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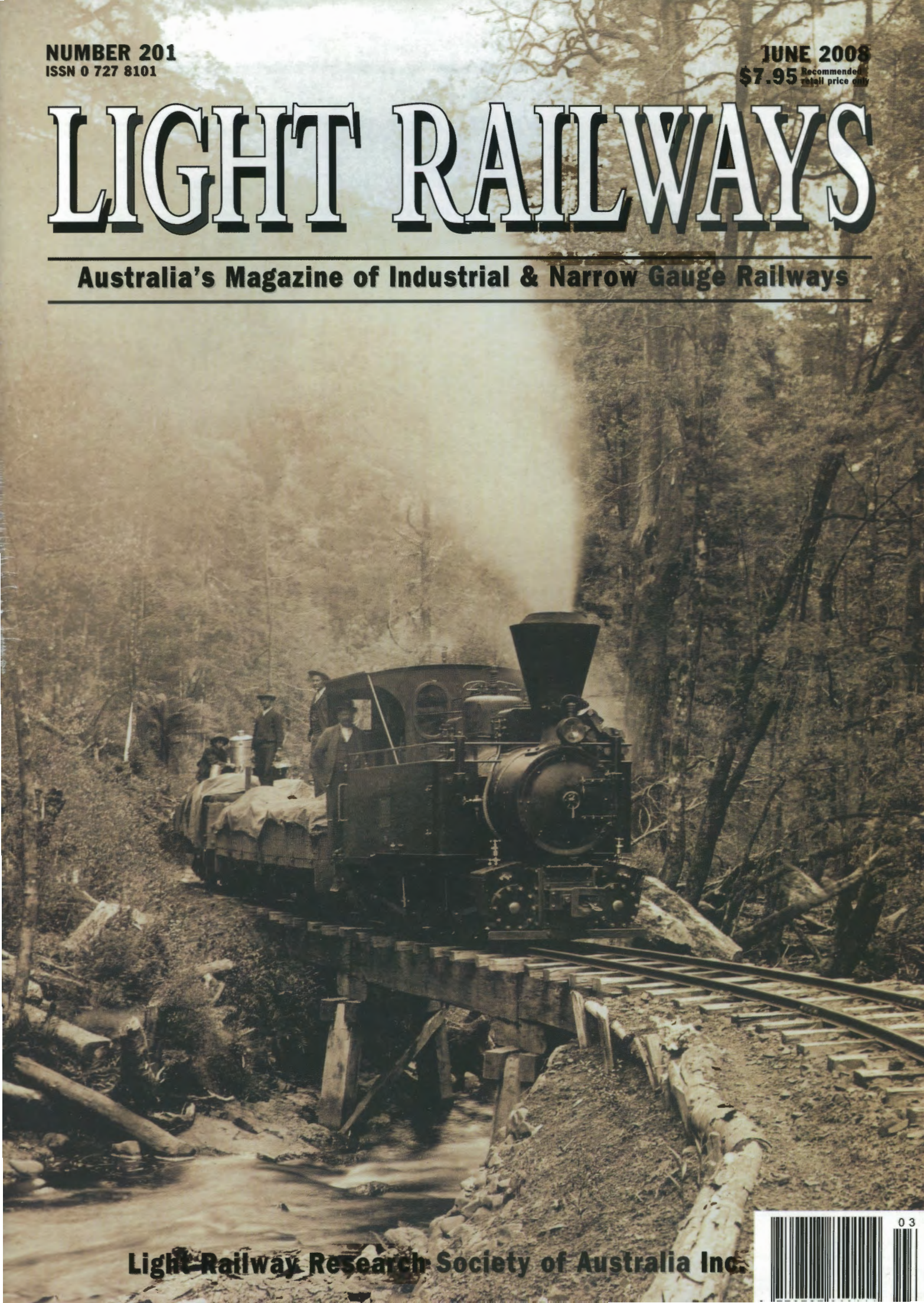
LIGHT RAILWAYS

Australia's Magazine of Industrial & Narrow Gauge Railways



Light Railway Research Society of Australia Inc.

LIGHT RAILWAYS
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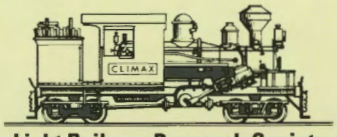

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Conversions:

1 inch (in)	25.40 millimetres
1 foot (ft)	0.30 metre
1 yard (yd)	0.91 metre
1 chain	20.11 metres
1 mile	1.60 kilometres
1 super foot	0.00236 cubic metre
1 ton	1.01 tonnes
1 pound (lb)	0.454 kilogram
1 acre	0.4 hectare
1 horsepower (hp)	746 Watts
1 gallon	4.536 litres
1 cubic yard	0.765 cubic metres

Contents

Comment

At 4.44am last Thursday I woke with a shock. I'd forgotten (yet again) to take out the garbage and recycling! As I trundled the bins down the driveway in the moonlight, the stillness was broken by a sound not often heard in my suburb; the crow of a rooster. This took me back to the St Ives of my early childhood - a place of market gardens, chickens and horses. On reflection, though, I don't believe this rooster is a relic of our past, but more likely, a harbinger of a new era.

What does this have to do with railways? Well, in this new era, not only will increasing numbers of people keep chickens, grow vegies and have their own water tanks, but many of them, and their freight, will be travelling by rail.

A look at our IRN pages reveals some healthy signs on the industrial railway front as well, with lines being built, and locomotives and rolling stock delivered. Perhaps a new 'light railway' era is on the horizon. *Bruce Belbin*

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

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

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Front Cover: *Only three Mallet articulated locomotives are known to have operated in Australia, and two of these ran on the Magnet Tramway, on Tasmania's rugged west coast. The Magnet Silver Mining Company constructed the 9½-mile 2ft gauge line at the beginning of last century to ship ore from its mine to Magnet Junction, near Waratah, on the 3ft 6in gauge Emu Bay Railway. The line featured grades as steep as 1 in 25 and curves of 99ft radius and, consequently, the 18-ton Mallet locos were limited to loads of 35 tons (gross). Ore, and any goods or passengers, were carried in bogie open wagons fitted with tarpaulins, and although a guard's van was initially provided, its use was soon discontinued as the addition of its 2-ton weight could not be justified simply to shelter the hapless guard from the notorious west coast weather. Falling commodity prices, the onset of the Great Depression and, finally, the closure of the EBR's Waratah branch line, saw the operation of the mine and tramway come to an end in 1939. In this evocative scene from the tramway's early years, 0-4-4-0T* MAGNET No.1 *(Orenstein & Koppel 882 of 1901) poses at the head of a loaded train deep in the forest. Photo: Images of Yesteryear (www.imagesofyesteryear.com.au)*

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All the mainline cane haulage at Isis Mill is now normally undertaken by a fleet of six Walkers ex-QGR DH-class B-B DH locomotives. Here 4 (656 of 1970 rebuilt by Walkers in 1994) heads a rake of empties towards Cordalba on 22 August 2006. Photo: Brian Webber

Railways of the Abington district

by Rod Milne

Introduction

It is a little known fact that the first township in the Isis district was not Childers, the main centre today, but Abington. Located on the main coach road between Maryborough and Bundaberg, Abington was a key location for staging, the Horse and Plough Hotel having an important role in this service. It was the first hotel in the Isis district and the school that opened at Abington in 1881 was the district's first official school.

Located on a rise above Stockyard and Freshwater Creeks, the township's name was a variation on Abingdon, a town in Oxfordshire, England. Curiously, it has been claimed that the name Childers has similar origins, for a small town near Abingdon once existed called Childre. The Isis and Cherwell rivers nearby were named after Oxfordshire rivers.

When the QR line from Isis Junction to Childers opened in 1887, a station was provided to serve Abington, about two miles to the southeast on the coach road. It was later known as Bootharh, and was attended until 1931. The opening of the railway between Bundaberg and Maryborough effectively spelled the end of Abington, further bypassed when the branch to Childers opened.

Those first trains were not kind to Abington, but the mill cane trains brought rails back. To the south of this area was Horton, which was another station on the government line attended until 1931. The first sugar mill in this area was established there in 1888, but only crushed for two seasons.

It lasted long enough for Horton to become a small township, consisting of the Grand Hotel, railway station, Jensen's general store, a Methodist church, school and post office. After the Horton mill closed down, a more permanent one opened at nearby Doolbi. Operated by Cran Brothers, this mill was initially a juice mill, and was later upgraded to a full sugar mill. It remained in operation until 1924, being supplied by cane from areas north of Horton by 2ft gauge mill lines.

Doolbi Mill tramway

It did not take long for the Doolbi mill tram lines to reach the Abington district. This connection took the form of a long spur line that came off Noakes Line about a mile north of the mill. It then crossed Goodwood Road on the level at the summit of a rise, before proceeding for another two miles or so.

The remaining part of the route lay on the ridge line, as it headed east, north east and then north across portions 830, 840 and 857. The end point of the line was at a gantry in portion 857, the tracks being not that far short of Abington Road. The gantry at the end point was on the top of the ridge line and sufficiently lofty in itself to warrant mention on cadastral plans because of its height. 'Gantry' as it was labelled, had a height of 31ft, comparing well to the nearby oddly named peak, Bare End, which was 364ft above sea level.

In 1924, when the Doolbi mill closed, the country supplying cane to it was divided between CSR's Huxley mill and the Isis Central Mill. The area south of the QR went to CSR with an interconnection of the lines near Childers. Isis cane was transshipped onto QR wagons at Doolbi. In 1932, the extensive mill at Huxley crushed for the last time, and in 1934 its rail system was connected to that of the Isis Central Mill. So, over time, the sugar mill serving this area has progressively been located further away. Once but two miles away at Horton, it ended up being around 20 kilometres away at Isis Central.

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As a light cane line, this branch did its job well, with chopped cane bins being introduced in the 1960s. In the 1950s, Isis Central Mill began to use Clyde 0-6-0DH locomotives and by 1964, there were six of these, numbered D3 to D8 inclusive. On the longer hauls out to the ends of the system, like the Horton lines, the newer diesels were favoured over steam.

A major change in transport patterns occurred after 1 July 1964, when the QR line was closed through Horton to Childers and Cordalba. Subsequently, the route was obtained by the Isis Mill, which from 1969 progressively developed it as a new, better graded main line. The new 2ft gauge route ultimately reaching Horton in 1986. Necessarily, a connection with the Noakes line was reforged, and a grade separated crossing was established where the Horton line passes beneath Goodwood Road.

Ritchie's Branch

In the 1987 slack season, the Isis Central Mill constructed a new branch to the Abington area. Use of the line commenced in June 1988, the branch diverging from the end of the Horton line and continuing along the formation of the old QR corridor until Plath's Road was reached. Here, it swings through a great arc to cross this road and runs parallel to it past a farm house.

The line and road slowly rise to the junction with Golchert's Road. Here, just beyond a property access is Golchert (or Golchert's) siding. With a double loop located on the eastern side, Golchert's is framed on the western side by a cutting, the surrounding terrain ridgy and timbered with eucalypt trees. At the northern end of Golchert's, the line curves to the west, encountering more broken country at the head of Freshwater Creek.

There is a tough little grade here against loaded trains, with trips back to Golchert's hauled by the mill's Baldwin locos (10 and 11) limited to 25 loaded bins. The mill crews deploy some interesting tactics on this section to get the cane loads back to Horton.

With a private mill maintenance track for road vehicles on the eastern side, the line curves back again towards the north east, before emerging at the southern end of the terminus.

The final set of points on Ritchie's line. Beyond these points, the main line rises sharply to end in the dirt by Abington Road.
Photo: Rod Milne

Ritchie's is also framed by a higher cutting on the western side, the yard sited on a bank above lower lying lands to the east.

Two loops exist on the eastern side, for running trains around and loading cane bins. Unlike the mills of the north, Isis Mill is generous with its accommodation, and the lot of train crews is improved because of the three available tracks. Perhaps the most curious feature of Ritchie's yard is the head shunt beyond the final set of points. At this point, the main line leaves the leveled area of the yard and begins to climb, ski-jump style, up the rise towards the gum trees along Abington Road. No particular stop is provided, gravity doing the work for any vehicle proceeding past the last set of points.

Oddly, Ritchie's is not all that far from the old line, which ran about 400 metres to the west above the cutting on the ridge line. There is a farm house up there, and the gantry crane terminus was nearby, but of course there is a significant difference in elevation, with the current Ritchie's terminus a good 15 metres lower.

Abington, or what is left of the place, is also closer to the new railhead. Indeed, a few minutes in a car down the last straight brings you to the minimal remains of the Isis district's first town.

On 25 October 2004, EM Baldwin B-B DH 11 (10130.1 6.82 of 1982) draws a rake of empty bins into Golchert's Siding on the 1988 extension.
Photo: Rod Milne

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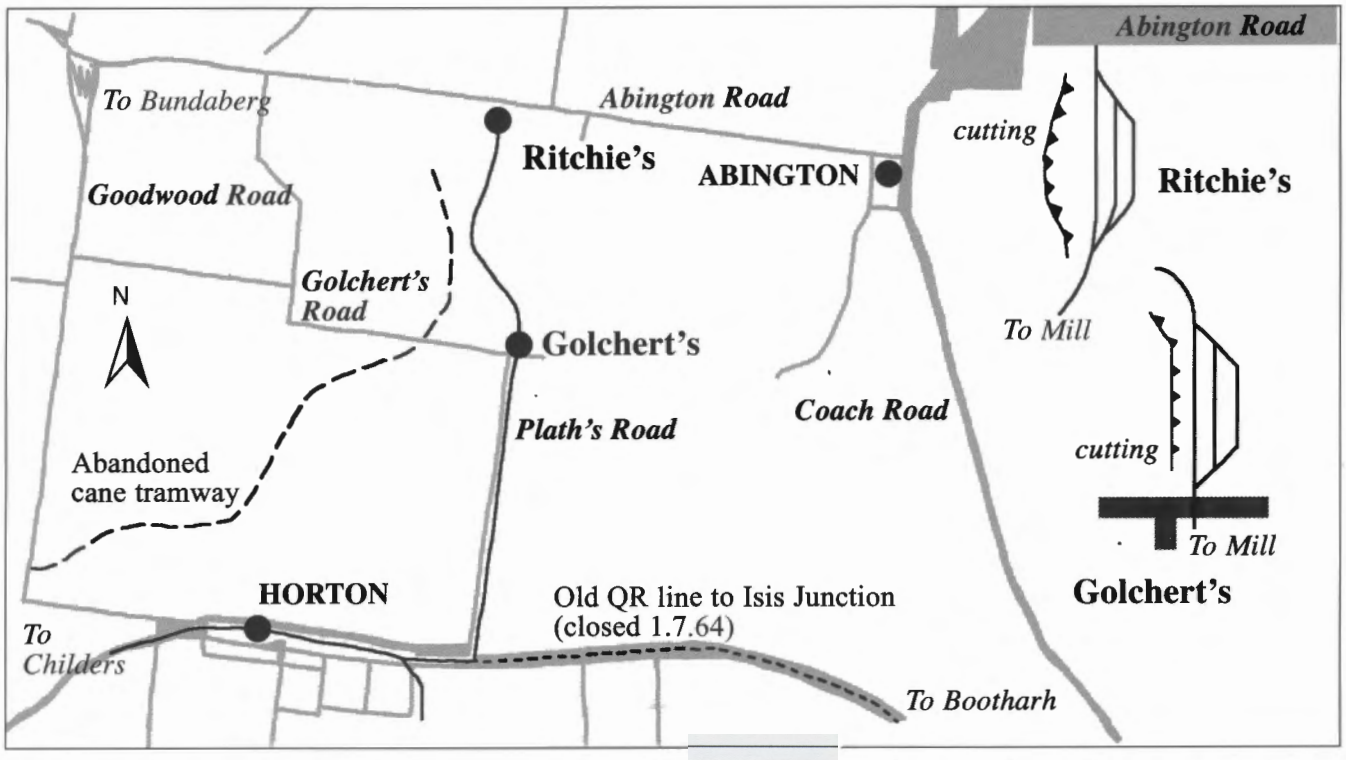

The coach road still exists, but is no longer a through road and is broken in several places.

The current line to the Abington area is worked generally as required during the cane season as harvesting dictates. The season starts in winter, Isis Mill being a five-day a week operator since 2002. Although no weekend trains run on the system, weekday services run day and night.

As there are only two cane sidings on this line, however, there are sometimes weeks with no cane trains at all, as rotation contract harvesters work elsewhere. When cane trains run to Ritchie's and Golchert's, the pattern allows at least three trains in daylight and other night services too. Normally, one Isis Mill loco works the entire Childers spine, running eastbound with empties at about 8.15am, lunch time and late afternoon. Those services load up and come back to the mill some two hours later.

Virtually every loco in the fleet has been seen on Ritchie's line. In the spring of 2004, Walkers B-B DH locomotives 1 to 6 and Baldwin B-B DH 11 all worked the Horton main line, with Baldwin B-B DH 10 a standby loco being brought into service if required when other locos failed. The other loco in the fleet, 9, gets standby work as well, being the last Clyde 0-6-0DH on the roster.

Units 1 to 6 inclusive are modified ex-QR DH class diesel hydraulics, being solid performers. Some of the quietest locos around, the ex-QR DHs haul lengthy trains of over 400 tonnes up steep grades, although the principal Achilles heel of the class is a tendency to overheat. Isis cane trains trail brake wagons, making shunting at termini sometimes rather challenging.

Working Ritchie's is sometimes a challenge because of the steep grade into Golchert's with loads. This necessitated some interesting working, as former Isis driver Carl Millington has related. The normal load was 25 loaded bins out of Ritchie's with the Baldwins, and 35 for the ex DH Walkers locos. If the cane was heavier than normal due to sugar content or rain, the loco could stall on the run to Golchert's, and it was not uncommon for a light engine switch to run from Golchert's to Ritchie's to bring back a rake of cane before taking the empties over.

Often times, the loco would cut off at the boom gate at the southern entrance to Ritchie's where there was a hollow, and let the brake van 'push' the empties into the empties siding. On other occasions, the loco could run around at Golchert's and push the empties on to Ritchie's, the mode used dependent on the availability of siding accommodation and loading.

Carl recalls one instance where a particularly heavy cane train was coming out of Ritchie's yard making a run at the hill to Golchert's. Because he wouldn't be able to restart the train on the hill, the driver asked Carl to run after the train after he had reset the points at the southern end, and climb on board as it crawled along. Carl jogged along in pursuit and made good progress to catch up with the train. But the running start was all in vain, as the train stalled anyway on the hill due to heavy cane.

Conclusion

Ritchie's may be the terminus of the cane line now, but this may not always be so. The yard is tantalisingly placed for an extension beyond, a reasonable cutting providing an outlet for rails further north or east, to the expanded cane lands of Anderson's Road. It is only a matter of some 3km to the railhead of the Goodwood line around McCosh's, an inter-connection that would only involve a small concrete bridge over Stockyard Creek.

There have been moves for some time to remove the railway line through Childers, and a connection with the Goodwood line would enable cane from the South Isis and Horton areas to bypass the town to the north. Whether this ever occurs is open to conjecture, but it should be noted that the costs of doing so are relatively small nowadays.

So maybe Ritchie's line will one day be a more important through route to elsewhere!

Acknowledgements and further reading

I would particularly like to thank the Manager of Isis Mill, Mr M Houchen, for his assistance in providing dates for opening of the line to Ritchie's.

The following are also thanked: Carl Millington • Scott Jesser • Isis Shire Council • Isis Central Mill • *A Day on No 10* (G Verhoeven) • *The Isis Story* (O'Neill).

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The Emmett-like home-made locomotive at Lang Lang. *Courtesy State Library of Victoria*

A locomotive curiosity

by Richard Horne

Some 40 miles southeast of Melbourne is the Koo-wee-rup district, at the head of Westernport. Now a fertile agricultural area, it was originally an area of swamp and subject to flooding. Various drainage schemes were undertaken from 1876, the work being carried out by spade and wheelbarrow. The Main Drain, running northeast from the bay to the Bunyip River, was completed in 1893. A legendary figure in the area was Italian immigrant Carlo Catani, who was put in charge of the works in 1891, a position he retained until retirement in 1917. In 1911 the Victorian State Rivers & Water Supply Commission (SR&WSC) published a drainage improvement plan and, in 1917, the Lower Koo-wee-rup Flood Protection District was proclaimed and work commenced on this project.

Catani is credited with the introduction of a huge Lübecker land dredge or excavator, built by the Lübecker Maschinen Gesellschaft mbH of Lübeck, Germany. These machines were used on such projects as open cut mining and construction of the Manchester Ship Canal. The SR&WSC machine ran on a temporary rail track of approximately 10 feet gauge and was serviced by a parallel railway line which, from photographs, would appear to have been of 3 feet gauge. I assume that the excavator was delivered before the First World War – several photographs of it appear in the collection of the State Library of Victoria. These are described as being at Lang Lang, which would suggest that it was used on the drain running eastwards from Westernport towards and past Lang Lang railway station (7 miles beyond Koo-wee-rup).

Four of the Lang Lang photographs show that the narrow gauge service line used what must be one of Australia's most primitive and diminutive locomotives, notwithstanding that on other projects the SR&WSC used a large fleet of steam, petrol and diesel locomotives (of several gauges), all products of recognised builders. The Emmett-like home-made locomotive at Lang Lang, as is clear from the accompanying photograph, was built on a steel skip chassis, across which were laid four timber baulks supporting timber side members and a planking floor. On this were mounted a small single-cylinder stationary steam engine, a vertical boiler and a wooden water barrel. The drive would appear to have been by a chain running around sprocket wheels on the engine's flywheel crankshaft and one of the axles, so (if one considers the boiler to be at the front) it could be described as a 2-2wVBTG.

Crew comfort was provided by a corrugated iron roof, supported on a timber post at each corner. Photographs show that the locomotive later acquired side skirts, a rudimentary timber handrail and diagonal bracing to give some rigidity to the roof. Although of limited power, a photograph shows that the flat site allowed it to haul a substantial load (three skips loaded with spare steel buckets for the excavator). It also saw passenger service: pulling a single wagon fitted with a 'knifeboard' seat, carrying a party of visiting VIPs which included some ladies of formidable appearance.

Clearly there is the opportunity here for detailed research into the drainage scheme itself, details of the operation of the excavator and its assisting locomotive, and the origins and disposal of both. The photographs may be viewed on the websites of the State Library of Victoria[1] or 'Picture Australia'[2] and the above background history is taken mainly from the Victorian Department of Primary Industry's website.[3]

Notes

1. www.slv.vic.gov.au
2. www.pictureaustralia.gov.au
3. www.dpi.vic.gov.au

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Furnace, Fire and Forge

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

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

G.& C. Hoskins and its predecessors used twenty locomotives at Lithgow steel works and associated plants. The works railways, and those of the limestone quarries, iron ore mines, and collieries which supplied the raw materials, are described and illustrated in the book.
320 pages, hard cover, A4 size, over 250 photographs, 80 maps, plans and diagrams

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

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A Sawmilling and Tramway History of Gembrook 1885-1985 - by Mike McCarthy
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Ballarat's tramway era
by Alan Bradley.
Published by Ballarat Tramway Museum Inc.

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

Second Edition. Published by the Bellerive Historical Society

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

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

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Laheys' Canungra Tramway

by Robert K. Morgan, revised by Frank Stamford.
Describes Queensland's largest timber tramway with one Climax locomotive and 3 Shay locos.
32 pages, soft cover, A4 size, 28 photographs, plus maps and diagrams, references and index.
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The Innisfail Tramway

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by John Armstrong & G.H. Verhoeven. 128 pages, A4 size, 99 photos, 22 maps/diagrams.
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A History of the Sawmills and Tramways of Warburton - by Mike McCarthy

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

The Aramac Tramway

By Peter Bell & John Kerr

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

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

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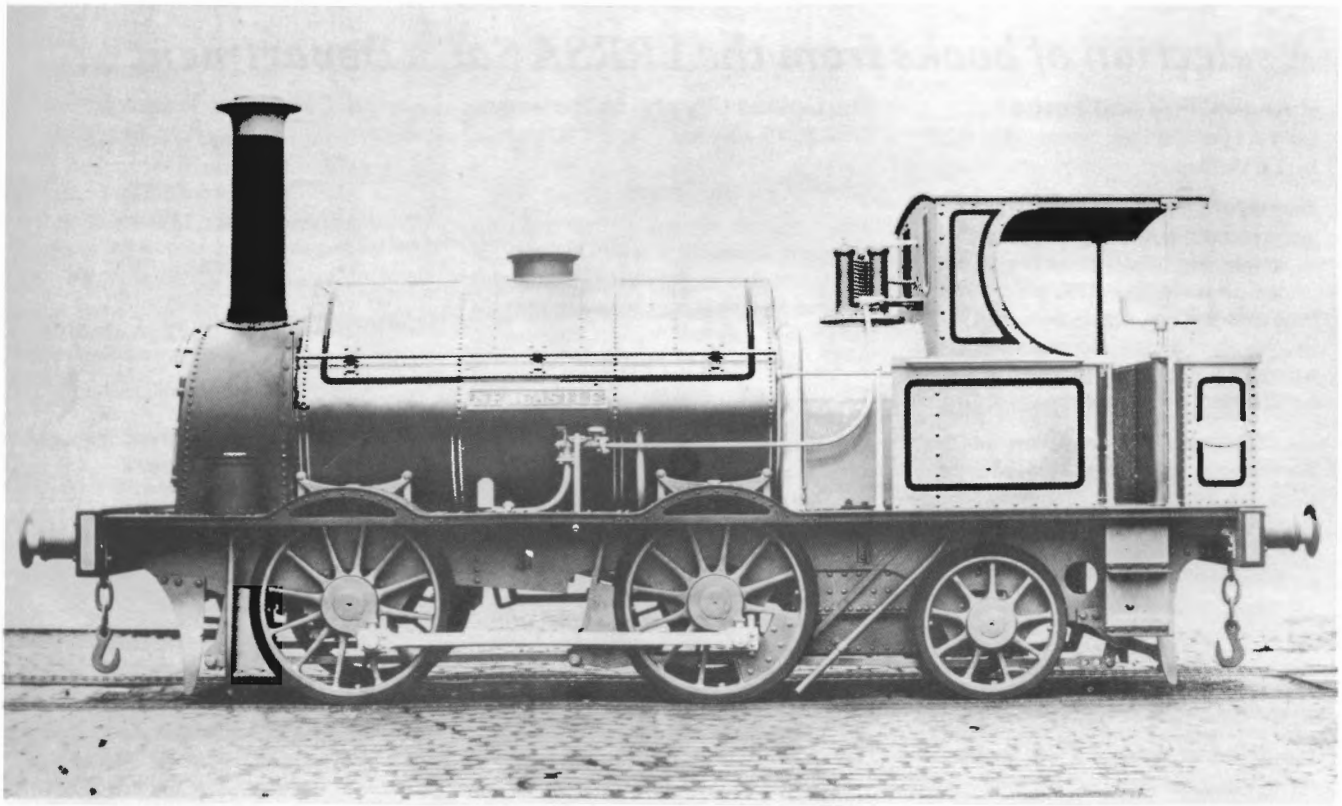

Newly completed NEWCASTLE *(B/n 1876 of 1879) poses for the camera in 'works grey' at the Beyer Peacock works in Manchester, England.* *Photo: Beyer Peacock & Co., from Phil Belbin collection*

A locomotive named *NEWCASTLE*

by JW Shoebridge

Introduction

Recent research into the history of coal mining and railway operations in the Merewether-Glebe area of Newcastle in New South Wales has unearthed many new and surprising facts. This article follows the life story of the colliery locomotive *NEWCASTLE*, including what must surely be one of the most bizarre incidents to befall an industrial locomotive.

The Burwood Estate inheritance

In 1835, Dr James Mitchell, a one-time British Army surgeon, purchased land to the south of Newcastle. Eventually, his Burwood Estate encompassed a total of 2300 acres and contained some eight miles of railways, a copper smelter, coke ovens and numerous coal mines and brickworks.

For a time he exploited these assets by means of the Newcastle Coal and Copper Company (NC&C Coy) and the Burwood Coal Company, but when he died in 1869 the smelter was cold, the mines idle, the railways at a standstill and the Estate burdened by considerable debt.

Mitchell's widow, Maria, died in 1872 and the Burwood Estate eventually passed to their daughter. Mrs EC Merewether. Mitchell's son-in-law, Edward C Merewether, assumed effective control and set about restoring it from its state of virtual bankruptcy. By 1875 Merewether had leased certain coal rights to his then employer, the Australian Agricultural Company (AA Coy), to be worked via its new Hamilton Pit.[1] The following year he negotiated with local business interests to let a further section of the Estate beneath which they planned to establish two large collieries.

The Newcastle Coal Mining Company

In 1876 the New Australian Alliance Coal Company (New AA Coy) commenced operations with the sinking of their 'A' Pit Colliery at the southern extremity of the Glebe Valley.[2] Their initial lease of 700 acres of coal lands from EC Merewether's Burwood Estate included the right to operate his railway between the mine and the Great Northern Railway. Pressure from the (original) AA Coy led to a change of title to the Newcastle Coal Mining Company Limited (NCM Coy) and the company continued under this name until its eventual liquidation in 1949.

As their initial motive power, the NCM Coy used two Neilson 0-4-0 tank locomotives, inherited via Mr Merewether from the long-defunct NC&C Coy, employing George Harpur as their engine driver.[3] Although one of these locomotives was overhauled at Morrison and Bearby's Foundry in Carrington soon after purchase, it was apparently considered that the pair would be unsuitable for the anticipated traffic.[4]

A new locomotive

In June 1879 the NCM Coy Board advised shareholders that an order had been placed for a new locomotive engine and that it would cost £1600. Delivery was anticipated by the end of the year.[5]

Built by Beyer Peacock & Co, Manchester (Builders No 1876 - Order No 3802) the new acquisition, which carried the nameplate *NEWCASTLE*, was an 0-4-2 saddle tank locomotive with inside cylinders; one of the firm's 140 Class, a standard design dating back to 1856.[6]

Identical locomotives had been supplied to a number of industrial firms in Britain, for instance Cannock Chase Colliery had five, and no doubt Mr Fowler CE of Westminster, the NCM Coy's London agent, took this into account when making his recommendation.

NEWCASTLE arrived in its namesake port on 1 November 1879 aboard the barque *Haidee*. Described in the manifest as

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'one boiler and three pairs of wheels and axles', the components were unloaded by James Russell at the No.6 dyke crane and (presumably) assembled by one of the makers' fitters.[7] In December the shareholders were advised that it had been fitted up and tested with 'satisfactory results'...and that the final landed cost amounted to £1764.[8]

The two old locomotives were advertised for sale in June 1880 and departed Newcastle for Lithgow in September where at least one of them went into service at the Eskbank Ironworks.[9]

The railways

The track over which running rights were exercised comprised two legally distinct railways. The first was the Glebe Railway, which ran from the mines in the Glebe Valley north-east to a locality known as 'The Junction'.[10] From this point northward, the line formally became the Newcastle-Burwood Tramroad that had been built in 1854 across AA Coy land to the Newcastle waterfront.[11] Initially these railways had been put down as narrow-gauge horse worked tramroads but by 1880 they had been converted to standard gauge and laid with bull-head iron rails. The whole line soon became known as the Newcastle Coal Mining Company's Railway, often shortened to the 'Newcastle Colliery Railway'.

In the days of the NC&C Coy, trains ran between their mines and the Company wharves, but *NEWCASTLE* now worked only as far as an exchange siding that had been laid down in Burwood Street, between Blane and Lower Church Streets from where government locomotives took the trucks on to the cranes.

The Red Head (or Coastal) Railway also converged from the south at The Junction. This line was not part of the 1876 lease agreement and continued to be operated by EC Merewether. He was actively seeking a similar lessee for the southern portion of his Estate that included the then-dormant Burwood Colliery and this railway, which ran between Glenrock Lagoon and The Junction. The line had been built in 1861 by the NC&C Coy along the beach front, through two timber-lined tunnels, the first in NSW, and over most difficult terrain. In 1878, to keep abreast of the heavy maintenance, Merewether commissioned his own locomotive, *BURWOOD*, the history of which was set out in a previous article (in LR 200).

Collision

Near Newcastle the Newcastle Colliery railway line crossed the AA Coy's Pit Town railway on the level. It was a busy crossing with fixed signals and a resident crossing keeper provided by the AA Coy for safe working purposes.[12]

With its paint still fresh, *NEWCASTLE* was involved in a collision on this crossing in July 1880 with a loaded coal train coming from the Borehole Pits. The last two AA Coy wagons were thrown off the line and the track was seriously damaged. There were no injuries to any person and no mention is made of damage to the locomotive. Although the newspaper report alludes to a 'failure of the signalling', one is tempted to wonder if driver Harpur was just running a little fast and cutting things a bit fine.[13]

Redundancy

By some means, Stewart Keithley, the NCM Company's General Manager, was able to persuade the NSW Government Railway Department take over the operation of the NCM railway. One of the requirements was for the old iron rails to be replaced. With this completed, a government locomotive made its first visit to the mine in August 1881.[14]

The redundant *NEWCASTLE* was greased up and stored in the engine shed. Described as 'new', the locomotive was advertised for sale along with the iron rails.

Looking eastward towards the ocean over Glenrock Lagoon. The photo appears to have been taken around 1900, some time after Burwood Colliery was relocated. The lagoon viaduct is clearly visible, as is the shed (in the center of the picture) built to house the locomotive NEWCASTLE.
Photo: ARHS/nsw Railway Resource Centre

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For Sale Tank Locomotive Engine [15]

(New)...Iron Rails (Nearly half worn). The locomotive is a powerful engine built by Beyer Peacock and Coy and has been working for twelve months only. Cylinders 14 in dia x 20 in stroke. Wheels 4 coupled 4ft dia and two trailing 3ft dia. Weight empty 19 tons, loaded 24 tons 3 cwt. Gauge 4 ft 8½ ins.

The Rails 114 tons of 60 lbs double faced 15 ft lengths with 3½ tons cast iron chairs and 2 tons spikes sufficient to lay complete about 1½ miles of road. The scrap consists of 32 tons of iron rails and 7 tons of broken cast iron chairs. The Locomotive will be sold by Private Contract but the rails will be sold by Tender separately. The rails and scrap will be delivered fob Newcastle if desired and tenders will be received up to noon on 19th October

Apply Stewart Keithley Manager.

For a time there were no takers, but all the while the wheels of commerce ground on and eventually a local buyer emerged.

Burwood Coal Mining Company

In 1883, Sydney merchants and mining entrepreneurs Thomas and Mahon Cowlishaw responded to Merewether's proposal and a lease was signed covering 1000 acres of coal-bearing land. As with the NCM Coy's agreement, this included the right to operate the Red Head Railway, but no ownership of the right-of-way. The brothers took into partnership George Hyde and lost no time in forming the Burwood Coal Mining Company Limited (BCM Coy).[16]

The following year, they re-opened the top-seam tunnels of Burwood Colliery which had lain idle since 1873 and the first coal was shipped in August 1884 as part of a contract won to supply the NSW Railways with locomotive coal. With this output providing an income, the company reconstructed the coastal railway and sank two 300ft deep shafts down to the Borehole Seam.

Agreement had previously been reached with the NCM Coy regarding the wayleave charges on Burwood coal handled over their line. An exchange siding was laid on Merewether's property near The Junction and government locomotives collected the coal trains at this point.

During 1885 the shafts were completed and fitted out, new screens and sidings were commissioned and in December, *BURWOOD* took the first train of Borehole coal off to The Junction. This locomotive had been on hire to the BCM Coy whilst they repaired the railway and, as an interim measure, Merewether reluctantly agreed that it could be used to work the coal trains.

BURWOOD was obviously too small to handle the planned coal traffic. In any case Merewether was not prepared to let it on indefinite hire, so the BCM Coy purchased *NEWCASTLE* from the NCM Coy for £1200.[17] Tom Bainbridge was engaged as engine driver, the locomotive's cab was cut back to fit through the tunnels and the BCM Coy commenced to work their own traffic between the mine and the exchange siding. For a time, *NEWCASTLE* shared *BURWOOD*'s 'engine house' while a new locomotive shed was being erected beside the shore of Glenrock Lagoon.[18]

More accidents

With three locomotives now having access to the exchange sidings, a signal box and fixed signals were installed.[19] Little is known regarding this installation, and despite its introduction, it was not long before the inevitable collision occurred.

On Saturday 19 January 1889, *NEWCASTLE* was hauling the afternoon coal train of 27 hoppers from the pit towards The Junction.[20] Emerging from the No.1 tunnel, Tom Bainbridge climbed onto the bunker to get a better view ahead and was alarmed to see a government locomotive approaching on the single track, propelling two hoppers of small coal, and pulling a train of empties.[21] Scrambling down, he closed the throttle while his fireman screwed down the brake, but the momentum of his loaded train made an accident inevitable.

The Newcastle Coal Mining Company's 'A' Pit Colliery in the Glebe Valley, Newcastle. The locomotive shed is the building on the far left.
Photo: ARHS/nsw Railway Resource Centre

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In the ensuing collision, one of the iron hoppers was thrown from its frame onto the beach and the second was 'smashed to pieces', with the coal strewn over the track. Reportedly, *NEWCASTLE* was virtually undamaged although a buffer was torn off the government locomotive. Workmen returning from the mine soon had the line cleared. The newspaper report concludes with the statement that two signals had been erected to prevent such an occurrence, but being Saturday, there was no one attending to them!

It was not long before Tom Bainbridge, in charge of *NEWCASTLE,* once again came under public notice, this time in connection with a fatal accident. On 27 March, 1890, day-shift workmen from Burwood pit crowded onto the afternoon coal train to hitch a lift home. An indication of the state of affairs, given in evidence to the Coroner, is that two men, Cook and Keddie, rode sitting on the engine buffers. The loaded train arrived at the Racecourse Sidings around 4pm and the driver halted to allow men off the trucks, then shunted the train so as to now propel 12 empty wagons ahead of the locomotive.

Cook and Keddie had a little further to go and took the opportunity to move up and sit on the buffers of the leading wagon, Keddie being instructed by the fireman to keep a good look out ahead. The train braked 'at the signal station' to allow Mr Dawson, a mine deputy, to alight. In so doing, the slack in the loose-coupled train ran out and the jolt threw Walter Cook, 22 years old and recently married, onto the line. Attempting to regain his feet, he stumbled, fell under the wheels and was killed instantly. At the subsequent inquest the jury returned a verdict of accidental death and recommended that a guard should in future accompany the train.[22]

Within three months there was a second fatal accident on the line, this time in the 'long tunnel'. Around mid-day on 7 June, John Scott, a single man aged 23 and said to be employed at South Burwood Colliery, was observed by two platelayers, walking with his swag on the track between the two tunnels. They hurried ahead of him (presumably through the tunnel) to their work on a piece of the line near the Racecourse.

Around 1pm Bainbridge and his fireman, John Spark, departed the colliery with *NEWCASTLE* hauling a coal train. As they were passing slowly through the long tunnel they heard a man cry out. They managed to stop the train within 12 yards and Spark went back and, finding Scott lying injured beside the track, held him clear of the train whilst he called the driver to set back. The victim was helped onto the engine and brought into daylight where the train halted and the enginemen were joined by the fettlers. They washed the dirt off the victim and assessed his injuries. Scott appeared to have a badly fractured arm but otherwise no-life threatening injuries. Questioned by the crew, he said he was looking for work and knew he should not have been in the tunnel. The train proceeded to The Junction where one of the fettlers procured a horse bus and accompanied him to Newcastle Hospital. Dr Hester successfully operated on the arm but infection set in and despite amputation, Scott died on 6 July.

At the subsequent inquest, evidence was given that Scott appeared to have panicked and attempted to climb the timber tunnel lining and that had he stood between the uprights or lain down he would have been safe. The locomotive had passed by Scott, but he was struck by one of the two Government trucks it was hauling. There were notices prohibiting entry to the tunnel at both ends and a man was stationed at the Newcastle end to prevent entry. Again a verdict of accidental death by misadventure was recorded, but this time there were no recommendations.[23]

Major repairs and controversy [24]

By the end of 1890, the hard-worked *NEWCASTLE* was in need of repairs and tenders were called to re-tube the boiler.[25] Mr Pendleton, the then colliery manager, wrote seeking to hire *BURWOOD* whilst the work was done. EA Merewether, who was managing the Burwood Estate, referred the matter to his father and permission was reluctantly granted.[26]

Messrs Campbell and Russell, trading as James Russell and Company, expressed an interest in the job. These partners were contractors, iron founders and engineers with a wide range of interests in the Newcastle District. Their Vulcan Foundry was situated on the Newcastle waterfront off Merewether Street, with its own railway siding running back toward the government coal staithes. Here they built small ships and manufactured colliery machinery, including engines, boilers and rolling stock. They had earlier supplied the boilers for Burwood Colliery and thus would have been well known to the coal company officials.

James Marsh, Russell's manager, came to the mine to inspect *NEWCASTLE*. He suggested that a portion of the tube plate also required replacement and submitted a price for the job which was accepted by Pendleton on 14 January 1891. The agreement provided for the free loan of Russell's own locomotive whilst the work was being done. Although the identity of this locomotive remains a mystery, it is possible that it was one of two well-tank locomotives built by Wm Fairbairn and Son in 1856 for the AA Coy. In any case, because of this, the hire of *BURWOOD* was not proceeded with.

Thus *NEWCASTLE* was taken to Russell's works and, with some difficulty, the boiler was removed from the frames.[27] During the course of the work, additional repairs were found to be necessary. These were agreed to and a second contract was signed. The required spare parts, including axle boxes, piston rods, valve spindles and one piston, were ordered from Manchester and arrived in early September.

By now, Pendleton had moved on and a new manager, John Rae, had arrived from Greta Colliery. Concerned about the slow progress on the locomotive, Rae called several times at Russell's works. Shown certain items that required further attention, he agreed to the additional work and signed a third contract.

On 17 September the boiler repairs were complete and Rae went to the works to witness the hydraulic pressure test. When he next called, the boiler was back in the frames and the engine was in steam. Accompanied on this occasion by the colliery engineer, Richard Sutherland, Rae complained that the firebox was too tight a fit, some stays were leaking, the frames had been strained and that several rows of rivets had been 'clipped' to make it fit.

Marsh agreed it had been close fit, and admitted one of the cross stays was taken out to remove the boiler but it was back now, and any leaks would take up in service. Rae, commenting on the 'blow-by' up the funnel, said he would not accept the repairs until he had seen the locomotive back at the mine and at work on a train. In reply, Marsh stated that certain degree of leakage must be expected from such an old locomotive. He also pointed out that there were several jobs not complete but Rae said these were minor matters which his fitter could attend to.

The matter was referred to Russell, who reluctantly agreed that the locomotive could go back to the colliery. Thus on 6 November *NEWCASTLE* was back to the mine and tested hauling a loaded train, driven by Russell's foreman, John Mastin. Rae still complained about the blow up the funnel and of leaking boiler stays. Mastin told him the problem was

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due to accumulated condensate because the cylinder cocks were not working. The stays would be attended to.

Not satisfied, Rae and Sutherland steamed the engine themselves on 10 November and the following day they had the buffer beams and cylinder heads removed and the covers taken off the valve chests. Mastin returned accompanied by a boilermaker who caulked the copper staybolts. Despite a straight-edge being applied to the valve faces, no agreement could be reached, with Mastin still claiming the engine was serviceable and Rea refusing to accept the repairs.

That afternoon, Rae himself took Mastin and his mate to The Junction on the footplate of Russell's locomotive. At this point Mastin handed Rae a letter from Russell and Coy demanding the immediate return of their locomotive, stating that he had been instructed to drive it back himself. Rae declined to hand over the engine, explaining that if he did so, the pit would be stopped. He steamed back to the pit and Mastin and his boilermaker made their way to Honeysuckle.

Abduction

Contacted by telephone, Marsh agreed that if *NEWCASTLE* was brought to The Junction before five that afternoon, he would come up with a government locomotive and take it to their works where any complaints would be made good.

On Marsh's assurance, *NEWCASTLE* still dismantled, was attached behind the last coal train on Wednesday afternoon. For some reason, Bainbridge, the colliery loco driver, was not available so Russell's locomotive was driven by John Morton, usually employed as the fireman. When the equipage arrived at The Junction, Marsh was waiting, but there was no sign of the government locomotive.

After the loaded trucks had been placed in the exchange siding, Marsh suggested to Moreton, that rather than wait for the government engine, they should re-attach *NEWCASTLE* and he would ride with him on the footplate to Brown Street. There he would arrange for a government railway employee to pilot the two locomotives across the main lines to deliver *NEWCASTLE* to the foundry. The local press reported the amazing chain of events which followed in these terms:[28]

'Seizing an Engine'

On Thursday last, Messrs J Russell and Co seized the Burwood Coal Company 's locomotive, and in consequence the pit had to lie idle on Friday. The facts of the case are peculiar , and show that the firm repaired the locomotive at their Vulcan Foundry for the company... The driver jauntily drew up to the yard [of the foundry] *with the firm's engine in tow, and, when he got inside the gate was surprised to see it smartly closed and locked. He was told both the engines were to remain and remain they did,'the driver and fireman, not being distrainable goods, being allowed to walk away. The matter will in all probability form the subject of a case at law.*

The hapless Morton and his fireman walked all the way back to Glenrock, where Morton reported the turn of events to Rae and was summarily dismissed.[29] The next day the colliery was laid idle with no wagons to fill. Despite this, for some reason no further approach was made for assistance from *BURWOOD*.

Agreement . . . but no agreement

On Friday 14 September, a letter arrived from Russell stating that neither locomotive would be returned unless Morton was reinstated. That afternoon the BCM Coy General Manager, Weston, travelled from Sydney to confer with Russell's partner, Campbell. Cooler heads prevailed, and it seemed that some compromise had been reached.

Accordingly, Richard Sutherland was at the foundry bright and early on Monday 16th ready to drive Russell's locomotive back to Glenrock. Presented with certain documents, he refused to sign them and departed on foot, leaving the mine once again unable to work.[30] John Rae now approached the GNR locomotive foreman at Honeysuckle and hired a government engine which ran the coal trains for two weeks until 26 September when *NEWCASTLE* returned. The only Departmental locomotive which comes to mind as suitable for the task (ie able to fit through the tunnels) is No. 394, the small Manning Wardle engine named *PIONEER*, at that time employed on shunting duties at Newcastle station.

Although history now falls silent, apparently *NEWCASTLE* was able to satisfactorily resume work and the coal company refused to pay for some of the repairs. Thus in December 1892, James Russell and Company took court action for the recovery of certain outstanding accounts, the Burwood Coal Mining Company counter-claiming for loss of production and locomotive hire costs. After a two-day hearing before a single magistrate, on 16 December, the verdict was awarded to the colliery company on a legal technicality.[31] The Judge however made it clear in his summing-up that had it not been for this, he would have given a ruling in favour of Russell and Coy.

If nothing else, the above account gives some indication of the relaxed manner in which railway safe-working practices were interpreted at a local level and the apparent freedom of operation of private locomotives over government railway tracks at that time.

Semi retirement

By 1893 the BCM Coy had sunk a new No.3 Shaft at Whitebridge, and all coal winding was diverted there. The mine output was now carried over the newly-opened Redhead Coal Company's railway through Adamstown to the Port Waratah cranes and *NEWCASTLE* was again out of work. In the following year, the Cowlishaw Brothers sold their Burwood Coal Company to the Scottish Australian Mining Company (SAM Coy) who continued with the new winding arrangements, relegating the Lagoon shafts to ventilation and emergency access.

With the cessation of coal traffic on the Coastal Railway, *NEWCASTLE* lay idle in the shed at Glenrock. Merewether's locomotive *BURWOOD* was sold in September 1895 and shipped north.[32] Shortly afterwards, October storms covered the coastal railway with an estimated 2000 tons of sand. As the SAM Coy was under legal obligation to keep the line open for traffic, casual labour was hired, and with the colliery winding-engine driver in charge, *NEWCASTLE* was brought back into service to help remove the sand. In January 1896, with the task about half done, a further spell of bad weather undid all their work.[33]

The process of sand removal was repeated and eventually the job was completed. Soon after, around 1898, *NEWCASTLE* was sent to the SAM Coy's new Durham Colliery (later Lambton 'B') at Redhead.

In 1904, a portion of the Burwood coal lease was sublet to William Foreshaw who opened Glenrock Colliery. Shortly after, in partnership with Thomas Howley, he assumed responsibility for the coastal railway.

The SAM Coy had planned to construct their own railway to connect Durham Colliery with the government line near Winding Creek (Cardiff). It may be that *NEWCASTLE* was to be used during the construction of this line. However, before Durham opened in 1901, the plan was abandoned and

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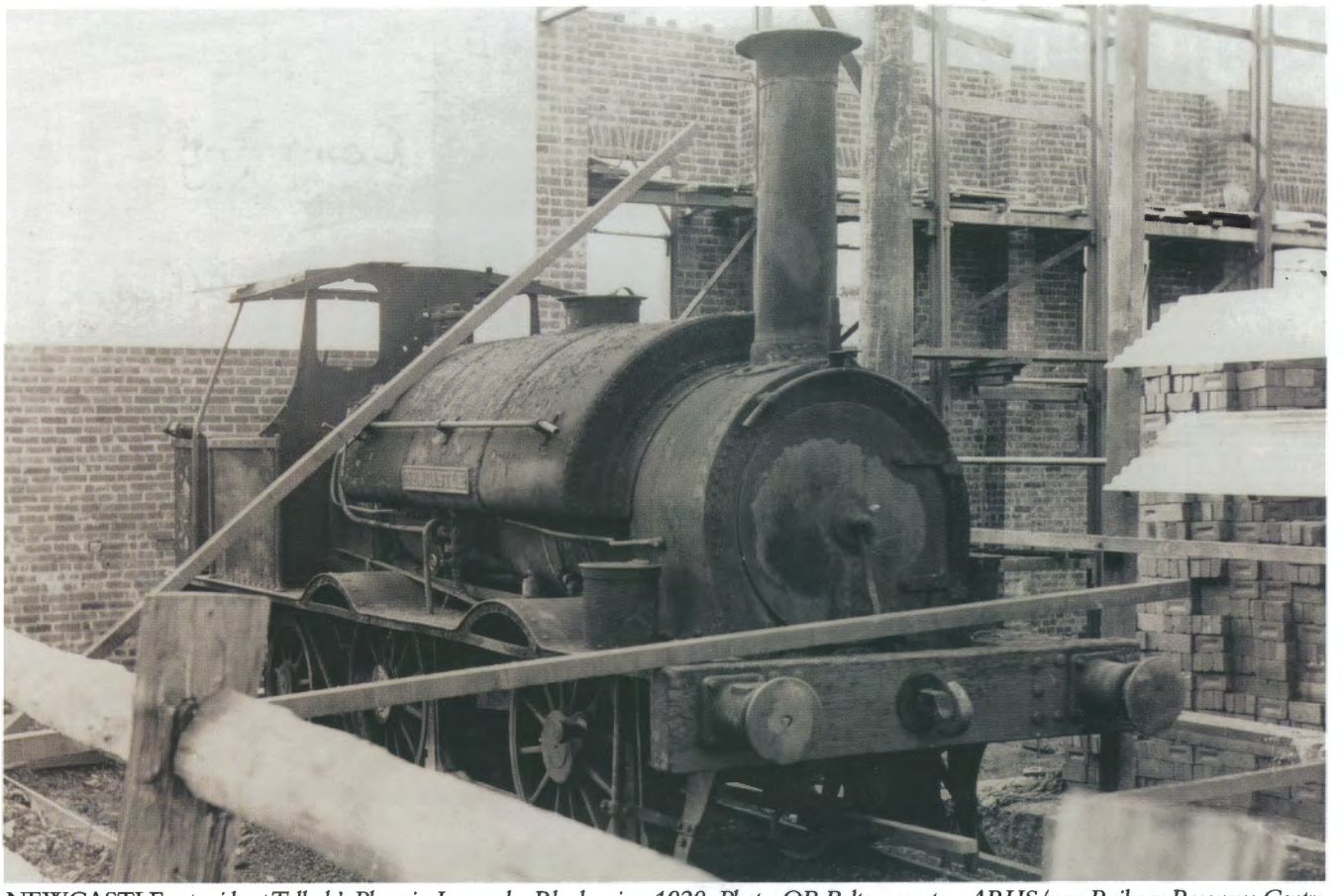

NEWCASTLE *set aside at Tulloch's Phoenix Ironworks, Rhodes, circa 1920. Photo: OB Bolton, courtesy ARHS/nsw Railway Resources Centre*

the colliery siding was connected to the Redhead Coal Mining Company's new railway between Dudley Junction and Burwood Extended Colliery.

One source claims that once production commenced, *NEWCASTLE* was initially used to work coal trains up to Dudley Junction, where they were collected by a government locomotive. It is similarly stated that a passenger service was also provided for the employees, utilising steam tram trailer cars. This connected with the government-run special Newcastle-Dudley miners' train.[34]

Finale

By 1910 government locomotives had taken over operations to Dudley Junction and a photo taken around this date shows *NEWCASTLE* standing, apparently out of use, on the boiler coal siding. Around 1913 it was sold to Tulloch's Phoenix Ironworks at Rhodes, in Sydney's inner western suburbs.

Reportedly the plan was to repair the old engine for use as the works shunter but an inspection revealed that boiler and engine were beyond economic repair. The sad old relic was thus cut up for scrap in the 1920s.[35]

Railway historian Gifford Eardley managed to save one of the nameplates and a Beyer Peacock builder's plate and these are now in the custody of the Newcastle Regional Museum. Recently the author was able to present the museum with a photograph of the locomotive, together with a synopsis of its history for inclusion in their archives.

Acknowledgements

Assistance from my friends, Brian Andrews, John Browning, David Campbell, Dennis Hinchcliffe, Bruce Macdonald, Ron Madden, John Merewether and John Rodgers in the preparation of this article, has as always, been readily forthcoming, and is most gratefully acknowledged.

Notes and References

1. EC Merewether was at that time General Superintendent of the AA Coy
2. *Newcastle Chronicle*, 20 Jan 1876.
3. *Newcastle Morning Herald*, 22 June 1877
4. NCM Coy Board Report, June 1877
5. NCM Coy Board Report, June 1879
6. Hills R and Patrick D; *Beyer Peacock Locomotive Builders to the World*, Transport Publishing Company, 1982
7. Although there is no record on this occasion, other deliveries from Gorton Works were assembled and commissioned by one of their employees.
8. NCM Coy Board Report, Dec 1879
9. *Newcastle Morning Herald*, 12 Sept 1880; See also Mc Killop R *Furnace Fire and Forge* LRRSA Melbourne 2006.
10. The original Glebe Railway had been built in 1854 to serve Morgan's Victoria Tunnel and Nott's Victoria West mine. It was all on private land so no enabling legislation was necessary.
11. Built under the authority of the Newcastle-Burwood Tramroad Act of 1854.
12. Today (2007) the crossing keeper's cottage still stands, used as an office by the adjacent church.
13. *Newcastle Morning Herald*, 3 July 1880.
14. *Newcastle Morning Herald*, 3/10 Aug 1881.
15. *Newcastle Morning Herald* 17 Aug 1881.
16. Not to be confused with the (former) Burwood Coal Company.
17. NCM Coy Board Report: June 1885.
18. *Newcastle Morning Herald*, 21 Mar 1885.
19 Burwood Estate correspondence, 4 Feb 1886.
20. *Newcastle Morning Herald*, 22 Jan 1889.
21 In the original the word is "tender" As *BURWOOD* was a tank engine, I have taken the liberty to alter it to read "bunker". It does serve to indicate the direction the locomotive was facing.
22. *Newcastle Morning Herald*, 27/28 Mar 1890.
23. *Newcastle Morning Herald*, 8/11 June 1890.
24. Most of the following comes from evidence presented in a court case "Russell & Co v The Burwood Coal Mining Coy Ltd", as reported in the *Newcastle Morning Herald* 16-17 Dec 1892.
25. *Newcastle Morning Herald*, 12 Jan 1891.
26. Burwood Estate correspondence, 12 Jan 1891.
27. In evidence before the court, Marsh stated that he seriously believed that Beyer Peacock had completed the boiler, and then built the locomotive around it !
28. *Newcastle Chronicle*, 17 Nov 1891.
29. The most surprising part of the whole bizarre story is that Rae allowed the gullible Morton to run the trip to The Junction unsupervised.
30. Although details of the 'certain documents' have not survived, it would appear that Sutherland was being asked to accept the repairs as satisfactory and perhaps also to guarantee payment.
31. Russell and Campbell (his son-in-law) were partners in the bankrupt East Lambton Colliery and thus unable to lodge certain guarantees with the Court.
32. Burwood Estate cashbook, Oct 1895.
33. Thos Croudace (SAM Coy) correspondence: 25 Apr 1896.
34. Eardley GH in *ARHS Bulletin* No 62; Dec 1942
35. Personal communication, Railway Historian OB Bolton.

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Continental charm
Feldbahnlokomotiven

by John Browning

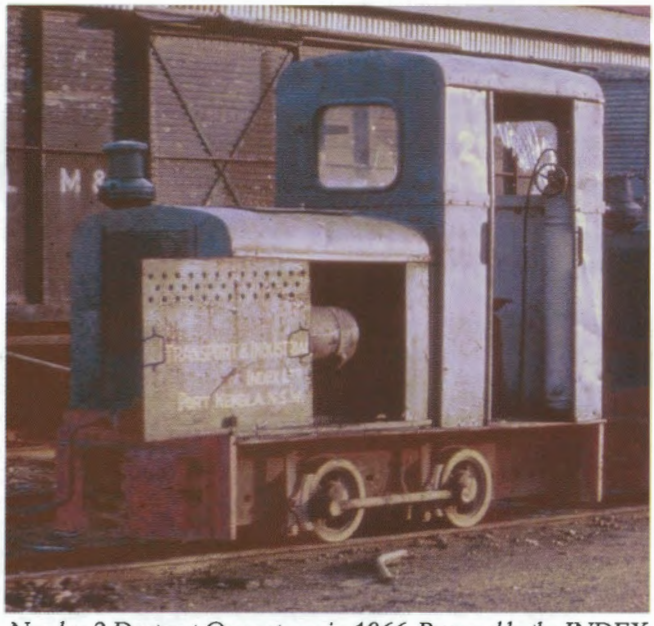
It is well known that many 2ft gauge steam locomotives were supplied to Australia by German manufacturers in the period from the late 1880s to 1914. What is less well known is that later on at least five and probably six small diesel locomotives of this nominal gauge also came to this country from Germany. This brief article covers what little is known of their history.

Deutz

In 1966, three small 2ft gauge blue 0-4-0DM locomotives were photographed stored in the exchange yards of the Mt Lyell Mining & Railway Co Ltd at Queenstown, Tasmania. They were numbered 1, 2 and 3, and carried painted lettering TRANSPORT & INDUSTRIAL INDEX LTD, PORT KEMBLA, NSW.[1] Clearly out of use, they were being offered for sale. According to Bruce Macdonald, the locomotives were never owned by Index, who acted as agents, but may well have been the property of Mt Lyell.[2] I have no details of how they came to Queenstown, of their use there (if any), or of their disposal.

These locomotives were clearly built by the German company Deutz, of Cologne in the state of Nordrhein-Westfalen. They had a distinctive cab design, cylindrical type connecting rods, and a curiously-shaped exhaust outlet (or air intake?). They were not identical, with number 3 having larger cab windows. They appeared to be around 5 tons in weight.

A search of the Deutz builder's list for an Australian connection initially found 18306, 600mm gauge, despatched 5 March 1937,



Number 2 Deutz at Queenstown in 1966. Presumably the INDEX details are for the benefit of passers-by. Photo: Ron Aubrey

Type OME117F, indicating a one-cylinder, 12hp 4-stroke diesel. It was ordered by W A Fritze & Co, Bremen, for Herbert del Cott, Melbourne. My understanding is that del Cott was a consulting electrical engineer active in Victoria at the time.[3] This locomotive would have been small, weighing about 3 tons, and so it does not seem to be likely to be one of those at Queenstown. So del Cott's locomotive appears to be a mystery.

The next link to Australia was found in the entry for Deutz 21378, 600mm gauge, despatched 31 July 1939, Type OMZ117F, indicating a 24hp two-cylinder 4-stroke diesel. This was ordered by Hoch-Tief AG, Essen, "for Pirmasens". It was noted that a new gearbox had been ordered in 1954 by

The three Deutz locomotives stored at Queenstown in 1966. The one at the end of the line has suffered some cab damage. Photo: Ron Aubrey

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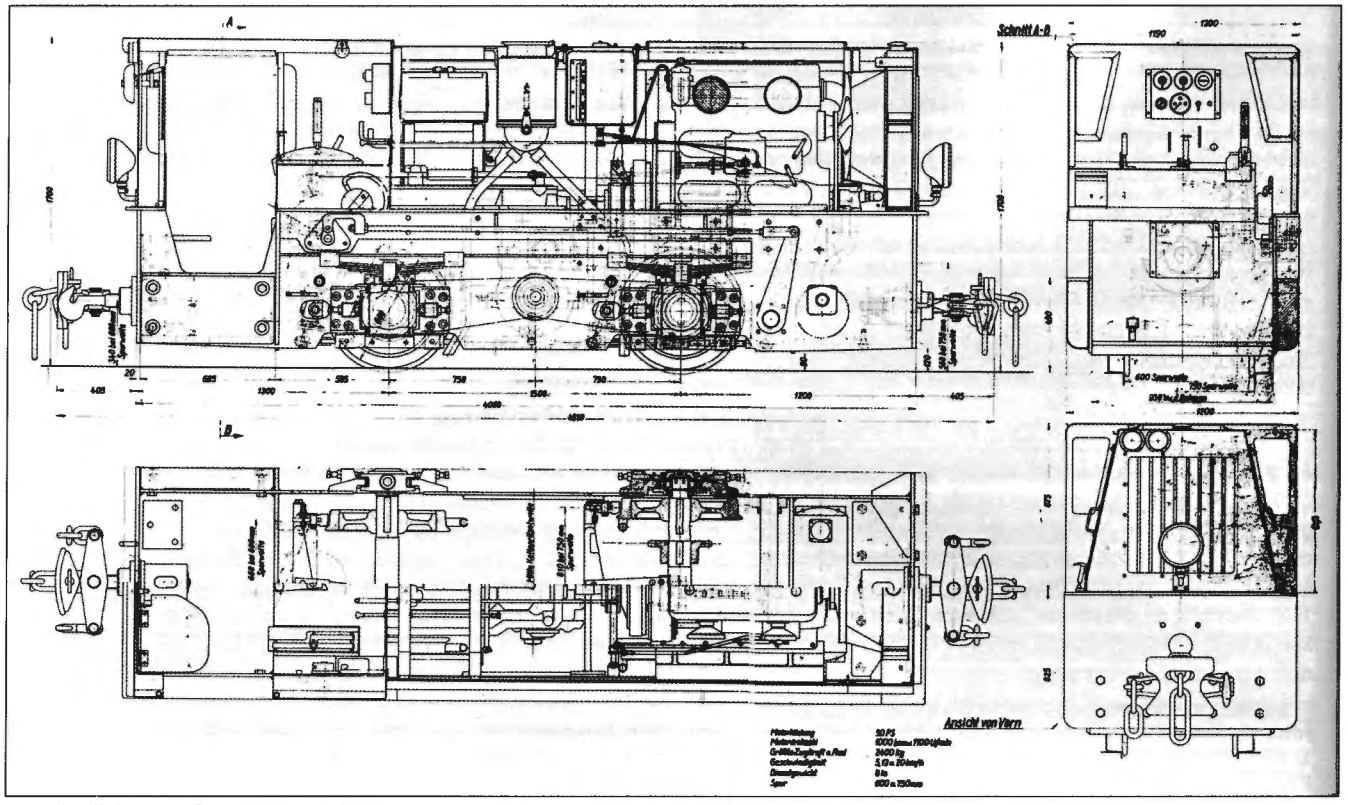
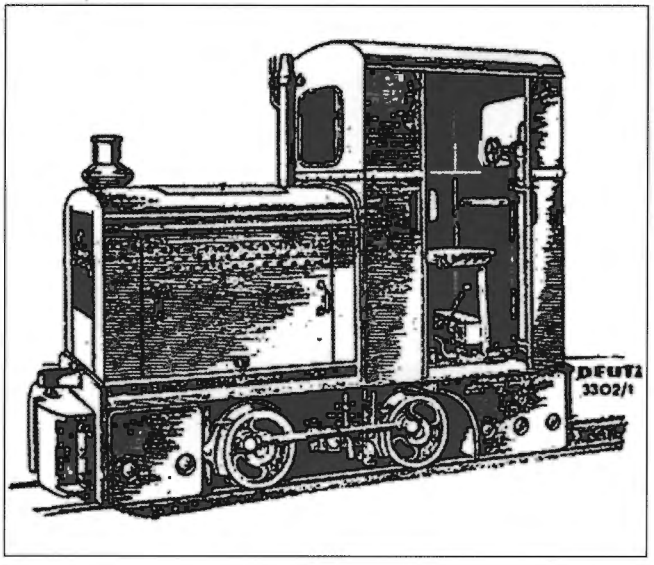


Windhoff drawing for the Type HF50B, showing gauge variations for 600mm and 750mm.

Hoch-Tief AG, Essen, for Australia, but that this had been subsequently returned as "the locomotive was stated to have been scrapped". This type of locomotive appears to be the same as the ones at Queenstown. It would have weighed 7 tons if it had carried the cast iron ballast weights that are missing in the Tasmanian photo. They would have been bolted to the frame in front of and behind the wheels.

Hoch-Tief was a large construction company that was heavily involved in many military construction projects in Germany following Hitler's coming to power in 1933. Pirmasens is a town in the Rhineland close to the French border. The company took delivery of many narrow gauge Deutz locomotives in this period, including more than 40 locomotives of Type OMZ117F between 1934 and 1941.[4]

The fact that the 1954 order for a gearbox was from Hoch-Tief implies that this company could have had the locomotive in Australia for a post-war construction project. Assuming that it or another Hoch-Tief locomotive ended up in Tasmania, it is likely that all three locomotives at Queenstown came from the same source.



This Deutz catalogue illustration appears to show the Type OMZ117F.

In fact Hoch-Tief did indeed carry out a post-war Australian construction project, and it was in Tasmania. This was the Mossy Marsh tunnel, constructed by Hochtief (Australia) Pty Ltd for the Tasmanian Hydro-Electric Commission to connect the Butler's Gorge works with Tarraleah Power Station, using a largely German workforce. The tunnel holed through in September 1954 and it is confirmed that rail equipment was used.[5] Accordingly, we must conclude that it is likely that Hoch-Tief brought a number of locos to Australia, including 21378, of which three ended up at Queenstown.

Windhoff & Gmeinder

Two diesel locomotives are believed to have been imported to New South Wales in about 1974 for use in a small mining operation planned near Tenterfield. They first came to notice when they were purchased by a Mackay district sugar cane farmer in Queensland for a projected tourist project.

Rheiner Maschinenfabrik Windhoff AG of Rheine in the German state of Nordhein-Westfalen were among the manufacturers that produced narrow gauge diesel locomotives for the German army during the Second World War. Windhoff 452 of 1940 was a 50hp 8-tonne 600mm gauge 4wDM Type HF50B, allocated army number M5866. It was one of 201 600mm and 750mm gauge examples of this type produced by six different builders between 1939 and 1945, of which Windhoff built 21. This type of locomotive was designed to be narrow (1200mm) and low profile (1700mm) to work in military installations such as underground bunkers, and additional examples were produced after the war.[6]

At the end of the war, Windhoff 452 was at an army testing station at Mittersill in Salzburg province in western Austria. In 1955, it was with a joint venture at Kaprun in the same part of Austria,[7] most likely in connection with hydro-electric construction.[8] Later it was owned by Polensky & Zöllner, a

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The Gmeinder locomotive has a cabside aluminium builder's plate and below it a brass plate showing the Polensky & Zöllner plant number, 13 December 1984. *Photo: John Browning*

construction company, quite possibly at Radstadt in Salzburg province, and was numbered 3061 in their fleet.[9]

Gmeinder & Co GmbH of Mosbach in the German state of Baden was another of the locomotive builders that prospered under the rearmament program of the Third Reich, and indeed designed the Type HF50B locomotive.[10] In 1949 they produced their number 4574, a 600mm gauge 4wDM. This was a 26hp 4.5 tonne locomotive but the original customer is unknown. It was later recorded with Polensky & Zöllner, at Radstadt in the Salzburg province of Austria, where it was numbered 3059.[11]

In about 1974, Wilhelm Dahrmann is believed to have imported from Europe a complete mining plant for a venture he planned to set up at Silent Grove, near Tenterfield. This included the two diesel locomotives, which still carried their Polensky & Zollner plant number plates. It is believed that the equipment was never put into use.

Following Dahrmann's death, the locomotives were obtained by Ken Penfold, a Brisbane businessman, and were offered for sale in 1984. They were purchased late that year by Mackay district canegrower Tony Germanotta, whose farm was at Mulei on the Bruce Highway south of Kuttabul. Germanotta was a director of Marian Mill Co-operative Society Ltd and was planning to operate a tourist train on the mill tracks. The locomotives were tried out on a mill siding and taken to a workshop on the farm for mechanical attention. On 20 July 1985, the Gmeinder locomotive hauled a demonstration

The Gmeinder showing off its neat lines, 29 December 1984. The cab is not original and the headlight guard may also be an addition while in contracting service. *Photo: John Browning*

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The low-profile Windhoff on 29 December 1984. The additional tank at the front end appears to be a radiator header tank, while the external whistle is an unusual feature. *Photo: John Browning*

passenger train on the mill's Mt Jukes branch using navvy vehicles from the mill, while the Windhoff locomotive was under repair, with parts being imported for this work. Germanotta was unable to obtain the necessary approvals to operate a tourist train service and the locomotives remained in store at the farm.[12]

In 1991, it was forecast that they would be sold for a projected tourist railway on Fraser Island, but this did not eventuate. In 1994, Germanotta was proposing to re-engine the Gmeinder. By 1997, the locomotives were stated to be for sale, complete with spare parts.[13]

In the intervening years, little has changed. In 2005, the Gmeinder was noted somewhat neglected on what had probably once been a siding off the Marian Mill Mt Jukes line to the south of the Bruce Highway.[14] In 2006, the Windhoff was noted in a workshop area of the farm, with repair work on it seemingly not having progressed for some time.[15]

These two rare locomotives are of great interest. The Windhoff is the only one of its type from this builder still in existence and the Gmeinder is one of only a couple of its type surviving world wide.[16] They would make good candidates for a private preservation project because of their relatively small size.

Any others?

Apart from the mystery locomotive ordered by Herbert del Cott, the *Feldbahnlokomotiven* mentioned above all came to Australia as used locomotives. Thus it is probably mostly good luck that we know anything about them. Are there other examples of other similar locomotives that have so far escaped attention in the pages of *Light Railways*?

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Locomotive summary

Builder	B/n	Year	Gauge	Model	HP	Weight	Last known location
Deutz	18306	1937	600mm	OME117F	12hp	3 tonnes	Herbert del Cott, Melbourne
Deutz	(21378	1939?)	600mm	OMZ117F	24hp	7 tonnes	Queenstown, Tasmania
Deutz	?	?	600mm	OMZ117F	24hp	7 tonnes	Queenstown, Tasmania
Deutz	?	?	600mm	OMZ117F	24hp	7 tonnes	Queenstown, Tasmania
Gmeinder	4574	1949	600mm		26hp	4.5 tonnes	Tony Germanotta, Mulei, Qld
Windhoff	452	1940	600mm	HF50B	50hp	8 tonnes	Tony Germanotta, Mulei, Qld

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NEW SOUTH WALES

SIMSMETAL, Kembla Grange

1435mm gauge

Some of the first series of ex-Australian Iron & Steel BXLA flat-sided coal wagons were being scrapped at this site on 26 April. Those still recognisable at this point were BXLA39, BXLA97, BXLA134 and BXLA139. These wagons were phased out of service when PN cylindrical-sided coal hopper wagons were introduced to the steelworks network in about 2004. They have been in storage for some years, first at Port Kembla near the General Purpose berth behind the Grain Terminal and then at Enfield.

John Garaty 4/08

QUEENSLAND

Sugar Industry Commissioner

The role of Sugar Industry Commissioner was set up in 1999 as part of the transition to industry deregulation. The role of the Commissioner was to consider and authorise sugar-industry specific easements over land, including those relating to the provision of cane railways. The role will cease from 30 June when it will be taken over by the Land Court.

Canegrowers media release 16/4/08

BUNDABERG SUGAR LTD, Bingera Mill

(see LR 200 p.28)

610mm gauge

As part of the program to ease grades on the line linking Fairymead and Bingera, the planned work at Cella's Hill, south of Splitters Creek, had been completed by the end of April. Associated work has included installing a runaround loop at Kenzlers to replace Rob Royans loop. Work had also begun on a major realignment at Pitts Hill, north of Splitters Creek.

Lincoln Driver 5/08

BUNDABERG SUGAR LTD, Millaquin Mill

(see LR 200 p.28)

610mm gauge

Further work on the new Bundaberg Ring road has involved the realignment of the Telegraph Road crossing and Simpsons loop. The line was in place and ballasted by the end of April, but some rail welding was yet to be completed.

Work on the completion of Strathdees line between the mill and the Burnett ferry has not been progressed this year, possibly reflecting less urgency in the light of revised crushing arrangements in 2008 which will see the flow of cane from the Qunaba area across the river rather than in the opposite direction from the Fairymead area to Millaquin.

Lincoln Driver 5/08; Editor

BUNDABERG SUGAR LTD, Innisfail District

(see LR 200 p.28)

610mm gauge

It was reported in early March that Bundaberg Sugar had withdrawn from negotiations to merge its northern sugar interests with Mulgrave and Tully mills.

Following a serious level crossing accident near Goondi in the 207 season, multi-paired Com-Eng 0-6-0DH locomotives 4 *HARVEY* (AD1138 of 1960) and 5 *BRAMSTON* (AH2460 of 1962) are being rebuilt at **Babinda Mill**.

Shane Yore 4/08; *Courier-Mail* 2/3/08

CURTAIN BROTHERS (QLD) PTY LTD, Townsville

(see LR 200 p.28)

1067mm gauge

It is reported that the four remaining Emu Bay Railway Walkers B-B DH locomotives have been sold to Curtain Brothers by Pacific National and will be transported to Townsville. They are 1103 and 1004 (640 & 641 of 1970) and 1106 & 1007 (658 & 659 of 1971). It appears likely that 1102 (639 of 1970), purchased by Cairns-Kuranda Rail Services some years ago, will be transported with them.

Tasmanian Rail News 1/08 via Brian Webber; Mike L 4/08

CSR SUGAR (HERBERT) PTY LTD, Herbert River Mills

(see LR 200 p.28)

610mm gauge

Victoria Mill's EM Baldwin B-B DH *DARWIN* (6171.1 9.75 of 1975) was taken across to **Macknade** Mill on 28 April and is expected to be based there for the 2008 season.

Macknade Mill's Clyde 0-6-0DH 16 (DHI.1 of 1954) has been fitted with the hood top taken from *IONA* (DHI.2 of 1954), and is also receiving two new swing out doors on each side.

It appears that the program of joining together pars of 4-tonne bins will be terminated with the supply of 124 new 8-tonne bins to Macknade Mill from China. (One is being retained by the builders as a pattern.) They will join the 86 existing 8-tonne bins, of which four were built new locally and the others made by joining together two 4-tonners.

Chris Hart 3/08, 4/08, 5/08

HAUGHTON SUGAR CO PTY LTD

(see LR 200 p.29)

610mm gauge

It is unlikely that the Expedition Pass Creek and Landers Creek bridges damaged in the February floods will be repaired before the start of the 2008 crushing season. Landers Creek bridge is likely to be repaired first as its damage is assessed as less significant. The need for various government permits to be obtained before equipment can be

This regrading work carried out at Chase's Hill illustrates the work being done to improve the line that links the old Fairymead Mill area to Bingera. The original alignment of the old branch line ran close to the top of the new cutting. The old blitz truck has probably seen many Fairymead locomotives pass this way. 2 March 2008. *Photo: Lincoln Driver*

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Top: *More regrading work between Fairymead and Bingera. This track at Cella's Hill has been elevated above the Splitter's Creek flats to avoid a steep pinch at this point and provide a more gradual climb from the creek crossing. 4 May 2008. Photo: Lincoln Driver* ***Centre:*** *South Johnstone Mill's Com-Eng 0-6-0DH 21 (AD1453 of 1962) awaits further duties in the mill yard under threatening skies on 3 February 2008. Photo: Chris Hart* ***Above:*** *Mulgrave Mill has two remaining operational Clyde Model DHI-71 0-6-0DH locomotives, inherited from Hambledon Mill, 16 (58-96 of 1958) and 14 (56-86 of 1956). They put on a brave show as they haul a rake of cane up from the Mulgrave River bridge towards the mill yard on 20 September 2007. Photo: Chris Stephens*

Industrial Railway NEWS

brought into the creeks may slow the repairs. Road transport of the cane through the affected areas is likely at the start of the season. However, the suggestion that other options are also being looked at could also suggest the possibility of rail being laid across the adjacent road bridges.
On 1 May, Walkers B-B DH *CROMARTY* (708 of 1973 rebuilt Bundaberg Foundry 1996) was noted parked up on the Brown Road line with the bogie brake wagon *GIRU* and Inkerman Mill's EM Baldwin B-B DH *IYAH* (6558.1 6.76 of 1976). They were presumably there for remote shunting unit (RSU) training.
Burdekin Grower March 2008 via Bill Kerr; Steven Allan 5/08

MACKAY SUGAR CO-OPERATIVE ASSOCIATION LTD
(see LR 200 p.29)
610mm gauge
The section of Pleystowe Mill line from Devereux Junction to Doyles Junction was noted under reconstruction in April. This section may have been damaged by flooding in the Mackay area in February.
A newly-painted yellow EM Baldwin B-B DH locomotive was noted in the yard at Racecourse Mill at the end of April. It is assumed that this is *NORTH ETON* (6780.1 8.76 of 1976) which was badly damaged in a derailment in 2006 and has been under repair since.
A shareholders vote is to be taken in a second attempt to enable the co-operative status of Mackay Sugar to be changed to that of a more conventional limited liability company.
Carl Millington 4/08; ABC News 8/4/08

THE MULGRAVE CENTRAL MILL CO LTD, Gordonvale
(see LR 199 p.17)
610mm gauge
Bundaberg Sugar reportedly withdrew from merger talks with Mulgrave after the inclusion of Tully Mill in the equation, and it was said that Mulgrave and Tully were continuing discussions. However, by early April, industry sources were suggesting that a deal between Maryborough Sugar and Mulgrave was likely to be agreed by the end of May.
The staged rebuilding of the Mulgrave River bridge has neared completion with the replacement of the approach spans on the mill side.
Courier-Mail 2/3/08; *The Australian* 9/4/08; Chris Stephens 3/08

PIONEER SUGAR MILLS PTY LTD, Pioneer Mill
(see LR 192 p.19)
1067mm gauge
An unconfirmed report indicates that the mill has purchased the ex-Mt Isa Mines Walkers B-B DH 5803 (682 of 1972).
Chris Hart 3/08

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Industrial Railway NEWS

PROSERPINE CO-OPERATIVE SUGAR MILLING ASSOCIATION LTD
(see LR 198.21)
610mm gauge
In mid-March, Clyde 0-6-0DH 7 (65-442 of 1965) was undergoing repairs to its side rods following derailment damage in the 2007 season. Clyde 0-6-0DH locomotives 2 (56-91 of 1956), 4 (59-202 of 1959) and 6 (62-272 of 1962) are out of commission.
Tom Badger 3/08

RIO TINTO ALCAN, Weipa
(see LR 160 p.19)
1435mm gauge
Two new Model JT42C Co-Co DE locomotives are on order for the former Comalco bauxite railway and are under construction by EDI Rail at Port Augusta. They are expected to be numbered R1005 & R1006.
Railway Digest 3/08

SOUTH AUSTRALIA

BHP BILLITON, Olympic Dam
(see LR 172 p.22)
914mm gauge
An additional two 30-tonne automated 4wWE locomotives are on order from Clayton Equipment Co, England, for the expansion of the Olympic Dam copper and uranium mine. Completion is expected around December 2008.
There are already four similar Clayton locomotives in use at the Olympic Mine, with driverless underground ore trains handled with a locomotive at each end. There is also a dummy locomotive that allows the operation of two trains even when one of the locomotives is unavailable. This was manufactured by Combined Resource Engineering of Lonsdale, SA, in around 2000.
Phil Rickard 4/08; Bob Darvill 4/08; Editor; http://www.clayton-equipment.co.uk/news.php;

UNIVERSITY OF SOUTH AUSTRALIA, Agricultural Machinery Research and Design Centre, Mawson Lakes
2500mm gauge
A 250m tillage test track, constructed in 1984, is used for conducting experiments with agricultural machinery at this site about 15km north of the Adelaide CBD. It consists of a rail track of 2500mm gauge made up of two semi-circular curves of 25m radius linked by two straight sections of 50m. The track is laid at ground level with a continuous bin between the rails containing 500 tonnes of soil. The Fiat 1000 test tractor has been modified with the front axle removed and guide rail wheels fitted. The rear axle has been extended and traction comes from conventional rubber tyres running on 500mm wide concrete strips outside the rails. The tractor hauls two bogie trollies that can be fitted with test tools to till up to 2 metres width of soil at speeds up to 15 km/h.

Top: *Plane Creek Mill's newly repainted Walkers B-B DH* KOUMALA *(Walkers 651 of 1970 rebuilt Bundaberg Foundry 1995) crosses the Bruce Highway at Sarina on 21 April 2008 with 16 empty ballast hoppers and 15 bolster wagons. The locomotive had regularly been working track materials from Shannon's Flat depot to a work site at Kelly Creek south of Ilbilbie. Photo: Carl Millington* ***Centre:*** *Bundaberg Foundry did not win any awards for design elegance when they rebuilt Bingera Mill's Co-Eng 0-6-0DH* WATTLE *(FD4789 of 1965) in 1990 with a very unflattering cab. Here it hauls empties at Pratt's Hollow on 26 October 2007. Photo: Lincoln Driver* ***Above:*** *The Plymouth 4wDH on hire to McConnell-Dowell from Mining Equipment Ltd for the high pressure tunnel construction works at Bogong Village hauls a rake of Hägglund shuttle cars to the dump point on 14 March 2008. Photo: Phil Rickard*

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LOCOMOTIVE, ROLLING STOCK & EQUIPMENT MANUFACTURERS

CLAYTON EQUIPMENT CO LTD, Hatton, Derbyshire, England
Clayton Equipment, manufacturer of diesel and electric locomotives, have signed a formal agency agreement with Calibre Controls of Perth for the supply of their equipment in Australia and New Zealand. A third party to the agreement is Minesteel Fabricators of Ontario and the agreement will allow the three companies to offer fully automated rail haulage systems.
http://www.clayton-equipment.co.uk/news.php

The trollies can also carry removable grader blades and recompacting rollers. The first trolley carries a generator to supply power and the second has a rear cab containing recording instrumentation that is used to evaluate the performance of the tillage tools being tested.
Phil Rickard 3/08;
http://www.unisa.edu.au/amrdc/Fac/TTT/TTT_Specs.asp

ONESTEEL LTD, Whyalla
(see LR 194 p.21)
1067mm gauge
The slurry pipeline to deliver magnetite ore from the Iron Duke mine to the Whyalla smelter has been completed, with the railway reportedly very busy transporting haematite ore for export.
Peter Knife 3/08; Roger Renton 3/08

VICTORIA

McCONNELL-DOWELL CONSTRUCTORS, Bogong Hydro-Electric Scheme
(see LR 200 p.31)
762mm gauge?
On 14 March a visit was made to Bogong Village (8km south-east of Mt Beauty as the crow flies) to confirm the use of rail equipment in the tunnels being excavated for AGL on this expansion of the Kiewa hydro-electric scheme.
Two tunnels are being driven from near Bogong Village, the longer one utilising a tunnel boring machine and conveyor for muck removal but believed to use rail for personnel and equipment. A plan was seen of the works yard at the portal that includes rail tracks and a siding to a workshop. This site could not be visited.
Closer to Bogong Village a shorter tunnel is being driven by blasting, with rail being used for muck removal, equipment and personnel. A well appointed elevated viewing platform, in which AGL have thoughtfully included plans of the site, complete with railway layout, enables the visitor to watch operations in comfort!
Two locomotives were seen, a large white four-wheeled Plymouth diesel bearing the logo of Mining Equipment Ltd, Durango, Colorado, USA, so presumably on hire, and a smaller yellow four-wheeled Clayton diesel with no visible identification. The larger loco was hauling four Hägglund shuttlecars carrying McConnell Dowell's logo. A spare Hägglund loader was outside the workshops, together with explosives truck, a flat truck and an Atlas Copco rail drill 252 under repair. Two torpedo-shaped concrete wagons were also on site. The workshop and repair yard are adjacent to the portal and are served by three sidings. The gauge of the well-laid track appears to be 762mm.
Normal operations see the large loco haul the shuttlecars from the portal to the muck pit, about 120m away, and dump the rock into the large bins. From the portal the grade is 1:100 down to a level crossing then 1:100 rising to the bins. This causes some problems as the driver has to stop before the bin to alight, undo the bin safety chains and then re-start the heavy train on the grade. The line to the muck pits includes a 50m long loop. From the bins, rubber-tyred front-end loaders remove the rock to large road dumpers for moving to a stockpile close to Lake Guy. The rock is being used for the upgrading of the Bogong High Plains Road.
The best time for viewing was mid-day to early afternoon – although by mid-year the site will be in shade for much of the day as it is in a deep valley. The project is due for completion by October 2009.
Phil Rickard 4/2008

GOLDSTAR RESOURCES NL, Maiden Town, Walhalla
The Eureka Skipway was brought into operation in January 2007 to haul bulk sample ore from the refurbished western adit of the Eureka Mine up the side of a deep gully. The skipway appears to be of around 2000mm gauge and is used to haul a 10-tonne skip up a vertical rise of 94m on a grade of about 1 in 3. The skipway was due to be extended to the top of the ridge line in early 2008 as a further part of the Eureka Mine development.
Ray Graf 2/08; Phil Rickard 3/08

WESTERN AUSTRALIA

BHP BILLITON IRON ORE PTY LTD
(see LR 200 p.31)
1435mm gauge
It is confirmed that BHP Billiton is receiving 10 new EMD Model SD-70ACe Co-Co DE locomotives diverted from a Burlington Northern Santa Fé (BNSF) order. They will be numbered 4324 to 4333 and are builder's numbers 20066862-037, 20066862-038 and 20066862-055 to 20066862-062. They will appear in BNSF's orange livery with grey underparts and carry the BHP Billiton logo on the front and sides. These locomotives form part of an order for 19 announced in early April, with the additional locomotives to be delivered by mid 2009. There is an existing order for 13 locomotives due to be delivered in late 2008.

Industrial Railway NEWS

GE Model AC6000 Co-Co DE 6073 *FORTESCUE* has recently been overhauled and received a 6000hpm EVO engine as well as being repainted in the BHP Billiton bubble livery.
The High Court has given leave for BHP Billiton to appeal against a Federal Court in favour of Fortescue Metals Group ruling that its rail lines are not an integral part of the ore production process.
Toad Montgomery 3/08; EDI Rail media release 28/3/08; ABC News 7/3/08

THE PILBARA INFRASTRUCTURE PTY LTD
(see LR 200 p.31)
1435mm gauge
The first train of iron ore was shipped from Hunter Siding on 6 April, with about 10km of track still be completed on the line to Cloudbreak Mine. The ore was used for preparing stockpile areas at Port Hedland in preparation for ship loading planned for mid-May.
The Australian 7/4/08

PILBARA RAIL
(see LR 200 p.31)
1435mm gauge
The new GE Model ES44DCi Co-Co DE locomotives have a plainer livery that that seen previously. 8103 (57999 of 2007) was observed on 28 February in plain silver with yellow running boards and railings and with the words 'RIO TINTO' on the hood sides.
On the same day, a new Speno rail grinder was in the process of being delivered.
Toad Montgomery 3/08

SOUTH SPUR RAIL SERVICES PTY LTD
(see LR 154 p.21)
1465mm & 1067mm gauge
The 1067mm gauge GE-Lokindo Co-Co DE imported from the Philippines last year has been moved to the South Spur yard at Bellevue and was noted being painted in South Spur livery in March.
Jim Bisdee 3/08

FIJI

FIJI SUGAR CORPORATION
(see LR 200 p.32)
610mm gauge
The Matawalu Bridge between Lautoka and Ba has finally been repaired after being out of commission for several years following flood damage but a damaged bridge at Qeleloa in the Nadi area may not be ready before the start of the 2008 crushing. India's Ministry of Railways is to be asked to assist in upgrading and extending the Fiji Sugar Corporation's railway system. A feasibility study will be carried out to assess the existing system and to determine the extent and costs of the current and projected upgrading works. The study will include the possibilities of passenger and freight haulage.
Radio Fiji 13/3/08; Fijilive 2/5/08

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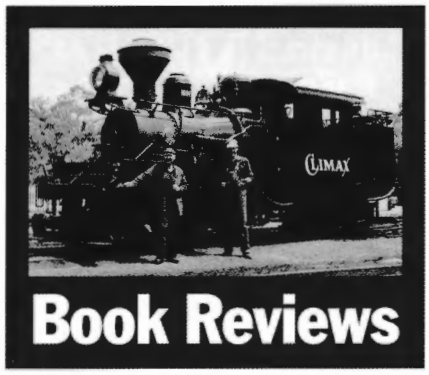


Book Reviews

Rails through the Bush

Timber and Firewood Tramways and Railway Contractors of Western Australia
by Adrian Gunzburg and Jeff Austin.

304 pages, 240mm x 307mm landscape format, 312 photographs (b/w & colour), 21 maps, 10 locomotive diagrams, hard cover. Published by Rail Heritage WA PO Box 363 Bassendean, WA 6934. Available from LRRSA Sales at $99.00 plus postage [price to LRRSA members $89.10 plus postage]

This second edition of a book first published by LRRSA is stunning. When the reviewer first heard of a second edition being prepared, some questions were raised, such as what could be done to improve on the original, would there be any new material left to publish, and would it be worth getting – particularly for those like myself who bought the first edition. After seeing this latest edition those questions (and concerns) have been answered. This book, in the reviewer's opinion, is without doubt the finest and most beautifully presented book covering any of the Australian timber tramways and railways yet published. This time it has been printed in a landscape format, which lends itself to the subject matter quite vividly, making much use of full-page landscape photographs. With a new and captivating full colour photograph on the cover, the book is lavishly illustrated with black & white and colour photographs on quality satin art paper with many full and half landscape images. Whilst ten photographs from the original edition have been dropped there have been a staggering additional 41 new photographs added. Included in the new photographs are 28 coloured images. The photographic quality is superb thanks to the originals being rescanned and enhanced. The photos have been printed using the duo-tone process with excellent results. Each appears to have been carefully chosen for its quality and subject matter, containing a wealth of detail. Some of the first edition's photographs have been cropped differently to produce a better image, whilst a number of the original black & white images have this time been reproduced in colour. There is simply page after page of beautiful and, in most cases, clear photographs with detailed captions.

The content has been updated where necessary but generally remains the same as in the first edition. The text has been increased in size and spacing with a new font style, making for much easier reading. The extensive locomotive tables have been improved by considerably enlarging them and using a system of alternating colours for each row. This allows much easier perusal. This new edition is a pleasure to read.

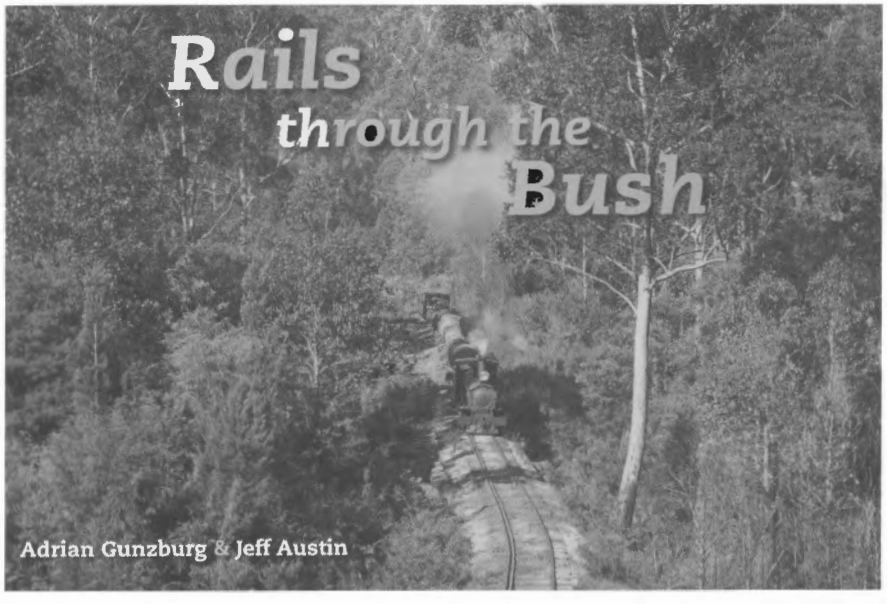
For those who may not have seen the first edition of *Rails Through The Bush*, it covers the history of not only the timber getting tramways/railways of Western Australia but also the numerous firewood industry tramways and lastly the associated railway contractors which, as Ray Ellis mentioned in his review of the first edition in 1998, are an often neglected subject. The book is divided into three colour-coded main parts, which are then broken down further into a history of each owner/contractor, concluding with a locomotive list and summary of each locomotive's movements where applicable.

Part One – The Timber Industry covers not only all of the timber company operations which fell eventually under the massive Millars Empire but also the many other companies such as Bunning Bros, State Saw Mills and so on down to the smaller operations including the W.A. Timber Co, and Buckingham Bros. *Part Two – The Firewood Industry* covers the Kalgoorlie woodlines, the North Eastern Goldfields tramways - including a favourite of the reviewer The Sons of Gwalia Mine with its 20in gauge tramway and locomotives – and the Murchison and Eastern Goldfields lines. *Part Three – Railway Construction* covers each of the railway contractors involved with the development of the railways and their numerous and diverse collections of locomotives. Lastly are the appendices containing maps, a summary of locomotive dimensions, locomotive diagrams, glossary, bibliography, references and the index. Each map occupies a full page, ideally suiting the landscape format which makes examination of them easy. The ten locomotive diagrams include plans from Greg Edwards, Peter Manning, the late Geoff Murdoch and the late Ray Minchin. These diagrams, consisting of side and front elevations are reproduced to a scale of 3/16in to 1 foot and are a boon for modellers. Unfortunately, as in the first edition, there are no rolling stock plans but this is only a minor criticism considering the mass of information both visual and written that is included.

This second edition appears free from any typographical errors and has had a considerable amount of thought put into its presentation. It is worthy of a place on the bookshelf of anyone with an interest in timber tramways. *Rails Through The Bush* is suitable not only for the historian but also for the modeller, providing much inspirational material. Is the book worth purchasing by those who may already have a first edition copy? Well I know of one that's now up for sale...any takers?

Adrian Gunzburg and Jeff Austin's book receives this reviewer's highest recommendation.

Mark Fry



DVD Review

Shibanxi Heaven

International Steam Videos; duration 2x60 minutes. Available from LRRSA Sales.

An excellent DVD of Chinese narrow gauge divided into two distinct one hour segments. Part 1 brings to mind the days of the Industrial Revolution and the dangerous working conditions of the average worker.

The story revolves around the Shibanxi Coal Railway located in south-west China, filmed by the Beijing domiciled film producers, the husband and wife team of Rob and Yuehong Dickinson. The narration is informative yet unobtrusive. This 762mm (2ft 6in) gauge line is 20km in length and climbs from Shixi to the terminus at Huangan, where a coal mine is situated high up on a hillside. This mine is an industrial archeologist's delight: mixed gauge (300mm and 600mm) coal skips being propelled by human muscle power underground along a stone-lined tunnel for loading. Scenes such as this emphasise the wonders of digital photography. When full, the trammer mounts the skip for a harem-scarem gravity-powered ride downgrade to the surface. It's quite amazing that nothing derails considering the state of the track – sprags are the only

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brakes! The one concession to moderninity is the electric cap lamp worn by the miners.
An operating incline haulage for stone removal is well photographed as well as hand shunting of wagons for filling beneath the primitive loading arrangement on the railway below the mine. A fade out effect is used here with great results. Once loaded, the coal train is followed on its downhill journey; the contrast between the vivid green semi-tropical scenery and the black, muddy environment of the mine property is startling.
Trains are headed by Chinese standard C2 type 0-8-0 locomotives with six-wheel tenders. They get along at a fair clip; running beneath high cliffs, through six tunnels, skirting rice paddies or down the main street of a village. For variety there is even a reversing station at Mifeng where the loco must uncouple and change ends. Near the bottom of the grade at Yuejin another coal mine is located, which has a fascinating 600mm gauge surface rail system using ropeways and battery locomotives. Once again rope haulages for stone disposal make an appearance, providing a dramatic contrast with the steam and electric forms of traction featured and expertly photographed to enhance the feel of the place. Mainline (narrow gauge) steeple cab electric locomotives pull 40 wagon coal trains from here to Shixi.
Part 2 of the DVD covers the passenger train service in detail. This can probably fairly claim to be the last steam-hauled narrow gauge passenger train in regular service. Four return trips are run a day and, because of no road access to most of the towns, patronage is healthy. Spartan comfort four-wheel carriages and one bogie carriage is the usual consist. The 'stack talk' sounds great as the loco winds its way back up into the hills, stopping here and there for passengers, including those of the four legged variety who share the bogie car with humans. There are interesting scenes of the train crew at work, both in the ticket offices, on the stations, in the carriages and on the loco.
The final scene is very evocative and typifies the fate of steam worked railways in general: a funeral procession, accompanied by gongs, drums and fireworks arrives at a railway station where the corpse is loaded into a carriage. The train departs to the accompaniment of a cacophony of fireworks. Although the deceased has departed this world the Shibanxi railway still lives on!
The DVD is attractively packaged with useful additional information including a map. Your reviewer can thoroughly recommend this very interesting and professionally presented production as it amply caters for the many diverse tastes amongst the narrow gauge fraternity.

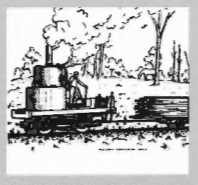
Ross Mainwaring

OBITUARY

Lindsay Shield Whitham, 1918-2008

Lindsay Whitham died on 27 April. He will be remembered by all who knew him as a good friend and an outstanding explorer and historian of light railways.
Lindsay was born in 1918, the son of a teacher, and he lived in various parts of Tasmania during his childhood. He was a nephew of Charles Whitham, who worked for the Mt Lyell Railway between 1897 and 1924, and who was himself an explorer and historian of the West Coast. Lindsay gained his engineering degree from the University of Tasmania in 1941 and joined the Tasmanian Hydro-Electric Commission as an engineer. He remained with the HEC until he retired in 1978. He worked on the design of many dam and diversion canal projects, particularly in the Central Highlands.
Lindsay always had an interest in railways and he was an enthusiastic bushwalker and member of the Hobart Walking Club. He dated his interest in light railways from a trip to the West Coast in 1967, which led to a paper on the railways and tramways of Zeehan published in the *Papers and Proceedings of the Tasmanian Historical Research Association* (THRA) in 1971. During the next 36 years THRA published a range of his articles on tramways, mines and other aspects of Tasmanian history. Some of Lindsay's work was also published in *Light Railways*, notably articles on the Sandfly tramway (LR99), the Red Gate tramway (LR158) and the Colonel North and Comstock tramways (LR189). Lindsay's last work was on the Granville tramway, which was published by THRA in April 2007. I had a long talk with him about the remaining mysteries of Granville quite soon before his death. In 2002 THRA published 18 of his articles in a book called *Railways, Mines, Pubs and People*, which was very well received.
Lindsay's contribution to Tasmanian light railway history was unique. He had impressive skills as an engineer, draughtsman and archival researcher. He also had a knack of finding elderly inhabitants with useful personal recollections. Above all he was an indefatigable explorer, to whom vile weather, almost impenetrable undergrowth and large tiger snakes were all in a day's work. He was accompanied on his expeditions by an equally indefatigable group of friends, none of them young, and he was walking until the last years of his life. The walking group and his research gave him much support after the death of his wife Phyllis in 1987.
We offer our condolences to Lindsay's daughter Wendy and son Philip and our gratitude for all that he gave us.

Jim Stokes



LRRSA NEWS

MEETINGS

ADELAIDE: "Register of SA light railways"
Discussions will continue on creating a complete register of light railways in SA.
Location: 150 First Avenue, Royston Park.
Date: Thursday 5 June at 8.00pm.
Contact Arnold Lockyer on (08) 8296 9488.

BRISBANE: "Steam in the Phillipines"
David Rollins will be showing slides of Phillipines Steam: Shays, Mallet and cane trains - a night not to be missed.
Location: BCC Library, Garden City Shopping Centre, Mount Gravatt. After hours entrance (rear of library) opposite Mega Theatre complex, next to Toys'R'Us.
Date: Friday 13 June at 7.30pm. Entry from 7pm.

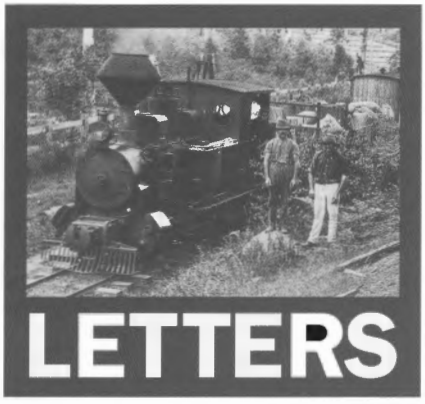
MELBOURNE: "Kelly & Lewis and their Locomotives"
Peter Evans will give a presentation on the engineering firm Kelly & Lewis, with special reference to their locomotives. The most well known of these were the two built for the Rubicon tramway in 1935-36, which were very advanced for their time. Peter's exploration of the history of the Company starts in Melbourne in 1860. The Rubicon tramway locomotives survive in working order, and you will learn how to drive them in this presentation!
Location: Ashburton Uniting Church Hall, Ashburn Grove, Ashburton.
Date: Thursday, 12 June 2008 at 8.00pm

SYDNEY: "AGM and Eyre Peninsula"
AGM, followed by guest speaker Peter Knife, author of *Peninsula Pioneer*, who will be talking on the government and private railways of South Australia's Eyre Peninsula.
Location: Woodstock Community Centre, Church Street, Burwood, (five minutes walk from Burwood railway station).
Date: Wednesday 25 June at 7.30pm.

EXPRESSIONS OF INTEREST

for the purchase or leasing of the EM Baldwin linecar that formed the basis of the Hansen built linecar. Ex CSR Goondi mill and modified by them into a 'mini loco'. Reluctant parting but only to a good home. Located in Melbourne. Details and photos on request. Contact John at: peterson.john.j@edumail.vic.gov.au

Not for Resale - Free download from lrrsa.org.au



LETTERS

Dear Sir,

Reminiscing (LR 200)

Several correspondents have added further details regarding my father's photos reproduced in the April LR.

Page 5 – the 6-wheel rail tractor at Powelltown sawmill. Peter Evans is of the learned opinion that this locomotive is wholly a Malcolm Moore product.

Page 6 – Nick Anchen advises that the saddle tank of Andrew Barclay 311/1888 is still at the VHC's Ada No.2 sawmill site.

Page 7 – Upper Right – members pushing a flat truck at Waranga Reservoir. This picture has been reproduced in reverse. Additionally, the "chief pusher/motive power" is Rod Smith who was the society's President at the time (1969-70). My apologies Rod, I failed initially to recognise you in the tiny half-frame transparency!

Salisbury Munitions Factory tramways (LR 198)

The Australian War Memorial has an excellent photo of one of the 2ft-gauge TNT Section tramway tipping trucks in action. See http://cas.awm.gov.au/photograph/P00784.158. Dated to ca.1944 it clearly illustrates the tipping process described by Brian Andrews in his interesting article.

Phil Rickard
Ringwood, Vic

Dear Sir,

A locomotive named *BURWOOD* (LR 200)

I thoroughly enjoyed Mr Shoebridge's very well researched recent article on the locomotive *BURWOOD*. I was however a little disappointed with the light treatment accorded the early history of the Rodgers family, and I have forwarded the little information that I have on the subject in the hope that it may enlighten your readers.

James Stuart Rodgers was born in Greenwich, London in 1838 and in 1842 he accompanied his parents to Australia, where his father Archibald Rogers had by at least June 1844 become part of the Sydney concern, Rodgers, McVey, Buller and Co., millwrights, "engineers", boiler makers and ship smiths. By early 1846, this firm had devolved to Rodgers and Buller. Following the dissolution of that partnership in September 1847, Rodgers traded in his own right as an engine and boilermaker, and shipsmith at Bass's Wharf near the gas works on the eastern shore of Darling Harbour.

Probably seeing brighter opportunities in Newcastle, Rodgers subsequently moved there. His son James Rodgers received some initial training working for the noted firm of P.N. Russell and Co. in Sydney, and after completing his "apprenticeship" at his father's works, he assumed control of the business along with his brother circa 1871. However, as indicated by John Shoebridge, the brothers' partnership was terminated after three years and James assumed full control of the operation. James went on to hold numerous important community and company positions in Newcastle, elected Carrington's first Mayor and later being again elected to that position. He also became a Director of the Young Wallsend Coal Company and the Newcastle County Land and Building Company.

Name and address withheld

A woman operates a machine which tips crude TNT into a chute which leads to the wash vats for converting to liquid TNT, circa 1944. Photo: Australian War Memorial No. P00784.158

Dear Sir,

Malden Island Tramway (LR 199)

I was interested to read Jim Longworth's article on the Malden Island Tramway in LR 199, and would like to add some information to the story.

The tramway did experiment with steam traction, having a single locomotive built by the Atlas Company of Engineers, of Melbourne, in 1870/71. Attached (below) is a copy of an article from the *Melbourne Argus* of 27 February 1871 (page 5) that describes this locomotive.

Mark Langdon
Mt Victoria, NSW

A small locomotive has been built by the Atlas Engineers' Company (corner of Queen and Latrobe streets) to run on a railway on Malden Island, whence large supplies of guano manure are obtained. The engine has been built for Messrs. Grice, Sumner, and Co., and is intended to draw the guano from the beds to the shipping-place, a distance of about eight miles. It is made on the same principle as an ordinary railway locomotive, but is very diminutive, only weighing 2 tons 15cwt. when empty, and 3 tons 10cwt. when the boiler is filled with water. The gauge is only 2ft. 6in., and the lightness of the engine will enable it to run on a 19lb. rail. It is from 8 to 10 horse power, but capable of working up to 15, and calculated to draw 50 tons of loading at 10 miles an hour on a level line, but a greater speed could be attained if necessary. The tender attached can carry 3cwt. or 4cwt. of coals at a time—enough for a trip. The engine has a 7in. cylinder and the boiler contains 30 tubes, 5ft. 6in. long and 2in. in diameter. The wheels, four in number, are 2ft. 6in. in diameter. The order for the locomotive was given about four months ago, and it was built entirely here, the iron being imported to the colony in the raw state. The price charged for making the locomotive was £550.

Dear Sir,

***LITTLE YARRA* (LR200)**

Frank Stamford's fascinating article on *LITTLE YARRA* (LR 200) is a reminder that many of us were born 10 years too late. I cherished the idea of riding the Powelltown narrow gauge until one bleak day an engineman at North Melbourne Loco (where I worked) told me that trams had ceased running to Yarra Junction.

Sadly, my only sight of *LITTLE YARRA* was beyond a wire fence at Cameron & Sutherland's yard in South (?) Melbourne where, with *POWELLITE*, it had been brought for disposal. The baby Baldwin looked decidely derelict, particulalrly as there seemed to be a severe fracture across the smokebox saddle. Maybe this explains why *LITTLE YARRA* never made it to Nauru.

David Burke OAM
Burradoo, NSW

ERRATUM

On page 20 of *Light Railways* 199, the photo of Marian Mill's Clyde 0-6-0DH *MELBA* lying in the creek bed after its fall from the bridge was inadvertently reproduced back-to-front.

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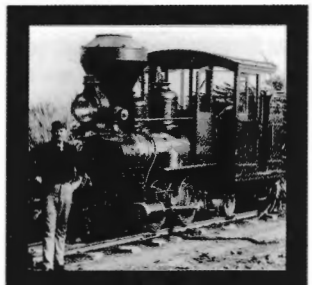

RESEARCH

New timber tramway book, WA

A recent Beale family history, *Postcards from West Collie and Lucknow 1905-1907* by Coleen Bower (self published, Blackburn, Vic., 2007), is also a research project on the early history of the South West Timber Hewers Co-operative Society Limited. Benjamin and Lewis Beale came to WA from Victoria and were timber cutters eventually employed by the SWTHCSL near Collie. The society had a considerable timber concession south west of Collie, known as the Lucknow concession, and railway construction from Collie into the area commenced in 1905. Four miles of line were opened that year, with further extensions later. The book has a useful history of the Society, contemporary maps and photographs (including of rail operations and recent photographs of surviving railway formations). Unfortunately we do not have any details of the availability of this book. Can any reader assist? David Whiteford

South Australian Light & Industrial Railway database

The South Australian Group of the LRRSA is undertaking a long-term project to develop a register of all the light and industrial railways that operated in that state. At the April meeting of the group it was decided that location will be the initial focus for the records, with each of the railways identified to date being given a map reference location, possibly using Google Earth. The objective is the development of a detailed register to a standard format that can be uploaded to the LRRSA website.

Les Howard

Christmas Island relics

In an update to his article in *Light Railways* No. 181 (February 2006), Mike McCarthy reported in early April 2008:

I visited Christmas Island a few weeks ago and had a chance to check on what has changed since 2004 when I was last there. In truth the only changes were the massive growth of jungle that has all but consumed one of the two remaining locomotives on the island and the Phosphate Company has commenced demolishing the upper rail unloading plant and dryers. These were replaced years ago by a conveyor system from near the power station. It is said that there is only about three years of mining remaining.

Few rail relics remain. I was not able to get to the old South Point station site this time because of mining operations. I presume the old passenger shelter is still there as well as the substantial concrete structures that formed parts of the original South Point loading facility. It appears that the later loading facility that sat at the end of the South Point line extension has been obliterated by mining.

LRRSA Timber, Copper, Lime & Gold Tour, November 2006

Completing the report on the Mt Cole tour (LR 200, p.33), your humble narrator realised that the Timber, Copper, Lime & Gold Tour led by Peter Evans over the weekend of 18-19 November 2006 had gone un-reported until now.

In typical Peter Evans fashion, the tour was planned with meticulous care and the 25 participants were able to sample a wide cross-section of the significant industrial history of this region. The weather was perfect for bushwalking with the temperature in the high 20s and both fine and sunny.

The tour commenced at the Tyers Junction picnic ground and the party walked along the Tyers Valley feeder line the Eastern Tyers River valley to Ten Acre Block where Nelson's Mill was located. Sawn timber was hauled from the mill back to Tyers Junction using 2ft 6in gauge TACL tractors.

The tramway easement is relatively easy to follow, although there has been significant re-growth since the line closed after the 1939 fires, making some bush-bashing necessary. The route also involved several exciting creek crossings on the old bridge bearer logs and, I'm pleased to say, none of the party came to grief. The mill site is an uncharacteristically wide open area about two hours walk in and out from Tyers Junction.

After lunch the group travelled to Platina on the Moe to Walhalla railway line, near Coopers Creek, starting with the Evans Brothers lime kiln, situated about 1km from Platina. The kiln was built at the top of the hill to be closer to the Walhalla railway and was fed limestone from a quarry further down the hill via a crude incline. There are machinery mountings at the top where the winding gear would have been situated, and the collapsed barrel vaults of the kilns can be found near the top of the incline together with a substantial mullock heap.

Next stop was Coopers Creek where it joins the Thomson River, a popular spot with campers. After fording the Thomson River in a convoy of four-wheel drive vehicles, the tour group inspected the remains of the Coopers Creek copper smelter which dates only from the early 1970s. The blast furnace is still standing, but all the surrounding corrugated iron cladding has collapsed. Other remnants on the site are older and include the remains of the first smelting works erected in 1865.

Further down stream a 25m bridge leads to an ore hopper complete with ore truck 'in situ' and the lower adit which is blocked off with a steel grill. Unfortunately the rest of the site has been stripped bare of all relics, and even the rail track has been cut from the bridge and smelter throat.

An inclined tram dating from the 1970s incarnation of the Coopers Creek Copper mine carried ore from an upper adit to an ore bin at the lower adit for transfer to the smelter. The rails, hopper and ore bin are still in place today, but for how much longer? Souvenir hunters have stripped the mine site of much of its recent archaeological significance over the past few years. Photo: Barry Sheffield

The tramway was carried from the ore bin at the lower adit of the Coopers Creek copper mine to the smelter via this 20m-long bridge perched precariously high above the Thomson River. Only a decade ago it was complete with sleepers, rails and central walkway. Photo: Terry Elliot

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After re-crossing the Thomson River, the tour party moved onto the site of the White Rock Lime Company kilns on the other side of Coopers Creek. Here there are the remains of brick kilns and the formation of an incline tramway. The group then split up, with most travelling up to Rawson (near Erica) for dinner and the remainder camping at Coopers Creek.

After dinner at Rawson, we were treated to a slideshow provided by several of the tour participants showing the last years of the Walhalla railway and the subsequent slow disintegration of the relics of the line.

The first stop on Sunday was Thomson Station for a ride on the Walhalla Goldfields Railway. This included a tour of their Thomson depot, and a ride in an empty car set pulled by the John Fowler diesel along the beautiful Stringers Creek to Walhalla.

The group then had about one hour to explore Walhalla before undertaking a tour of the Long Tunnel Extended gold mine. The tour was run by a husband and wife team who took the group about 300 metres horizontally underground into the main machinery chamber and crib area. This chamber is where the boilers were situated as well as the main winding gear. The crib area contains numerous tools, ore trucks and other equipment associated with goldmining. The roof has been stabilised by a large number of rock anchors to prevent collapse.

Back out in daylight, the group had lunch before following a high level firewood tramway back to Thomson. Near the junction of Stringers Creek and the Thomson River, the group descended a spectacular 600 metre incline used to recover timber from the lower slopes for the Long Tunnel mine.

The final destination of the tour was Kirchhubel's log tramway at Moondarra near Seninis Track, which had an excellent write-up in *Light Railways* No. 116. A short walk from the cars revealed a long makeup which had been uncovered by bushfires early in 2006. Also visible were shallow cuttings for the Day's tractor that worked the line.

This ended another memorable LRRSA tour led by Peter Evans. The participants were most grateful for his thorough planning, the diversity of historic sites visited and the detailed historical knowledge which Peter freely shared in the field and via his comprehensive tour notes.

Simon Moorhead with assistance from Owen Gooding, Andy Parker and Peter Evans.

Heritage &Tourist

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

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

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

NEWS

Queensland

AUSTRALIAN SUGAR CANE RAILWAY, Bundaberg .
610mm gauge
Bundaberg Steam Tramway Preservation Society

Further to our report in LR 192 (p. 27) the track extension project was halted by wet weather in early 2008. The new line, which will provide an extended 1km loop to double the current line's length, includes a two-span 11.4 metre bridge. The new structure received an early test from floods during the torrential rain in January-February and performed well. A novel feature of the plan is that trains will run through the depot building, allowing visitors to see the Society's restoration and maintenance work at close hand. Due to the above delays, the scheduled completion of the line is now mid-2009. Ross Driver 3/08

BALLYHOOLEY STEAM RAILWAY, Port Douglas 610mm gauge

In a move that we are likely to hear from other rail preservation groups, the Ballyhooley Steam Railway made a plea through north Queensland media in early April for volunteers to help it continue train services through the peak tourist season. Driver Peter Lloyd was photographed on the footplate of 0-6-2T *SPEEDY* (Bundaberg Foundry 6 of 1952) in the *Cairns Post* delivering the message that the railway had ground to a halt due to the lack of volunteer guards. He stated that unless more volunteers come forward as conductors or guards, the group will be unable to maintain services through the tourist season. If any readers are able to help out – even if only during that much-needed holiday at Port Douglas – please contact the BHSR at 07 4098 7965 or 0428 529 577.

Cairns Post 9 April 2008, via Barry Blair; 'Bluey' 04/08

DURUNDUR RAILWAY, Woodford
610mm gauge
Australian Narrow Gauge Railway Museum Society

ANGRMS volunteer Ian Thompson won the Association of Tourist Railways of Queensland December 2007 'Excellent Customer Service Chuff Award. Ian has served in a number of customer service roles for ANGRMS, including station master and guard on running days, and regularly helps out with Society displays at public community events. The president, Terry Olsen, accepted the award on Ian's behalf at the ATRQ meeting on 17 November 2007 and Terry formally presented the award to Ian at a ceremony held at Woodford.

ATRQ Tracks, February 2008

WORKSHOPS RAIL MUSEUM, Ipswich 1067mm gauge
Queensland Museum

On 29 February 2008, The Workshops Rail Museum was awarded the nation's top prize for Heritage and Cultural Tourism at the 2007 Australian Tourism Awards held in Canberra. The awards, which are hosted by the National Tourism Alliance and Qantas with support from Tourism Australia, saw winners drawn from 25 categories. Tourism Australia Managing Director Geoff Buckley said the awards provided an opportunity to recognise standards of excellence achieved by tourism businesses across Australia. He added: "The awards offer an opportunity for the industry to celebrate the outstanding achievements of the best-of-the-best in Australian tourism."

Queensland Arts Minister Rod Welford said the national award had confirmed Queensland was a major player in the cultural tourism market and The Workshops Rail Museum is a strong tourism drawcard for the region. He said "It is a great honour for The Workshops Rail Museum to receive this national accolade, especially among such a distinguished field of nominees. I congratulate the talented and dedicated team at The Workshops for their success."

While The Workshops Rail Museum is primarily focused on the Queensland Rail network and its heritage, industrial railways, particularly those of the sugar industry, are also featured. Exhibits of interest to *Light Railways* readers include Queensland Railway's pioneer diesel, the small 2-6-0DM DL1 built at Ipswich Workshops in 1939 for the light railway constructed to serve the Etheridge goldfieds, and the ex-Qunaba sugar mill 2ft gauge 0-6-2T locomotive No. 3 *FLASH* (Perry Engineering 6160.48.1 of 1948). *Light Railways* extends its congratulations to the staff of The Workshops Rail Museum for their efforts in bringing Queensland's rail heritage to a wide and expanding audience.

Andrew Moritz 03/08; Editor

New South Wales

ARALUEN BRANCH LINE RAILWAY 610mm gauge
Ian White

Our reporter visited the Araluen Branch Line Railway in the central west near Mudgee (LR 193, pp. 28 and 31) at the invitation of the owners on Sunday of the Easter weekend. The afternoon was spent operating trains running up and down the main line. Yes, the owners even dress up in the outfits of guard, loco driver and station master! The operation uses tokens which are exchanged with each pass of Mongarlowe Station. The track layout resembles a 'Y' and the total length is 1km.

'Loco', with its single loco shed and three roads is at the intersection of all routes as is the main station, which also serves as the focal point for all activities. The cookhouse, bunkhouse, toilets etc make up the village square and main street complete with phone box and fire hydrant.

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Rolling stock consists of a flatcar, a passenger car and their own version of an S-truck, the frames and wheels on these vehicles being old whole-stick cane trucks. Other items are some perway equipment consisting of a ballast wagon, some 1-ton coal skips from Muswellbrook, some bogies from the Tullah Tramway and a former NSWGR trike re-gauged to 610mm. The operating locomotive is a former Bingera Mill 4wDM Simplex (Motor Rail No. 10234 of 1951) with a 2-cylinder Dorman diesel, with its partner (10233 of 1951) being the donor to keep its mate running. Another loco, a Leyland built by Alwyn Zinn and numbered PL3 of 1974, awaits repair. Although nearly complete, this loco needs some modifications to make it more reliable. It currently has only single axle traction and a major task will be to install a drive to the second axle.

Kevin Waid 04/08

ILLAWARRA TRAIN PARK,
Albion Park 610mm gauge
Illawarra Light Railway Museum Society

Recent running days at Albion Park have seen full operations. The highlight was a successful train/bus operation on Saturday 8 March between the ILRMS and its next door neighbour, the Historical Aircraft Restoration Society (HARS), which operates from the Illawarra Regional Airport just to the north of the ILRMS site. The occasion was the HARS 'Wings over the Illawarra Day', which saw the 4wDM 'Green Ruston' (Ruston & Hornsby 285298 of 1949) hauling the No. 1 end-loading saloon carriage on shuttle services from the Yallah Station Dock Road to the headshunt in the triangle road for bus connections to the HARS event. A steam main line service was provided by 0-4-0ST *BURRA* (Hawthorn Leslie 3574 of 1923) as a treat for visitors to the ILRMS grounds, who also experienced traditional bush cooking via the Albion Park Chamber of Commerce bush cooking group. The following day, the ex-Kiama Quarries 0-4-0ST *KIAMA* (Davenport 1917 of 1596) was on main line duties and the 'Green Ruston' on the bay road run. Locomotive restoration work has focused on the diminutive former Kalamia Mill 4wDM *IVANHOE* (ComEng GA1042 of 1960, see LR 198, p.26). The engine has been freed, and the cylinder-head taken off and reconditioned. It is hoped to have this loco ready for running trials by August 2007.

As things are now progressing with the ILRMS, the committee has elected to close the main line operations for track upgrading over the next few months, which will be undertaken by Society volunteers. Until further notice, ILRMS running day operations will only offer miniature railway train rides, although visitors to the park will still be able to enjoy the ILRMS grounds and inspect the museum displays. Brad Johns 04/08

MENANGLE NARROW GAUGE RAILWAY 610mm gauge
Campbelltown Steam & Machinery Museum

An outing for a Chrysler-Holden vintage car club to the Campbelltown Steam Museum on Sunday 20 April afforded an opportunity for some LRRSA members and friends to informally inspect at first-hand the extensive narrow gauge railway and associated exhibits. Member Ray Graf assumed the duties of a guide and showed the visitors through the extensive collection of locomotives and rollingstock housed inside the shed and throughout the yard.

The ex-Corrimal Colliery 0-4-0WT (Hudswell Clarke 1423 of 1923) was in steam, running a passenger train of bogie carriages so the vintage car enthusiasts could savour the delights of coal smoke and oily steam as against their usual aroma of petrol fumes. As the track is currently a dead-end, the train operates on a pull-push arrangement. A new extension is currently awaiting completion and certification. Other machinery operating included a traction engine, several tractors and some stationary i/c engines. Museum volunteers kept up a good supply of excellent sausage sandwiches and drinks for the visitors.

In the afternoon Ray Graf changed hats and became a locomotive driver, staging demonstration run byes for the benefit of photographers. Although the weather was inclement a selection of diesel (Simplex, Fowler, Hunslet and Malcolm Moore) and battery-electric locos (Gemco) on short trains satisfied the visitors. Unfortunately the weather broke with a heavy rainstorm around 2pm when the LRRSA group was at the far end of the line with a demonstration train hauled by the ex-Plane Creek Mill 0-4-0DM (J Fowler 18801 of 1927). There is a most interesting collection of four-wheel rollingstock: some operational, some not, including a skip from the Newnes oil shale works. A four-wheel guards van plus a train's worth of slack action offered a most stimulating ride for adventurous passengers.

The LRRSA members who participated would like to thank Ray Graf for his time and effort in making for a very enjoyable day.

Ross Mainwaring 04/08; John Garaty 04/08

Heritage & Tourist

NEWINGTON ARMORY & RAILWAY 610mm gauge
Sydney Olympic Park Authority

John Kramer visited the Newington Armory Railway with family members on Sunday 16 March 2008. They report on a fascinating experience, both in terms of the extensive railway operations and the history of the site, which was well-presented to the passengers. There were several stops, one to look at a display of rockets and torpedoes and another to inspect all the railway equipment in the main railway depot (Building 30; LR 195, p.27). The extensive use of discrete buildings separated by concrete blast walls or thick earth embankments was particularly interesting. The operating locomotive on the day was Gemco 4wBE LP03 (Serial No. 3137-47-83) a 3.5 tonne unit refurbished in 2004. The crew – driver Ian and guard Lorraine – were most helpful.

The locomotives at the depot included three rebuilt Gemco 'electromobile' 4wBE, identical to the train locomotive, two older Wingrove & Rogers 4wBE units restored in 2004 and numbered LF01/02 (LR 179, p, 28), and the ex-Australian Army Malcolm Moore 4wDM (B/N 1060 of 1943) that

John Browning photographed borrowed Bundaberg Sugar perway equipment on this culvert on the Australian Sugar Cane Railway extension in the Bundaberg Botanic Gardens on 17 November 2007.

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operated at South Johnstone Sugar Mill from 1947 and purchased by SOPA in 2004. Driver Ian advised that this locomotive had originally worked at the munitions depot at Kingswood before going to Queensland. There were numerous items of rolling stock in the large depot shed, mostly flat wagons, some with dummy loads of munitions and stores, several well wagons and wagons loaded with banks of batteries. The latter were all coupled together and some were hooked up to charging apparatus.

The Kramer family were unable to enjoy a meal at the Armory Wharf Café, which had received a thumb up assessment in our previous report on this site. The café was burnt to the ground during the night of 16 January 2008 in a fire that was suspected of being deliberately lit. Our visitors noted several charred wagon bases at the depot, presumably the ones that had been displayed at the café.

John Kramer 03/08; *Daily Telegraph*, 17 January 2008

Victoria

ALEXANDRA TIMBER TRAMWAY & MUSEUM

610mm gauge

The Gala Easter event at Alexandra was blessed with fine weather and there were good numbers of passengers for trains throughout the duration, although Sunday crowds were down on previous years. Kelly & Lewis 0-6-0DM 5957 was the mainstay locomotive for train operations and visitors had a range of attractions, including the 8hp Marshall steam engine, the Bartram boiler driving the Tangye pump and the 2hp Marshall portable engine. Internal combustion engines were in action driving various pieces of vintage farm machinery and sawing logs. In addition to passenger train operations, the former 3ft gauge ex-SECV Kiewa Bogong Creek tramway gangers' trolley (originally a VR 5ft 3in gauge unit), now regauged to 610mm gauge, made its first return to operation in 10 years. Frantic efforts by Stefan Rebgetz in the Friday saw it finally splutter into life and the trolley spent several hours on the following days running up and down the tramway extension.

The return to service of the former Gin Gin sugar mill 0-6-0T No. 5 (John Fowler 11885 of 1909) has been delayed pending the availability of a specialist to expand and fit the new tubes in the boiler. It has been agreed to repaint the locomotive in a similar livery to that carried in recent years and by April the side tanks had been cleaned in preparation for painting. A new brake block was being fabricated to replace one that has been condemned. Restoration of the 4wPM locomotive Cheetham No. 1, built around 1962, has focused on the engine and transmission. The former is a straight-line OHV four-cylinder BMC 'B' Series engine, probably from a Morris J2 van. A new clutch has also been purchased and refitted.

Work has continued on the new Visitors Centre, which will serve as the entrance to the museum. The building will feature a ticket and souvenir sales centre, together with a series of displays that will lead visitors through the major themes of the history of the region. The centre will be named 'Koriella' in honour of the terminus of the district's first VR line.

Timberline No. 101, April 2008

PUFFING BILLY RAILWAY

762mm gauge

Emerald Tourist Railway Board

NA Class 2-6-2T locomotive 8A headed the 10am passenger train to Gembrook and return on the occasion of its 100th birthday on Sunday 2 March 2008. The driver, David Clark, chalked a birthday message on the smokebox door in the old Victorian Railways tradition to mark special occasions. Its rostering on the Gembrook passenger on this occasion was most fitting as 8A hauled the last 'up' VR Gembrook Mixed train in 1953.

The Puffing Billy Preservation Society has organised a special night train to Gembrook on Wednesday 16 June to raise funds for the heritage rolling stock restoration fund. The train, to be hauled by NA Class 2-6-2T locomotive 7A, will depart Belgrave at 6pm and there is the prospect of photo stops deep in the forest before the train arrives at Gembrook at 8pm in time for a hot dinner at the station. The return journey, commencing at 9pm offers the options of a mini-bus (arriving Belgrave at 9pm) or train (Belgrave arrival around 11pm).

Frank Stamford 04/08; *Narrow Gauge* No. 188, March 2008

Western Australia

BENNETT BROOK RAILWAY, Whiteman Park

610mm gauge

WA Light Railway Preservation Assoc. Inc.

Track refurbishment continued to be the main focus of activity during March and April. Good Friday (21 March) saw 23 members present to assist with the trackwork task and regular passenger train operations. The newly painted 4wDM PW27 *WYNDHAM* (Gemco-Funkey 1963) was in action on the sleeper train operating top-and-tail with ex-Lake View & Star 4wDM Planet No. 1 (FC Hibberd 2150 of 1938), while 0-6-0DM *ROSALIE* (J Fowler 411019 of 1950) operated the passenger train with the regular 4-carriage consist. The party carriage was added after lunch for a group of happy party goers to make a full tour of the railway. Other volunteers worked on re-assembling 0-4-2T *BETTY THOMPSON* (Perry Eng 8967.39.1 of 1939) following its boiler inspection. WALPRA volunteers spent 700 hours preparatory work for the track upgrading task; de-spiking, cutting and oiling, and dropping sleepers along the permanent way. Skilled Rail Services commenced the major track upgrade during April, with WALPRA volunteers providing support, including driving the locomotives to move men and materials. By mid-April the Mussell Pool line had been completed, including tamping, as was the yard at Whiteman Village Junction. Work was continuing on the main loop line. The Skilled Rail Services team completed their sleeper replacement program on 28 April, although some minor follow-up work will replace some point sleepers. Speed restrictions remained in place on the Loop Line pending completion of track tamping.

BBR website news, 04/08; *BBR Newsletter* April 2008

Coming Events

JUNE 2007

1 Red Cliffs Historical Steam Railway, VIC. Narrow gauge train operations using Kerr Stuart steam and EM Baldwin diesel locomotives, 1100-1600. Also special operating day on 9 June. Enquiries: (03) 5024 1345.

1-2 Kerrisdale Mountain Railway & Museum, VIC. This scenic narrow gauge railway and steam museum is now open to the public from 1000-1700 Thursday to Monday and public holidays. Information, phone (03) 5797 0227 or website: www.kerrisdalemtnrailway.com.au.

7-9 Redwater Creek Steam & Heritage Society, TAS. Narrow-gauge steam railway rides daily 1100-1600, and first weekend of each month. Information Chris Martin, phone (03) 6334 8398 or 0429 418 739.

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

8-9 Alexandra Timber Tramway & Museum, VIC. Narrow gauge steam trains 1000-1545. Also diesel-hauled trains 22 June. Information: Bryan 0407 509 380 or Peter 0425 821 234.

8-9 Australian Sugar Cane Railway, QLD. Steam-hauled narrow gauge steam trains in Bundaberg Botanic Gardens (1000-1600) every Sunday, public holiday and Wednesdays during Queensland school holidays. Phone (07) 4152 6609.

8-9 Richmond Vale Railway, Kurri Kurri, NSW. 'Coalfields Steam' weekend with steam train rides, 1000-1630. Enquiries: (02) 4955 1904.

16 Puffing Billy Railway, Belgrave, VIC. Night train to Gembrook and return hauled by 2-6-2T 7A, departing Belgrave at 6pm (see this page for details). Bookings and information: Nick Anchen 0405 530 323.

JULY 2007

6 Red Cliffs Historical Steam Railway, VIC. Narrow gauge train operations using Kerr Stuart steam and EM Baldwin diesel locomotives, 1100-1600. Enquiries: (03) 5024 1345.

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

13 Alexandra Timber Tramway & Museum, VIC. Narrow gauge steam trains 1000-1545. Also diesel-hauled trains 27 August. Information: Bryan 0407 509 380 or Peter 0425 821 234.

AUGUST 2007

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

10 Alexandra Timber Tramway & Museum, VIC. Narrow gauge steam trains 1000-1545. Also diesel-hauled trains 24 August. Information: Bryan 0407 509 380 or Peter 0425 821 234.

Note: Please send information on coming events to Bob McKillop – rfmckillop@bigpond.com - or The Editor, Light Railways, PO Box 674, St Ives NSW 2070. The deadline for the August issue is 27 June.

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Passengers join the shuttle train to Yallarah Station at the Illawarra Train Park during the joint event with the Historical Aircraft Restoration Society on its 'Wings over the Illawarra Day' on Saturday, 8 March 2008. Photo: Brad Johns

The Mercury Arc Rectifier (left) and a former Glen Davis underground electric locomotive on display in the Bath House at the State Mine Museum on 29 March 2008. Photo: Bob McKillop

Stefan Rebgetz takes Gerry Laws for a run on the ex-SECV ganger's trolley during the Easter Gala event at the Alexandra Timber Tramway & Museum. This vehicle, originally built to 5ft 3in gauge for the VR and re-gauged to 3ft for the Kiewa Bogong Creek tramway, was making its inaugural appearance on the 610mm gauge track at Alexandra. Photo: Ewan McLean

Heritage & Tourist

MINING HALL OF FAME, Kalgoorlie

A visitor in March 2008 found an interesting range of light railway equipment on display at this museum, some presented with good interpretative signs, others less so. What appears to be an early example of an EIMCO 12B Model 'Rocker Shovel Loader' or 'bogger' is on external display. The 12B Model, developed in the US by Edwin Burt Royle and John Spence Finlay in the late 1930s and patented by the Eastern Iron Metals Company in October 1938, was designated a historic mechanical engineering landmark in 2002 at a ceremony at Town Lift Plaza in Park City, Utah,. A Gemco battery-electric loco and 'bogger' are displayed in the underground mine, while the Gemco 4wBE and tourist carriages are still in the position where they were photographed in LR 177 (p.31) in August 2003. This tourist train has been out of use since 2006 (LR 188, p.31).

Alf Atkin, 04/08; Editor

OLIVER HILL RAILWAY, Rottnest Island 1067mm gauge
Rottnest Island Authority

The Rottnest Island Authority website advised that train operations were temporarily suspended during February, with replacement buses operating, but a visitor during Easter found the train had been back action again for two weeks. As reported previously, 8.5km of the former military railway has been rebuilt for tourist operations. The 'tram-style' railcar, built by Gemco in 2003, operates three daily trips – at 11.30am, 1.30pm and 2.30pm – from the Visitors Centre to the Oliver Hill guns and tunnels.

Alf Atkin, 04/08; Editor

Northern Territory

ADELAIDE RIVER & SNAKE CREEK RAILWAY
1067mm gauge
Friends of the NAR Adelaide River Inc.

Heavy rains during the wet season hindered work on the restoration of the ex-Mt Isa Mines Hudswell Clarke Hero Class 0-4-0ST (B/N 928

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of 1910) (LR 197 p.30), but nevertheless steady progress is reported. As of mid-March 2008, new operating levers for the fire box doors had been fabricated. The original levers had been removed at Mount Isa and the doors welded shut "to protect people from themselves". The new levers were designed and built from the Hudswell Clarke drawings and site measurements. The wheel bearings have been thoroughly flushed out with kerosene using a pumped recycling system developed by Mike Bowman and the main driving wheels now rotate freely. By April the loco had been painted in Mid Brunswick Green with red edging, while the boiler and running gear have been painted black. Suitable materials for the construction of a replica funnel of the original proved a challenge, but a section of a Holden car wheel proved to be a satisfactory rim for the top of the chimney.

On 13 April a 1km section of the former NAR track north of the 1888 Adelaide River rail bridge was cleared of vegetation. The plan is to restore the track between the railway station and the Snake Creek branch, including sections of the branch line and sidings serving the former WW2 ammunition depot.

Trevor Horman 03/08 & 04/08; Mike Bowman 04/08

OVERSEAS

NARITA YUME BOKUJO MAKIBA LINE RAILWAY, Japan 610mm gauge

This 610mm gauge railway located on a tourist farm attraction near Narita Airport uses three steam and three diesel locomotives on its circular line. The steam fleet comprises two 0-4-0WT built by Kusuki Seisakujo for the Keelung Coal mine in Taiwan and a hand-built 0-4-0 vertical boiler locomotive built by the enthusiastic manager, Juri. He was on site during the visit and pulled the steam locos out of the shed with the Sakai and Kato diesel locomotives to enable better photos to be taken. This attraction is thoroughly recommended for travellers to Japan.

John Peterson 04/08

Ray Graf photographed the ex-Emu Bay Railway B-B DH (Walkers 576 of 1963) stored on a siding on the Walhalla Goldfields Railway on 26 December 2007. Work had evidently been abandoned on this locomotive and there was little change from the situation reported in November 2005 (LR 187, p.28).

Alf Atkin photographed the goods shed at Kingston on the former 1067mm gauge military railway to Oliver Hill on Rottnest Island during Easter 2008. The shed is located at the junction of the branch line serving Kingston Barracks, with the main line continuing onto the Oliver Hill guns and tunnels on the right.

Only in Japan would a railway paint the cab interior of a steam locomotive white! John Peterson photographed one of the two little 0-4-0WTs from Taiwan that have been preserved in working order at the Narita Yume Bokujo Makiba Line Railway near Narita Airport.

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The Hudswell Clarke 0-4-0WT locomotive lets off steam at the Menangle Light Railway station on 20 April 2008, as the former Plane Creek Mill John Fowler 0-4-0DM stands on the loop road with the goods train. Photo: Bob McKillop ❑ *The rail-mounted EIMCO B12 model loader or 'bogger' displayed at the Mining Hall of Fame at Kalgoorlie represents the type of compressed air powered mechanical loaders that were introduced in WA hard rock mines from the 1940s. Photo: Alf Atkin* ❑ *The ex-Mt Isa Mines 0-4-0ST No. 3 (Hudswell Clarke 928 of 1910) demonstrates its new livery in Peter O'Connell's yard in the Darwin suburb of Berrimah as its restoration for operation on the Adelaide River & Snake Creek Railway picks up pace. Compared with the photograph in LR 197 (p.31), there has been significant progress. The saddle tank has been removed for repair. Photo: Alison Worsnop*

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COLOUR MISCELLANY

Clockwise from below: *Ian White enjoys a ride on the ex-Condong sugar mill Simplex 4wDM (Motor Rail 11023 of 1955) while Ray Graf has the controls of the ex-Maritime Services Board 4wDM Simplex (Motor Rail 20560 of 1956) during the LRRSA NSW Division visit to the Menangle Light Railway on 20 April 2008. Photo: Bob McKillop Among the exhibits at the Workshops Rail Museum at Ipswich is the pioneer Queensland Railways 2-6-0DM locomotive DL1, built at the Ipswich Workshops in 1939 for the light Etheridge Railway in Far North Queensland. The track standard on this former private line made it very much a 'light railway' operation. Photo: Bob McKillop Rolling stock stored in Building 30 at the Newington Armory Railway on Sunday 16 March 2008. Photo: John Kramer Driver and guard are dressed up in smart uniforms as the former Bingera Mill 4wDM Simplex (Motor Rail 10234 of 1951) trundles its passengers along the Araluen Branch Line Railway in bright sunshine on Easter Sunday. Photo: Kevin Waid*

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