed. As the valley began to narrow, the formation became easier to follow and twisted and turned to follow closely along what was now Camp Creek. Here, the creek walls were almost vertical, with the tramway formation hemmed-in right beside the stream. At the foot of a steep spur leading down from Mount Margaret, the tramway swung sharply south, crossing Camp Creek almost at water level and leading to a large excavation in the southern side of the creek bank. This was obviously the foot of an incline with a short spur line to store, at most, two empty trucks. An attempt was made to follow the incline up the hillside on a compass bearing taken from the bottom, but later logging had destroyed any evidence. At a point where the spur led out onto Mount Margaret Road, it was time to call it a day.

A return visit was made on 15 December 2002, this time starting higher up the mountain near Sambur Track. More by good luck than good management (although 'thinking like a sawmiller' always helps), the tramway was picked up almost straight away, and followed downhill to the lowering gear site and the head of the incline. GPS readings for both the head and the foot of the incline allowed for it to be plotted on the map and, once you knew where it was, a vague clearing along its alignment could be discerned through the 1939 regrowth forest. The foundations of the lowering gear were substantial, and seemingly indicated a side-by-side wheel arrangement, although all reusable metalwork had been removed. A measured plan was made of the remains (in thick bush and dappled sunlight, photographs are almost meaningless), and then it was time to head back out of the bush and plot the two days' work on a topographic map. What had been an unknown was now known. Peter Evans 06/2015.

References:

1. Houghton, N (1986). *Timber Mountain: A Sawmilling History of the Murrindindi Forest 1885-1950*. Light Railway Research Society of Australia, Surrey Hills, Victoria. Page 57.
2. PRO, VPRS 1153/P1 unit 174 file 38/1034.
3. PRO, VPRS 1153/P1 unit 188 file 39/1376.
4. *Sun News Pictorial*, 14 February 1939.
5. PRO, VPRS 1153/P1 unit 174 file 38/1034. [Mill history condensed from Evans, P. (in prep). *Wooden Rails and Green Gold: A century of timber and transport along the Yarra Track*].



A section of semi-intact wooden tramway on Mount Margaret near the upper terminus of Cameron & Barton's tramway.
Photo: Peter Evans, 15 December 2012

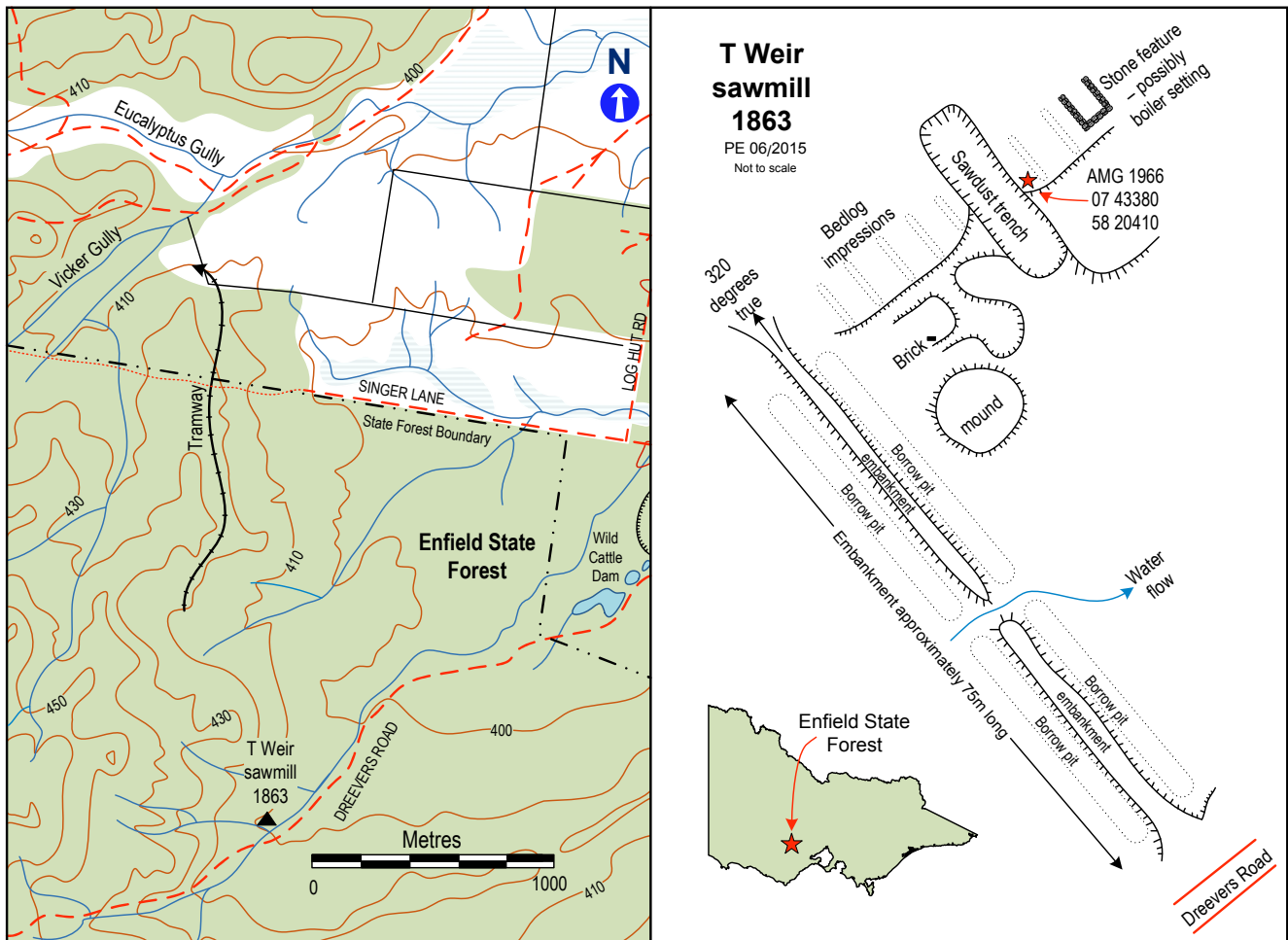
**Weir's sawmill and tramway, Enfield State Forest, Victoria,
Gauge unknown**

In late 1863 applications were made at the Smythesdale Court by T Weir for more than one acre (and Charles Scorer for three acres) on which to establish steam sawmills at 'Eucalyptus Valley'.¹ It was presumably this application that gave rise to the sites listed by what is now the Victorian Department of Environment, Land, Water and Planning (DELWP) as "Weir's Mill"

and "Weir's Tramway" in the Enfield State Forest south-west from Ballarat. Weir is an unusual name in Victorian sawmilling – no subsequent government-licensed sawmill sites were held in this name alone, and Post Office directories contain no mention of a Mr Weir as a sawmiller. Nor does there appear to be any mention of a sawmill of this name in local papers of the period. Most extant information on the site is therefore probably of an archaeological nature. On 14 June 2008 Peter Evans and Colin Harvey

made a survey of Weir's mill site, which is just north of today's Dreevers Road in the Enfield State Forest. The most obvious feature was a large earthen dam embankment approximately 75m long, presumably used to supply water for the mill boiler in an otherwise fairly dry environment. The dam is breached and dry, and the borrow-pits either side of the embankment (used to provide the material for its construction) are obvious. The mill site consists mainly of a very deep sawdust trench compatible with the use of a vertical breaking-down saw. (It would appear that the soil from this trench excavation has resulted in the mound of earth nearby). The only other obvious remains (apart from earthworks and some bed log impressions) were a single brick within the mill environs, and a scatter of glass fragments north-east of the mill. A stone feature to the east of the sawdust trench may be the remains of a boiler setting. There was no sign of any log tramway leading out of the log yard at the mill, although several snig tracks leading into the log yard were obvious.

A return visit was made on 5 October 2008 (this time in company with Phil Rickard) to survey the tramway attributed by DELWP to Weir's sawmill. A total of 1.5km of tramway was inspected and mapped. The formation of this tramway was well-defined, being mounded to a width of 2.4m between substantial drainage ditches. It appeared to be of principal-and-stringer construction, with cross logs spaced



at an average of 1.35m, and super-elevation on the curves. At the southern end, the tramway was lost at a disturbed area, and could not be picked up at the far side. It appeared to go no further, tending to indicate that it had no connection with Weir's mill. At the northern end, the tramway left public land and entered private property, where the formation was lost adjacent to a pine plantation. At this point, the tramway was headed on a falling grade towards Vicker Gully. There is an archival plan showing the site of an old sawmill east of allotment 131Y Parish of Yarrowee,² and it is conceivable that the tramway was heading towards this site on a falling grade. As such, the tramway is unlikely to be associated with Weir's mill and more likely to be a log tram associated with a sawmill in the

vicinity of Vicker Gully and possibly as far west as Eucalyptus Gully. If so, this tramway is more likely to be associated with Scorer's sawmill. This mill was assessed in 1863 as having a value of £312-0-0,³ indicating a substantial operation (in keeping with the nature of the tramway remains mapped). Further research is definitely required in this area.
Peter Evans 06/2015

References:

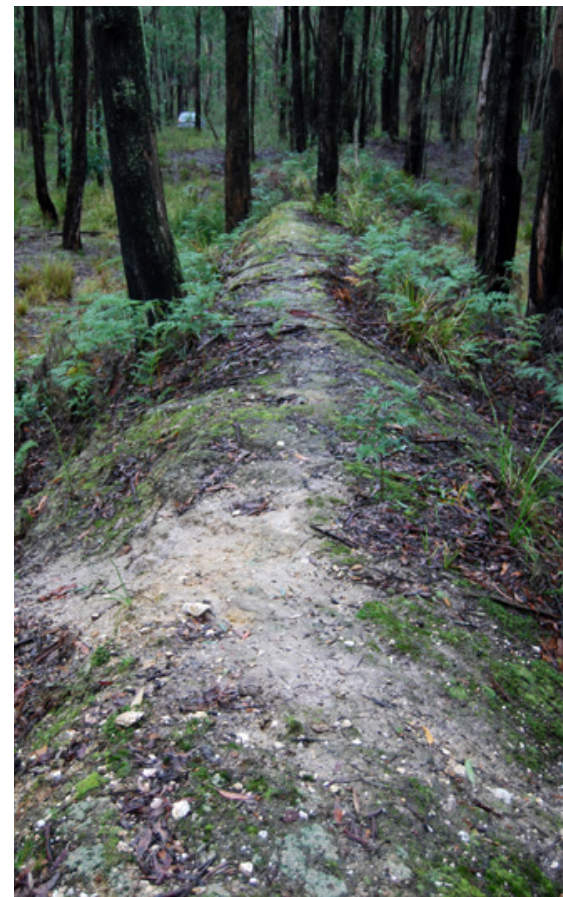
1. Hunt, J. (1990) *Forest and Field – A History of Ross Creek 1840–1990*. Jim Crow Press, Daylesford. Citing *Licensing Register*, Smythesdale Courts, VPRS1365, Vol.1, 1 Oct 1863, 31 Dec 1863.
2. Hunt, *ibid*, page 36.
3. Hunt, *ibid*, citing *Buninyong Roads Board Assessment*, Ballarat West Electoral District, 31 Aug 1863.



Above: The corner of the stone feature on the north-east side of the mill – possibly the remains of a boiler setting. Photo: Peter Evans



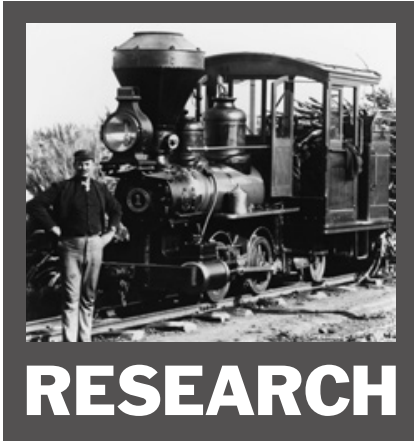
Peter Evans and Colin Harvey examining the tramway alignment, which has been given a slight digital colour wash to make it more apparent. Photo: Phil Rickard, enhancement Mike McCarthy



Above: Looking south-south-east along the dam embankment at Weir's mill. Photo: Peter Evans

Below: Colin Harvey standing in the deep excavation for the sawdust trench. Photo: Peter Evans





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WRB (Bob) Johnson Diaries

A recent email from former *Light Railways* editor Bob McKillop revealed the existence of a set of diaries dating back to the mid 1930s. As Robert described the find 'There is some excitement among the volunteers here at the ARHS Railway Resource Centre (RRC) in Redfern at the recent arrival of four diaries compiled by WRB Johnson, a Melbourne-based railway enthusiast, who meticulously recorded the details of his extensive rail travels in Victoria, NSW, Tasmania, SA and WA between 1932 and 1944. A key interest appears to be light industrial railways, particularly timber tramways.'

With an invitation from Bob to view the diaries at the RRC, I set off to see what all the fuss was about. It transpired that the diaries had not just arrived at the RRC but in fact had been in their collection for many years. What was new though was that archivists had finally found time to examine the contents of the diaries and quickly realised their significance.

Johnson was probably the first railway enthusiast in Australia to take a serious interest in timber tramways and other industrial railways. Whilst many railway enthusiasts in the 1930s were aware of the existence of timber tramways, and visited and photographed them, Bob Johnson seems to have been the first, and apparently only one specialising in them at a time many were still operating.

He contributed to the *Bulletin* of the Australasian Railway and Locomotive Historical Society (ARLHS), in many cases as a joint author with John Buckland. A two-page letter he wrote to John Buckland in 1939 about the timber tramways in the Warburton/Powelltown area reads like a *Light Railways* Field Report – a very succinct, accurate and well written field report, accompanied by an equally detailed map showing information otherwise unavailable. The letter ended with a suggestion that '...some attempt were made to compile a list of as many of them [timber tramways] as possible – at least all those employing mechanical means of propulsion – because they leave little trace and it is very hard to dig up details later.' As a result,

a listing appeared in four ARLHS *Bulletins* starting in May 1940 with WRB Johnson, John Buckland, JCM Rolland and 'GD' (Charles Gavin Duffy?) as authors.

But Bob Johnson's interest extended beyond locomotive hauled lines. The ARLHS *Bulletin* of December 1945 contained his last contribution: *The Quindalup Horse Tramway*, which described horse hauled timber tramways at Quindalup and Yelverton in the far south-west of Western Australia. Possibly dating to the 1850s, it may have been the first railway in Western Australia.

The diaries are all small (10 x 17cm) hardbound pre-lined volumes, most with 168 pages. They are a description of Johnson's extensive rail travels and explorations throughout Australia. Entries are often neatly constructed, full of observational details and notes on conversations with locals regarding the operation of the tramways or aspects of their history. Many other entries are but a few lines, probably quickly observed from a train window while passing through a location. While many headings and entries are attractively written, other parts of his work indicate a more pragmatic approach to recording, often quite messy and written with the intent to get information down in a limited time. Water spots on some pages indicate that the weather wasn't always kind to him, especially when out in the Victorian bush. Much content is not new to active researchers but offers a 'snapshot in time' of what he saw and learned the day he visited a particular site. Undoubtedly though,

there will be pieces of information among the diaries that can be used to further build the history of various operations.

Maps and diagrams are a feature, often meticulously drawn, in which considerable care and attention to detail has been taken. Others are postage stamp size, noting the layout of a simple station yard, with reference to where a tramway was sighted leading away from the location. Most of the maps have been stamped 'Singleton', which suggests that CC Singleton probably copied the maps at some stage to add to his own research.

There are four 'Railway Diaries', titled *RD 2 & 1*, *RD 3*, *RD 4*, *RD 5*. A small ring binder folder, titled *Railway Notes 1* is described by Johnson as containing 'Notes on all railways, excluding Government railway systems'. This folder contains entries on private railways and tramways; typically consisting of a 'potted history' and locomotive information. Few entries are a complete picture of the railway, but rather reflect the summary of Johnson's knowledge on that particular operation. The folder is occasionally referred to in the diaries as ARN1. Reference to ARN2 suggests that there had been a second folder, presumably containing more private railway notes. The last diary in the collection is titled *W.N.1 (Walking Notes)*. This volume contains thorough walking tour notes, mostly of Victorian timber tramway sites, often walked over several days. It is likely he used these notes to later draw some of his maps. There are some very detailed descriptions of his



In early May 1941, Johnson visited the Granton Mill tramway, north of Healesville, Vic. In this image the 6w Days rail tractor, powered by a McCormack Deering engine, is seen in its usual position with 'two logs behind, one in front'. It managed one or two return trips a day from Granton Mill to the road landing, where logs were transferred to trucks. The line ran east beyond the Granton Mill to Granton Dindi Mill, which had been burned out in the 1939 fires. At the time of his visit, Johnson reported that the tramway and Granton Dindi Mill were being rebuilt and expected to recommence operation in the spring.

Photo: WRB Johnson, M McCarthy Collection

walks. One extended visit to the Otway forest, travelling by both VR narrow gauge railway and foot, includes notes on riding the Marchbanks tramway, which left the VR line at Pile Siding.

Further discussions have revealed the existence of another volume penned by WRB Johnson. In the form of a hand written notebook titled 'W.A. Private Railways', the contents were an attempt to piece together a picture and history of the W.A. timber railways. It formed one of many sources of information later used by A Gunzburg and J Austin when writing *Rails Through The Bush* and is held by the Rail Heritage WA Archives, reference A1333.

Unfortunately Bob Johnson was killed in action in Bougainville in the last months of World War II. This item appeared in the ARLHS *Bulletin* No.94, August 1945, page 27:

'On 3rd June last, we are informed, one of our members, Lieut. W.R.B. Johnson of the Pacific Islands Regiment, was killed in action on Bougainville by Japanese machine gun fire. Bob Johnson had many friends in the Society in all parts of Australia, some he made while at school, and while studying for his law degree in Melbourne, some in his home state of New South Wales, and some while serving with the A.I.F. in Western Australia and the Northern Territory. His knowledge of bush railways and timber tramways in Victoria and the West was amazingly thorough; and the meticulous accuracy with which he recorded the information he gathered will be of great benefit to the Society to whom he has bequeathed his collection of railway and tramway data. It is with a keen sense of loss we make this announcement. (B.McM.)'

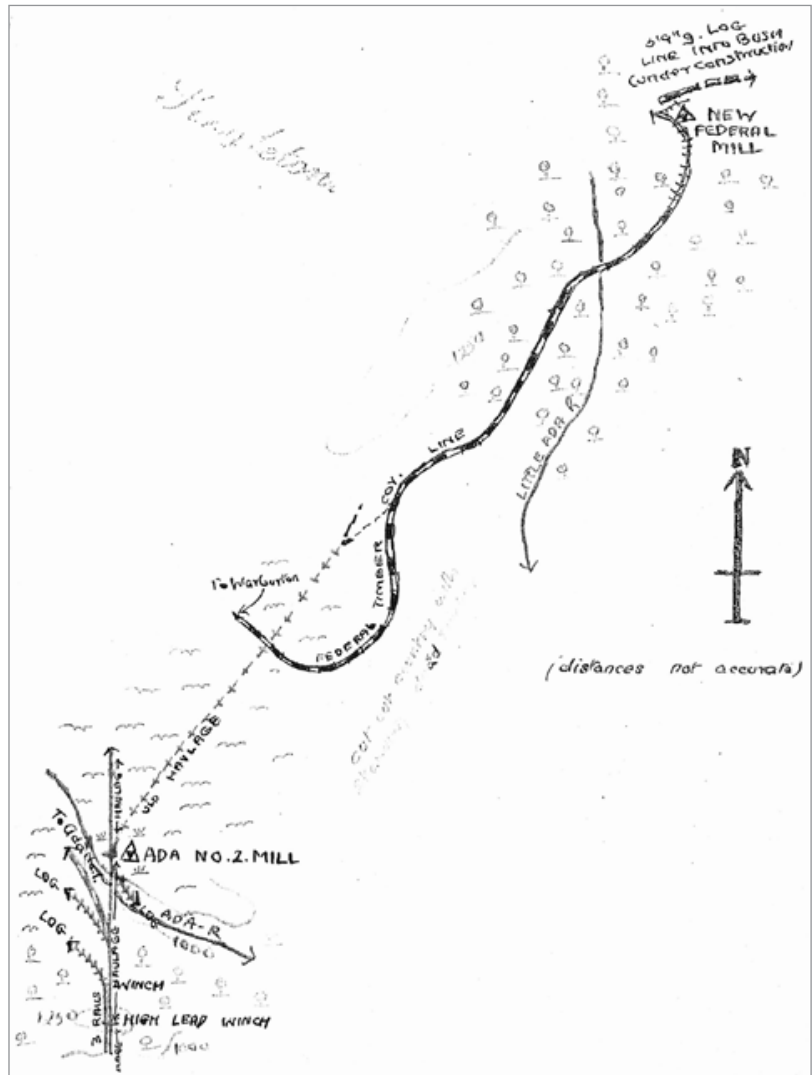
For those interested in the history of Australian industrial railways, and especially timber tramways, WRB Johnson deserves a place in their 'hall of fame'. He was the first railway enthusiast to really take timber tramways seriously. The level of detail, attention to accuracy, and concern for the potential loss of history goes way beyond that of any others active at the time. With the recognition that the diaries contain much information for both mainline and light rail researchers, the ARHS is considering publishing the diaries in some form in the future. The diaries are available at the ARHS RRC for research.

I have prepared an index from Johnson's diaries held by the ARHS RRC. The index lists only material identified by me as being of light railways interest. As the diaries also cover his Government railway travels and observations, it is possible that there are observations on light rail that have been missed. This file has been placed onto the LRRSA website in the 'downloads' section.

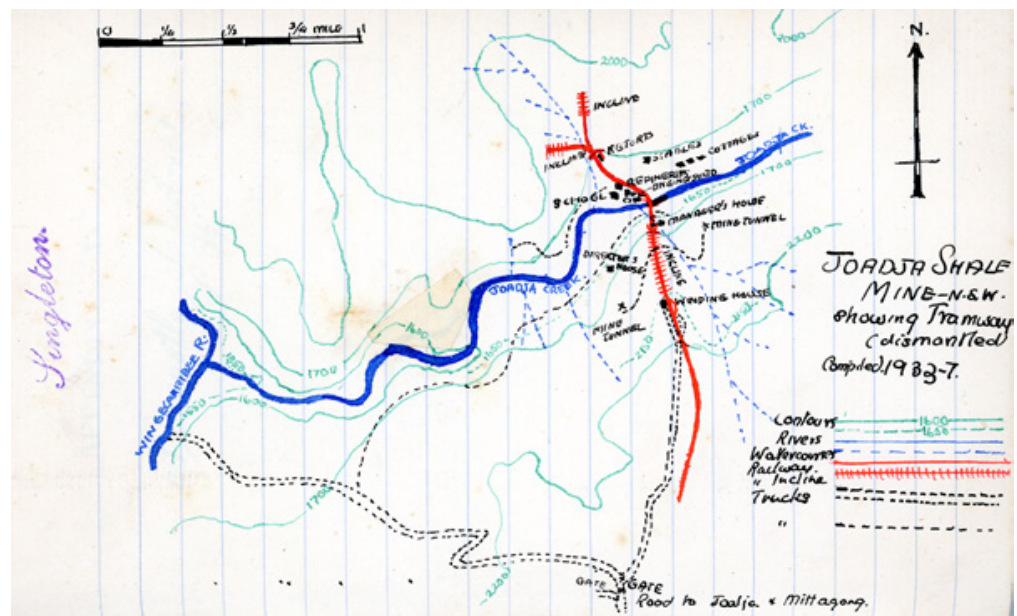
Stuart Thyer, with assistance from Frank Stamford

An example of one of WRB Johnson's well-prepared maps. This one shows the Joadja shale line in NSW, drawn as a result of his numerous visits to the area.

From RD 2&1



A previously undocumented incline once led into the Ada No. 2 timber mill, near Starlings Gap in Victoria. The drawing shows it marked as 'Old Haulage'. Johnson's description reads "Due north from Ada No.2 there is a haulage (running). Just as this leaves the mill an old timber track leaves in a north-easterly direction. This track is followed for about 1/3 of a mile till it crosses the steel track to New Federal. The route to New Federal lies straight ahead, though if the steel track is followed turning right, the mill will eventually be found. We continued along the old track straight ahead until it ended – there is a clear foot track forking into two – we followed the one bearing slightly right & eventually come out onto the steel tracks..." From W.N.1 (Walking Notes)





Heritage & Tourist NEWS

News items should be sent to heritagetourist@lrrsa.org.au Digital photographs for possible inclusion should be sent direct to Scott Gould at editor@lrrsa.org.au including the name of the location, the name of the photographer and the date of the photograph.

QUEENSLAND

BUDERIM PALMWOODS HERITAGE TRAMWAY INC, Queensland

610mm gauge

The centenary of the opening of the Buderim Tramway was celebrated on 20 June with a ceremony to unveil a commemorative plaque at the site of the original Buderim station. This was followed by a historical re-enactment of the original opening ceremony using words and music that featured at the event of 18 June 1915. There was also a historical display featuring the tramway and the heritage work that has been done to promote its memory and preserve its remains. Visitors were encouraged to visit the Krauss 0-6-2T (6854 of 1914), originally built to 762mm gauge, which is currently stored at a private restoration site, and to visit the heritage walking track which has been established on part of the tramway's trackbed.

The Heritage Tramway society has raised substantial funds towards putting the locomotive on display behind glass on the site of the original station. However, there are currently unresolved issues with the Sunshine Coast Regional Council in relation to finalising these plans.

John Browning 6/2015 Thanks also to Mark Linnett for his contribution.

GRAHAM CHAPMAN Narangba, Queensland

610mm gauge

Steam collector Graham Chapman passed away last year and at this stage the future of his collection is not clear. At the time he occupied the Narangba premises in 2007, the locomotives present were:

	0-4-0WT Jung	1052	1906
	ex W Frost, Mossman		
<i>Dulce</i>	0-6-0WT Krauss	5869	1908
	ex North Eton Mill		
No.2	0-6-0ST Hudswell Clarke	853	1908
	ex North Eton Mill		
<i>Vanguard</i>	4wPM Purcell	999A	1922
	ex Moreton Mill		

John Browning 6/2015

NAMBOUR & DISTRICT HISTORICAL MUSEUM ASSOCIATION

Nambour Museum

610mm gauge

Ex-Moreton Mill Malcolm Moore 4wPM *Joe* has been cleaned up and painted green, and it is planned to construct a replacement canopy roof for it.

Clive Plater 6/2015

DURUNDUR RAILWAY, Woodford

610mm gauge

After more than 20 years, the much needed loco shed is now in sight. ANGRMS has been successful in obtaining a Gambling Community Benefit Fund grant for just under \$35,000 towards purchase and delivery of a 20m x 12m loco shed. The shed will have three tracks and be able to hold the majority of the operational loco fleet.

The grant will only cover about half the cost of getting the shed to basic lock up stage.

Work continues on the new Perry steam loco (Perry Engineering, SA 5643/51/1 of 1951) and the complete overhaul of steam loco *Melbourne* (Hudswell Clarke 1701 of 1938) is progressing well.

Durundur Railway Bulletin 5 and 6/15

FRIENDS OF ARCHER PARK STATION AND STEAM TRAM MUSEUM, Rockhampton

610mm gauge

The Friends of Archer Park Group report that the museum is progressing since it took over management last April. It has spent much time developing its business and document systems. Attendance numbers were down on past years with some improvement over October through to January and this could be due to the extra marketing that has been done.



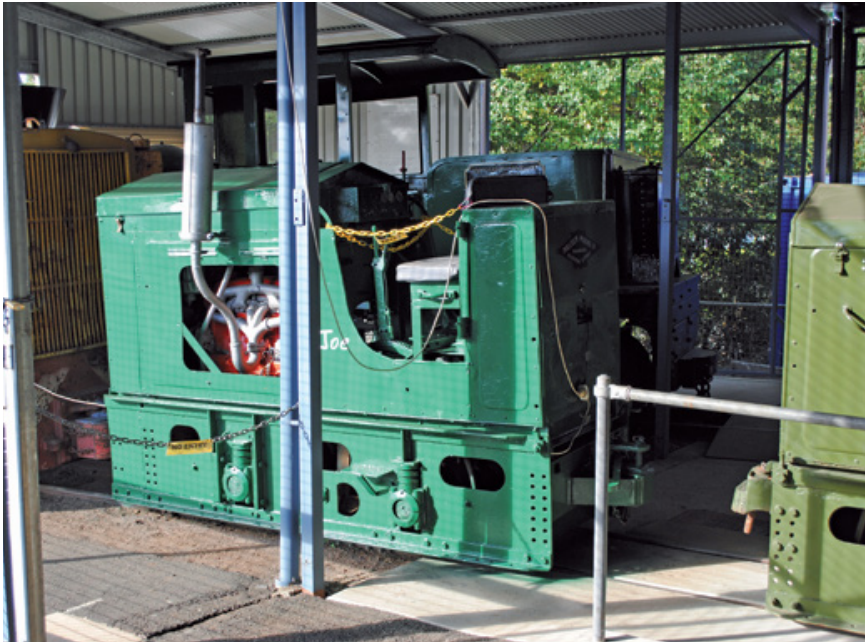
Attendees at the Buderim-Palmwoods centenary celebrations inspect the tramway's cosmetically restored Krauss locomotive.

Photo: Mark Linnett



Buderim-Palmwoods Heritage Tramway President Helene Cronin and Vice President Noel Williams with Councillor Ted Hungerford at the plaque unveiling commemorating the centenary of the Buderim – Palmwoods tramway.

Photo: Mark Linnett



Ex-Moreton Mill Malcolm Moore 4wDM Joe (811 of 1942) on display at Nambour Museum, 20 June 2015.
Photo: John Browning

Archer Park also applied for and won a DEHP Grant to replace its Soundscape system, to the value of just over \$21,000. The "Friends" also hope to have made around \$10,000 through a major fundraiser on 22 January 2015 with a Twilight Picnic Steam Train Ride to The Caves. It used the QR Heritage Train that was going up to Cairns and back and three trips were offered to the local council to be used for the public as fundraisers. These funds will be used to do refurbishment work on the heritage rail carriages.

The Purrey Steam Tram (Valentin Purrey, Bordeaux) resumed operations on Sunday 25 January after its annual summer maintenance routine, while its drivers are currently undertaking training for their Advanced Boiler Tickets to comply with changed regulations.

At long last the Friends have the donated steam generator for C17 locomotive 988 (Walkers 535 of 1953) restored and fitted atop the boiler. *ATHRA News* Issue 14 4/15 and *Tram Tracks* 6/15

NEW SOUTH WALES

RICHMOND VALE RAILWAY MUSEUM, Richmond Vale

1435mm gauge

In early March a very strong wind picked up the verandah awning and part of the main roof of the office building at Pelaw Main and tore them off, exposing the interior of the historic building to the weather. Repairs were made using materials sourced from Lysaght which matched the original. The repairs have withstood the extreme weather that the Hunter has endured since. However, the rest of the Hunter Valley has not fared so well with trees down across both tracks at Pelaw Main and the track washed away near the HEZ level crossing.

The Link Line No. 174, 5/15

VICTORIA

PLASTIC SLEEPER AND POINTS AND CROSSING TIMBER DEVELOPMENT PROJECT

Recycled plastic sleepers, points and crossing timbers are being trialled at several heritage and tourist railways in Victoria including Puffing Billy, the Walhalla Goldfields Railway and the Bellarine Peninsula Railway.

The trial is being conducted for the Tourist and Heritage sector with the support of the Public Transport Victoria Registrar for Tourist and Heritage Railways.

The standard fastener used in timber sleepers on tourist railways is the square cut dog spike. However it was considered that a fastening with more purchase in the plastic material would be required.

Three different options have been bench tested, using the Ajax Fasteners NATA testing laboratory Melbourne, in plastic sleeper samples. The Ajax 19mm double thread pointed type of dog screw provided the best result.

Test bed locations for the first stage of field trials have been determined and marked out on site by RST Railway Engineering and a Senior Infrastructure/Track representative of each of the railways concerned. The participating railways have been selected for both broad gauge and narrow gauge on the basis of extremes of operation and track geometry parameters. All other Tourist and Heritage railways fit within these extremes and if the sleepers are successful in the participating railways, it is considered they will be suitable for all similar railways. Test locations include:

- Puffing Billy in the engine shunting road at Belgrave that has an ash and steam loco lubricant environment.
- Walhalla Goldfields at Thomson in the engine shed road in an engine lubricant and diesel fuel situation with bluestone ballast. This was installed on 3 October 2014.
- Bellarine Railway at Queenscliff in the number 2 extension engine shed siding. It was installed on 5 October 2014 in ash and lubricating oil and a sea side/salt environment.

Results since installation of all sleepers show: 'There has been no visible degradation due to environment and no gauge widening or fastening movement due to softening of sleeper around fastening locations'.

RST Engineering Progress Report Number 1 5/15, *Monthly News* 7/15

JOHN BALE

Porepunkah, Victoria

610 and 457mm gauge

Sadly, Mr Bale has passed away and it is likely that the hobby railway he established, a 1km circuit at his property in the Victorian Alps,



The late John Bale driving his pride and joy, Jenbach 4wDM Ed Cook Special, on his private railway at Porepunkah.
Photo: Wayne Gibson

will be dismantled and the equipment sold. The line was constructed in 14lb rail and included pointwork and level crossing warning signs. Rolling stock included a Jenbach 4wDM locomotive (2216 of 1958), an ex Smithfield explosives truck, a couple of pumper cars, and a cordite paste drying truck on 457mm gauge from the Maribyrnong Explosives Factory. John was a generous and well-informed character who derived great enjoyment from building and operating his railway. He had served Vic Rail as a station master at a number of locations starting at Drouin and retiring from Cranbourne. Anyone who is seriously interested in obtaining any of the equipment and putting it to good use is invited to register their interest with Wayne Gibson on 03 9464 5872.
John Browning 6/2015

WALHALLA GOLDFIELDS RAILWAY, Walhalla 762mm gauge

On the class 10 loco, (former EBR Walkers 576, 1963) a new electric fuel pump has been fitted and is feeding through the main fuel filter. Fuel flow is good and starting is much easier. The auxiliary compressor leaks have been cured. The new main compressor installation has been completed, the "unloader" has been adjusted and charging rates are now far faster and more consistent. A far stronger mount has been constructed which allows drive-belt tension to be more easily adjusted and secure. The new compressor is designed for this type of installation whereas the old unit had been running backwards causing lubrication problems and due to its age, many valve failures.

Since new springs and hangers have been fitted and suspension height reset, the Fowler 0-6-ODM loco (4210051 of 1951) has performed well. A modification has been made on the new spring hangers to ensure there are no further breakages. One pair of modified hangers has been fitted for trial for three months with the remainder to be fitted following a successful trial at the end of May.

On the DH locos, the bogie modification drawings required for re-gauging have been delivered by Engineering Design Resources of Traralgon. In support of WGR its fee was significantly reduced as EDR utilised the project as a training exercise for its drafting staff.

On the carriages, the installation of bottom lifter uncoupling rods is to commence at the same time as, or prior to, the carriages being repainted. This will eliminate the need for crew to move in between carriages to manually unlock the couplers during change end procedures. The exterior of the carriages is to be freshened up with a repaint in original colours. The commercial painter who painted the Walhalla Station building is to carry out the task.

Since its modification to carry more passengers, motor trolley MTV3 has been utilised to convey guests on the track on days when the trains have not been running as well as performing maintenance functions such as pulling the one tonne weed spray trolley. MTV4 is now in the process of being lengthened and modified



Much modified Fairmont trolley MTV3 poses with its more traditional stablemate NQ26 at Thomson on the Walhalla Goldfields Railway.

Photo: Graham Vallance

to seat eight passengers. Two more sets of Fairmont wheels have been provided for two more Orica trolleys which will be converted to nine seat capacity trolleys to operate between MTV3 and MTV4 on days when trains are not scheduled to run.

Dogspikes and Diesel 5/15

ALEXANDRA TIMBER TRAMWAY AND MUSEUM, Alexandra

610mm gauge

The Alexandra Timber Tramway has been successful in obtaining two items surplus to the needs of Victrack. One is a WSA point lever (the type used in the main line at Alexandra) and once installed on the Flemington Racecourse line; the other is a small duplex steam pump of the Worthington-type formerly used at Bendigo. Both will be purchased for \$1 each and moved to Alexandra by volunteers. The Museum has been successful in three of these bids recently, the third being some diesel electric rail-motor engine components ex-Seymour. These will be used to replace some of the missing engine parts on the Malcolm Moore 0-4-ODH loco (Malcolm Moore GT-112-DH1, 1956), and have already been collected.

This adds to a large number of usable ex-mainline railway sleepers and a huge quantity of dog spikes already obtained. All these items were released from track upgrades and made available under the auspices of the PTV Tourist and Heritage Registrar's Office.

Timberline 143 6/15

PUFFING BILLY RAILWAY, Belgrave

762mm gauge

This year marks the 50th Anniversary of Puffing Billy's return to Emerald. It was on 31 July 1965 that 6A (VR, Newport Workshops, 2-6-2, 1901) hauled the first PBPS train up the hill and into Emerald, some three years after the re-opening

to Menzies Creek. On Sunday 2 August, PB will mark this anniversary by recreating that first train of 50 years ago. On arrival at Emerald there will be a lunch where they will also host the launch of the new book, *Saving Puffing Billy Vol. 1*.

Puffing Billy has been fortunate to attract a Green Army Project Grant which is a Federal Government funded Environmental Project administered through the Federal Minister for the Environment. This project is funding approximately eight people for six months to carry out a variety of environmental projects along the Puffing Billy corridor. The funding includes paid supervision and will bring approximately \$250,000 value to the works program.

The railway has now been formally advised that it has been successful in securing a VMIA grant of \$50,000 for a range of testing equipment for the Locomotive Workshops. VMIA is PB's insurer and this grant has been under discussion for some time. This sophisticated equipment will be used to enable details of locomotive performance to be identified and logged. In turn the information flowing from the testing regime will be used to develop and improve maintenance processes and locomotive operating techniques.

Following the delivery of the boiler for NGG16 (Beyer Peacock, Manchester, 7430 of 1951) the first engine unit has been completed and delivered to Belgrave. Completion and delivery of the second engine unit is imminent. Planning for the ongoing restoration of the locomotive continues and various tasks are in progress. Space at Belgrave workshops is at a premium and workers are examining various options to resolve the issue.

Following a significant amount of engineering design put into the manufacture of new bogies (they have no originals left, and need to manufacture more), one set will be built and tested before they a new batch of bogies for

new and existing carriages is commenced. The new Lakeside refreshment building was built to lock-up and progressing to schedule. Member David Clowes successfully completed his final driving assessment on Saturday 9 May 2015 under the watchful eye of the ETRB's Examining Officer Ian Campbell. On Mother's Day he and mother Jean teamed up to create Puffing Billy history by being the first mother/son team, David driving and Jean firing.

The Modeller's Group is presently working on building a display layout of the Menzies Creek station yard to be used for public relations and marketing of Puffing Billy at model railway exhibitions, promotions and other events. Many members of the group have bought or built scale models of Puffing Billy locos and rolling stock and are contributing to make scale models of station buildings and scenery. Once these initial modules are completed they will then construct other modules depicting stations and interesting landmark scenes along the line to a scale of 1:48 (O Scale).

Monthly News 6/15

SOUTH AUSTRALIA

COBDOGLA IRRIGATION AND STEAM MUSEUM, Cobdogla

610mm gauge

The steel work for the new passenger carriage under construction was completed by the middle of June. The carriage has been transferred to the museum where the floor, cladding, roof and seats will be added.

Recognising the need for ongoing certainty, SA Water has agreed to sponsor the Museum for the next five years to cover the operational costs. While details are still to be finalised, the current plans are for the funds to be made available every quarter. However the Museum is expected to prepare an annual operating plan and budget detailing where the money is expected to be spent and to provide an annual report. This proposal is expected to be endorsed by the members at the next committee meeting and the preparation of a budget is already under way.

With regards to the Humphrey Pump, SA Water commissioned an engineer to prepare designs for extra ventilation of the pump chamber and these plans have been received. Currently, quotations are being sought for the supply and or donation of the equipment required. SA Water has not specifically committed to funding the upgrade, but has not ruled out allowing others to do so. In addition to the ventilation requirements, there will also be a need for gas monitoring equipment and provision of a means to extract anyone overcome by carbon monoxide fumes from the pump chamber. This is all positive news for the possible future running of the Humphrey Pump.

A recent visit to the site of the Berri Brickworks found that most of the pits, which had for many years been used as a local dump, have been filled over and landscaping commenced. Some years ago, rust lines in the clay showed where the track and a turntable had been and the

remains of several skips were scattered around the site. Now all the remains on the lower level have been covered, leaving only the remains of the incline and two skip bodies on the upper level. The kilns are now only a heap of broken bricks and there are scattered drainage tiles about the site. The Brick Works made house bricks and drainage tiles, which are short porous clay pipes in 3 inch, 4 inch and 6 inch nominal diameter. Some houses which were built with bricks from the works still exist in Berri and surrounds.

Denis Wasley 6/15

MILANG RAILWAY MUSEUM, Milang

610mm gauge

The museum is having a Milang Railway Day on 1 November. This event will be held at the museum on the banks of Lake Alexandrina starting at 11am and finishing at 4pm. It will include a small model railway exhibition (currently seven layouts), a swap meet, a railway walking quiz and multimedia presentations on the history of the lakes railways. The museum and craft shop will be open and food stalls operating.

Peter Lucas, Secretary Milang Railway Museum 6/15

NATIONAL RAILWAY MUSEUM, Port Adelaide

1610mm, 1067mm and 610 mm gauges

After a long association with the National Railway Museum (NRM), and previous Port Dock Station Railway Museum, former Deputy Prime Minister, Tim Fischer has accepted the offer to be Patron.

Long term member and supporter of NRM, railway industry figure Frank Hussey, has been accepted as a co-opted member of the NRM Board. His role commences as from the January 2015 Board meeting.

ATHRA News Issue 14 4/15

TASMANIA

WEE GEORGIE WOOD RAILWAY, Tullah

610mm gauge

There were some problems at the end of last season with a lack of locomotive drivers. Three new drivers obtained high risk licences at the Redwater Creek Steam training weekend, ensuring that the railway can operate its scheduled days into the future.

ATHRA News, Issue 14 4/15

WESTERN AUSTRALIA

BENNETT BROOK RAILWAY, Whiteman Park

610mm gauge

The initial Incident Enquiry Committee's report into the causal connection between the Whiteman Park bushfire of Sunday 14 February 2014 and the train of the Bennett Brook Railway, was submitted to the Office of Rail Safety for its consideration and comment on 28th January 2015. It has subsequently responded to the report and accepted its fundamental conclusions.

Unfortunately, in the course of the fire, 80-100 sleepers were badly burnt or destroyed in a section running from Two Trees through to the area of the old media crossing near Woolcott Avenue. Eighty per cent of the sleepers have been replaced and bolted up, despite the very hot and uncomfortable weather. Train operations resumed in February 2015.

The illuminated track and signal diagram for the Whiteman Village Junction (WVJ) cabin was made by the signage department, Signs and Lines, and wired up at the Bassendean outpost. The best place to store it was in the cabin where it is now situated awaiting connection sometime in the future.

Signal motors have been fitted to No. 1 Road and No. 2 road starter signals at WVJ. The motor for No. 3 road starter will be mounted off the signal mast due to clearance problems and the motors for the bracket signal will also be mounted off the signal mast due to weight problems.

The signals department has also forwarded preliminary costs and a time-line for the signalling of WVJ South and for re-configuring and commissioning the WVJ signal cabin, to the Management Committee to assist in its development of the Railway's Business Plan.

In the Carriage Shed RP wagon is progressing well. The pit shed crew will be making two new bogies for shed and mainline use. Elsewhere in the workshops members have been busy removing the boiler tubes of the NG15 123 Fremantle (Franco-Belge 2670 2-8-2, 1949).

Work on the upgrade of Zamia station is progressing well with platform construction earthworks nearing completion and is almost finished.

Bennett Brook Railway Newsletter, 2/15 and Facebook site

CARNARVON HERITAGE CENTRE, Carnarvon

1067mm gauge

This organisation has opened a significant new building which will enhance the visitation to the area and the jetty railway.

ATHRA News Issue 14 4/15

NATIONAL

ASSOCIATION OF TOURIST AND HERITAGE RAIL AUSTRALIA

At the last ATHRA Board meeting it was decided to create a promotional day that would apply to all heritage and tourist rail groups, whether large or small. To be called Heritage Rail Day (with the tag line – A National Celebration) this would be held on the first Sunday in September, beginning in 2016. The idea is to provide a marketing opportunity that each group / state group can use for whatever they choose to do on that day. It can be as simple as a 'Why not visit xxx...' applying to a usual museum opening to whatever special event an organisation may choose. With support from all Tourist Railways across the country and time to plan, Heritage Rail Day has the potential to be an important day across the country.

ATHRA News Issue 14 4/15

New from LRRSA Sales ...

Simsville and the Jarrah Mill

Myall River State Forest, New South Wales

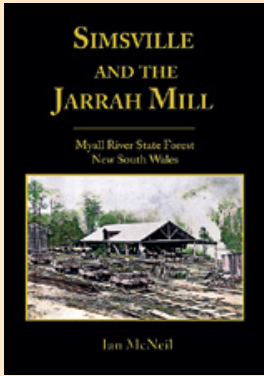
By Ian McNeil

Published by the LRRSA

Soft cover, 96 pages, A4 size
55 photographs, 12 maps and
diagrams, references, and index.

The history of a 3ft 6in gauge tramway and sawmiling operations at the village of Simsville, near Stroud. The tramway used three Climax geared locomotives.

Price \$29.00 plus postage
(\$21.75 to LRRSA members)
Weight: 490 gm



The McIvor Timber & Firewood Company

Tooborac, Victoria

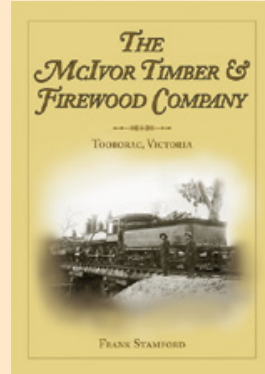
By Frank Stamford

Published by the LRRSA

Soft cover, 104 pages, A4 size
104 photographs, 23 maps and
diagrams, references, and index.

The history of a 5ft 3in gauge tramway from Tooborac to Mitchell's Creek, Puckapunyal, Moornbool West and Cherrington.

Price \$30.00 plus postage
(\$22.50 to LRRSA members)
Weight: 490 gm



Salute to the Hudswells

By Ian Stocks, David Mewes & John Browning

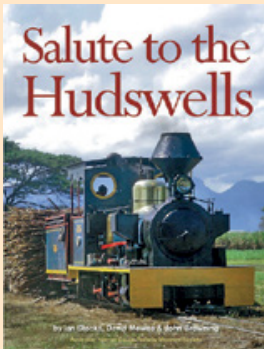
Published by the
Australian Narrow Gauge
Railway Museum Society

Soft cover,
144 pages, 210 x 274mm

Gives the history of 41 Hudswell
Clarke locomotives that worked
on 2ft gauge sugar cane lines in
Queensland and Fiji.

Profusely illustrated with
photographs and scale drawings.

Price \$35.00 plus postage
(\$31.50 to LRRSA members)
Weight: 525 gm



Rail Centre Colac

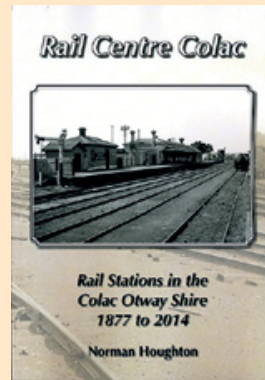
Rail Stations in the Colac Otway Shire 1877 to 2014

By Norman Houghton

Published by the author.
262 pages, A4 size, soft cover,
many historic photographs.

Gives a detailed history of every
station and siding from Birregurra
to Pirron Yallock, and on the Alvie,
Beeac, Forrest, and the Beech For-
est narrow gauge line (which takes
up 105 pages, plus 21 pages for its
junction station - Colac).

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