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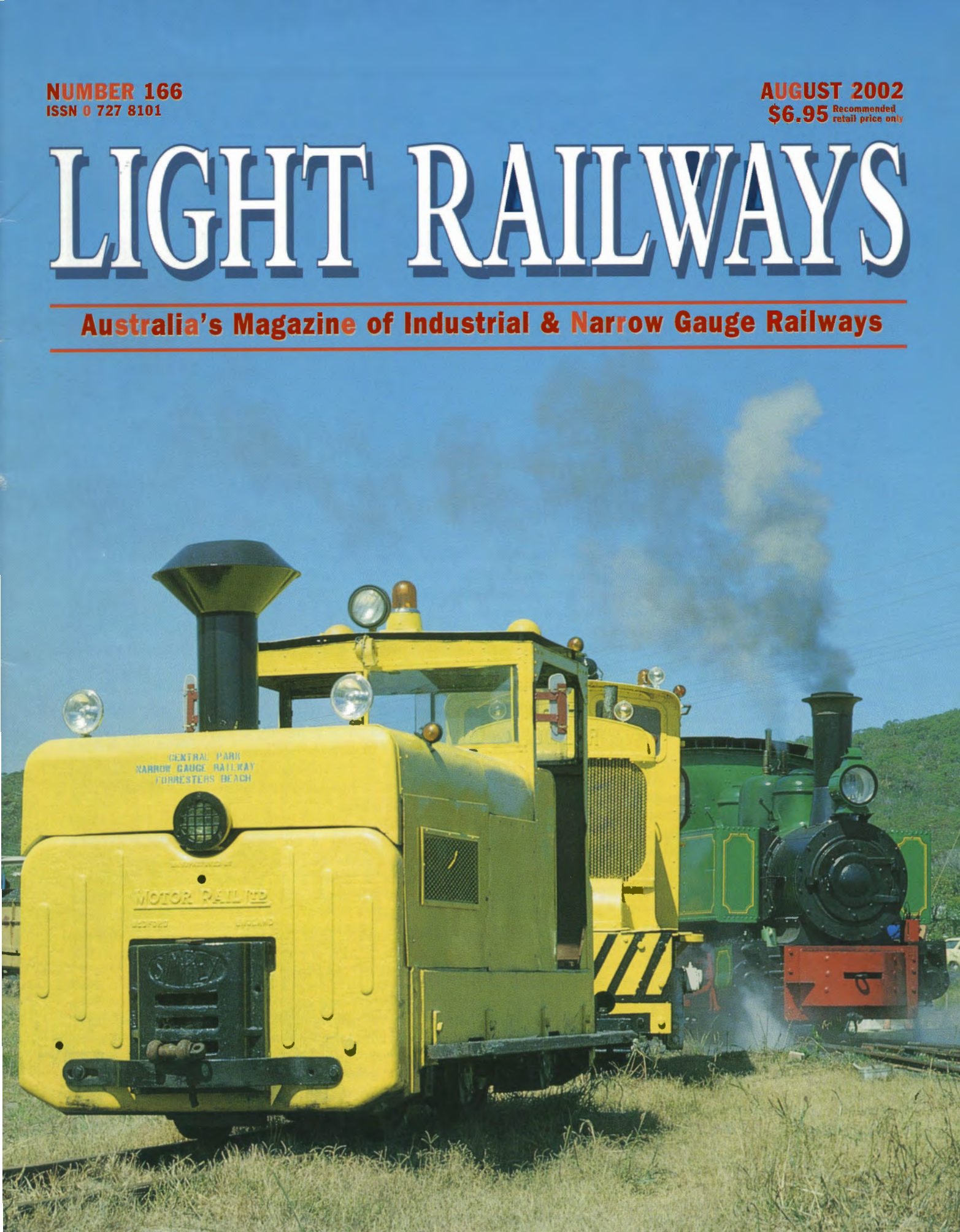
LIGHT RAILWAYS

Australia's Magazine of Industrial & Narrow Gauge Railways



Light Railway Research Society of Australia Inc.

LIGHT RAILWAYS
Australia's Magazine of Industrial and Narrow Gauge Railways

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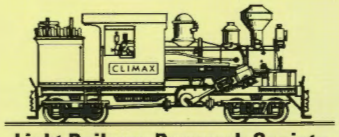

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Conversions:

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

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Comment

Len Heaton, the author of this issue's feature article, and I share a common bond. Apart from our obvious interest in railways, we gained our engine driver's certificates (24 years apart) on the footplate of the same steam locomotive – Fowler 17881 of 1928, South Johnstone No.10. In "Firing at Silkwood", Len shares with us some of his experiences working on the steam locos of South Johnstone, in the years leading up to his move to the right-hand side of the cab.

Continuing the feast for 2ft gauge fans, Ian Hinks tells us the story of "Lukee", a much-travelled little Kerr Stuart *Skylark* class locomotive, now preserved in working order at Red Cliffs, in north-west Victoria.

As we went to press, I was saddened to hear the news of the passing of legendary Disney animator Ward Kimball, in California at the age of 88. Like his former boss, Ward was a dedicated railfan and, although not a member of the LRRSA, he was a great 'light railway' enthusiast, with a particular interest in the narrow gauge short lines of the Western States and the sugar cane railways of Hawaii. For many years he owned locos and rolling stock from both sources, which he operated on his own backyard railroad. In recent years, he passed much of his collection into the care of the Orange Empire Railway Museum. Today's railway preservation scene could surely do with a few more like him. *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.

Light Railways is the official publication of the Society. Material submitted is subject to editing, and publication is at the discretion of the Editor.

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

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

Three members of South Johnstone Mill's steam fleet, locomotives 5, 6 and 10, were lucky enough to survive into preservation. Fowler 0-4-2T No.10 (17881 of 1928) became the most widely travelled; spending time as a roadside display, a museum exhibit and hauling tourists – on two different railways. It also featured in the TV mini-series "Fields of Fire". From 1976 to 1978 No.10 could be found giving rides to holidaymakers on the Central Park Railway at Forresters Beach, on the NSW Central Coast, where Graeme Belbin took these photos of it in action. ***Front cover:*** *In January 1977, No.10 peeks around Motor Rail 'Simplex' 4wDM 11023 of 1955 and Fowler 0-6-0DM 16830 of 1926 (both formerly of Condong Sugar mill) as it eases its train out of Central Park station.* ***Upper back cover:*** *Viewed from the interior of a partly restored carriage body, No.10 trundles down the 'long straight' with a late afternoon passenger train, in July 1977.* ***Lower back cover:*** *During an early morning test run, in June 1977 (to explore the feasibility of running trains around the circuit in the opposite direction) No.10 and its empty train begin their charge up the steep grade of the 'long straight'.*

The author on the footplate of Fowler 0-4-2T number 4 (14467 of 1916), in 1953. *Photo: Len Heaton collection*

Firing at Silkwood

Steam Cane Tramway Operations in the Fifties

by Len Heaton

Introduction

This story tells of a typical day in the life of a sugar cane tramway locomotive as it occurred in the early to middle 1950s, when steam was king and the onslaught of the diesels was still to come. It describes the work over a 24-hour period of each of the three crews on a South Johnstone Mill 2ft gauge locomotive based away from the mill at Silkwood.

I commenced work as a fireman (or assistant) on the locomotives of the South Johnstone sugar mill, which is just south of Innisfail, at the end of 1950. I continued employment at that mill until the end of 1954, having obtained my driver's certificate at the beginning of October that year .

I was stationed at Silkwood for the duration of my firing days and it is in this area that my story is set. There was a depot here, and at this period there was one locomotive stationed there at any one time. The first I worked on was number 3 *RUSSELL*, a small Fowler 0-4-2T (builder's number 14458 of 1915). This was the only South Johnstone locomotive that was named, with the remainder of the fleet only numbered. My information was that this machine had originally been destined for the Babinda Sugar mill. However it seems it was swapped with an identical locomotive intended for South Johnstone that had been despatched at the same time. At Silkwood during 1951-2 we alternated between number 3 and number 4, also a Fowler (builders number 14467 of 1916) similar to number 3. Occasionally, we would get number 1 or 2, Porter 0-4-2T locomotives (builder's numbers 5812 and 5813 of 1916) also known as the "Yanks", or a Perry 0-4-2T number 6 (9737.45.1 of 1945). The 1953 season saw No. 10, another Fowler 0-4-2T (17881 of 1928) become permanently stationed in the area. This was because the first two Drewry diesels built by Baguley (builder's numbers 2395 & 2396 of 1952) had arrived at the mill. None of the rest of the steam fleet came to the area, apart from Hunslet 4-6-0T number 9 (1250 of 1916) which was almost at the end of its days, running on only 1251b pressure whilst all the others were on 1851b. Actually, number 9 had been the Silkwood loco for many years before and during the war.

Day shift

Day shift was from 8am to 4pm. On commencing the shift at eight we would ring the mill traffic office on a party line telephone and obtain the information regarding the empty deliveries for the first run of the day, which was to the Goolboo and Sawmill lines. This would be anything between 70 and 100 trucks. We would then proceed across Liverpool Creek to the School Loop and collect these empties, which had been left there by the night shift loco.

On our way back across the creek we would stop and take on water. This required us to pump water from the creek using a steam duplex pump installed there. A flexible steam hose was connected to a coupling on the loco, and water was pumped to fill the side tanks. As this was the only loco watering facility in the Silkwood area, we would fill the boiler as full as possible, let the steam pressure go as low as possible, keep the fire as low as possible, and head on our way. Going through Silkwood we would stop in front of the butcher's shop. The butcher would give us a half a dozen parcels of meat for the various cane cutting gangs which we would deliver to the individual barracks along the way, roads and vehicular transport being what they were in those days. The same would happen with bread from the baker. We were not obliged to do this, but we did.

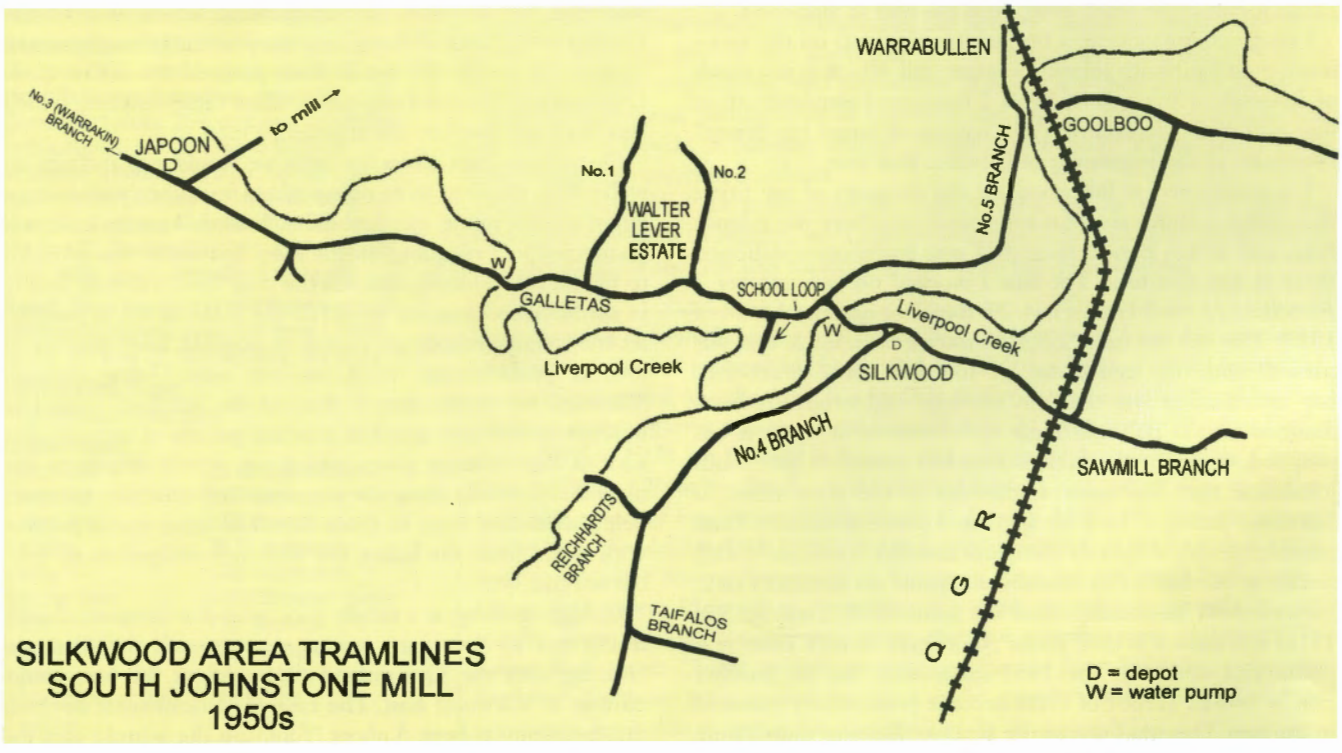
Chugging along at a steady pace with the dampers closed, trying not to waste any water, we approach the diamond crossing over the Queensland Government 3ft 6ins gauge railway at Silkwood East. The railway stationmaster controls the catch points here. A short "toot" on the whistle sees the

SM come and give us the right of way. Once clear of the catch points, we stop and detach 30 empties. We are at the junction of the Goolboo and Sawmill lines We will do Goolboo first, so the 30 empties for Sawmill are left on the main line. Heading off down the Goolboo line, we deliver the meat and bread as necessary. At the first siding in use we drop off the required number of empties and continue on our way. There are three such deliveries. On arriving at the last one, the empties are uncoupled and we hook onto the fulls, which are ready. The empties being delivered here will be loaded the following morning, so this was known as a "twenty-four hour delivery".

We collect the consignment note recording the grower's name and truck numbers, checking to see that the trucks are in a fit state to travel. This means loaded properly and not lopsided or otherwise badly loaded, and with the chains holding the load properly tightened. We start to wend our way back, picking up trucks from the other two places on the way. With 60 or 70 fulls on we have to start keeping a reasonable head of steam. Arriving back at the junction we leave the fulls and collect the empties left here previously, heading down the Sawmill branch. There is only one delivery and pickup here, so we are soon back at the junction to put our load together. We now have 95 fulls attached. We have to do a dead lift of the rake around a sharp curve and up and over the Railway diamond crossing. As we slowly start to move, we give a long blast of the whistle for the SM. We are struggling to lift the load as some of the cane is dragging on the ground. The signal changes for us so we give it everything it's got. The safeties are blowing but we can't put the water on just yet. As the loco crosses the diamond we see up the main line a QR train sitting at the signal; we have a sympathetic SM, who has given us right of way to enable us to have a fighting chance with our load. Once over the catch points the line flattens out a bit, so we pick up some speed and on goes the injector. We are away but it is not all a bed of roses as we struggle along. With half dozen trucks more we would be bogged. We get to about a mile from Silkwood when the injector spits back, and cuts off. Try to start it again, no go. A quick look in the side tank: no water. One third of a glass of water in the boiler. Decisions, decisions, do we leave the load and go for water, or continue? We keep going. As soon as we reach Silkwood we quickly uncouple the load and run for the creek. The water is now bobbing in the bottom of the gauge glass. The dampers are closed and the firebox door open. The driver alternately accelerates and slows, so as to keep the water moving across the crown of the firebox. The creek at last; the pump hose is quickly attached and the pump started. Water starts to rush into the side tanks, the injectors are started, and the water slowly appears again in the bottom nut to large sighs of relief. We fill the boiler and stoke up the fire again. Having filled the side tanks we head back to our load. The next section of the track is across the creek. The load across with this engine is 20 fulls, so the fireman walks back and cuts the load into five rakes of 19. We take each of the loads across the creek, and put them back together in the School Loop on the other side. It is quite a struggle up out of the creek even though we get a really good run at the hill. Having completed this it is now crib time, so we head back to the shed for a meal. This run took 3½ hours. At the shed we clean the fire and rake the ashpan, coal and oil up ready for the afternoon. Time to enjoy a good cuppa and a bite to eat.

After the regulation 30 minutes crib break, it's back to work. We had filled the side tanks and boiler on the way back to the shed, so we now head off up No.4 branch, light engine. About 2 miles up the track we arrive at a rake of 20 fulls parked in our way on the main line. We attach these to the loco, and continue on our way pushing them ahead of us. A lot of growers at this period of time did not have individual sidings but used "riding points" to allow them to move the empty trucks from the line and over portable track into the field for loading, and when that was completed, back onto the line for the locomotive to pick up. We moved these fulls ahead for about a mile and a half until we came to Reichhardt's branch. The trucks were pushed into the branch and left there whilst we continued up the track.

The next lot of fulls we found were moved up and left on the main line at Howarth's loop. We continued on our way by going through the loop, leaving the points set for the loop for our return. At the end of the main line there are 25 fulls.



SILKWOOD AREA TRAMLINES
SOUTH JOHNSTONE MILL
1950s

Taking water, in November 1946, is the locomotive first worked on by the author, John Fowler 0-4-2T 3 RUSSELL *(14458 of 1915). The upper coupling pocket is to allow Innisfail Tramway stock to be handled.* *Photo: Ken Rogers*

The fireman gets the tail flag off its hook on the loco and walks to the end, placing it on the last truck and counting the trucks on the way to ensure that there are indeed twenty-five trucks as per the consignment note. On the way back to the loco all couplings are inspected to ensure that the rake is coupled together. We now start to head home. The next siding we arrive at has 28 fulls, so we chock our rake of fulls on the main line, and go into the siding and pull that rake out. The fireman counts the trucks on the way out. There are 28 numbers on the con note, but only 27 trucks. After backing this lot onto the trucks on the main line and coupling them up, the fireman, who still has the con note, checks the truck identification numbers with those written on the note. The extra number is circled and it is noted on the con note that it is not in the rake.

We now continue picking up fulls, going down the Taifalos branch as well. As we move back towards Howarth's loop, the whole train is slowed to a veritable crawl. The fireman quickly uncouples the loco from the rake, and the driver then races the engine through the loop and out the other end. Meanwhile, the fireman sets the points for the main line and as the track here is on a slight down grade, the rake continues to roll until it meets the trucks that were left here on the way up. The fireman quickly slips in and couples the two lots together as they continue to roll along. By this time the loco is through the loop and back on the main line. The whole rake runs down on to the engine. The driver applies the brakes, halting the rake, and waits for the fireman to catch up. Having coupled the rake to the engine, and with the fireman back on board, we head off down the track.

As we arrive close to Reichhardt's branch we slow the rake and stop so that there is ample space to remove the trucks placed in there earlier and attach them to the main rake, still leaving the branch clear as we have to go down there next. At the foot of the hill on this branch is South Liverpool Creek with a farmer's bridge across it.

A farmer's bridge was constructed where there was insufficient cane to warrant the cost of building a structure of a standard to support a locomotive. When delivering empties the locomotive would give the trucks a "kick" to send them across, and the farmers would do the same so that the fulls would arrive on the mill side of the bridge for the loco. In some instances there would be a wire rope that could be used by the loco crews to pull the rake the last bit of the way if they did not make it all the way across the bridge. We are in luck today - the fulls have made it all the way across. However, the grade out starts right at the bridge and we have the limit, 20 fulls, so we sneak back until the loco is right on the edge of the bridge. Meanwhile, the blower has been going flat out and the water is filled to the top nut because of the grade, which is about one mile long. The safety valves lift, reversing lever full forward, brakes off, one hand on the regulator, the other on the sand lever, and we are off. No initial slipping, so the regulator is opened fully and we are storming the hill. Halfway up there is a slight indication of a slip, so on goes some sand. Not too much, as this makes the load that much heavier. After the initial burst, we are slowing down to a crawl. We should make it. The safeties are still blowing. We are getting close to the top; experience dictates that we will get over, so on go the injectors, both, in order to make sure we have enough water in the boiler as we pitch over the top. We are out, so we coast along the last couple of hundred yards to the main line and the rest of our load. After coupling our rake together we sit for a short time to replenish the water in the boiler, stoke up the fire, and build up a full head of steam for the remainder of the trip home.

We now have 148 fulls in tow. With everything to our satisfaction, we head off. Moving off slowly, we pick up the rake. With the hook and ring couplings there is about 9 inches slack between each set of buffers, so you have to move slowly until all the 110 feet of slack is taken up. Watching the tail flag, we see it shake when we have the lot, so now it is time to commence picking up speed. Between here and Silkwood

Ex British War Department Light Railways Hunslet 4-6-0T 9 (1250 of 1917) is in use hauling portable track at the mill in November 1946. Many local modifications have been carried out including extended smokebox, new smokebox door, spark arrestor, additional sandbox, rear cab roof extension, electric headlight and additional front buffer casting, not to mention the extra plumbing. Number 9 was a regular Silkwood loco from the late 1930s until the mid 1940s. It was retired in 1953. *Photo: Ken Rogers*

there is only one slight rise, with the remainder either level or a slight downgrade, so we make it back quite comfortably. As we get close to the top of the creek again the fireman drops off, collects the tail flag and cuts the rake into lots of 19, with the last rake 15. We do a couple of pulls across the creek, filling up with water on the way. At 3.30 p.m. we head for the shed where we service the loco, cleaning the fire, ashpan and smokebox, coaling up, oiling up and filling the sandboxes. We now hand over to the afternoon shift crew. Day shift completed!

Afternoon shift

The first task for the afternoon shift crew is to haul the remainder of the fulls from No.4 branch across the creek. The southern approach to the river consists of a sharp downhill grade, a "flat" of approximately 150 yards, and then the next downhill grade onto the bridge. On the last trip over we leave the fulls on the flat, whilst we go down to the river and fill the sidetanks with water. We then go back to collect the load and take it across the creek to the School Loop.

The Driver now rings the Traffic Office at the mill to inform them that all the fulls are across and in the loop and that we will be ready to leave for Japoon as soon as we have marshalled our load. As we only have the little Fowler number 3 we will take 55 fulls. The driver goes back and counts off the 55 fulls, putting a tail flag on the last truck. On the way back to the engine he checks all the couplings, all hook and ring type, to ensure that they are all coupled together and indeed are double coupled, that is that both hooks are in both rings. Whilst he is completing this task, the fireman is busily stoking up the fire, filling the boiler and getting the pressure up to around the point of "blowing off".

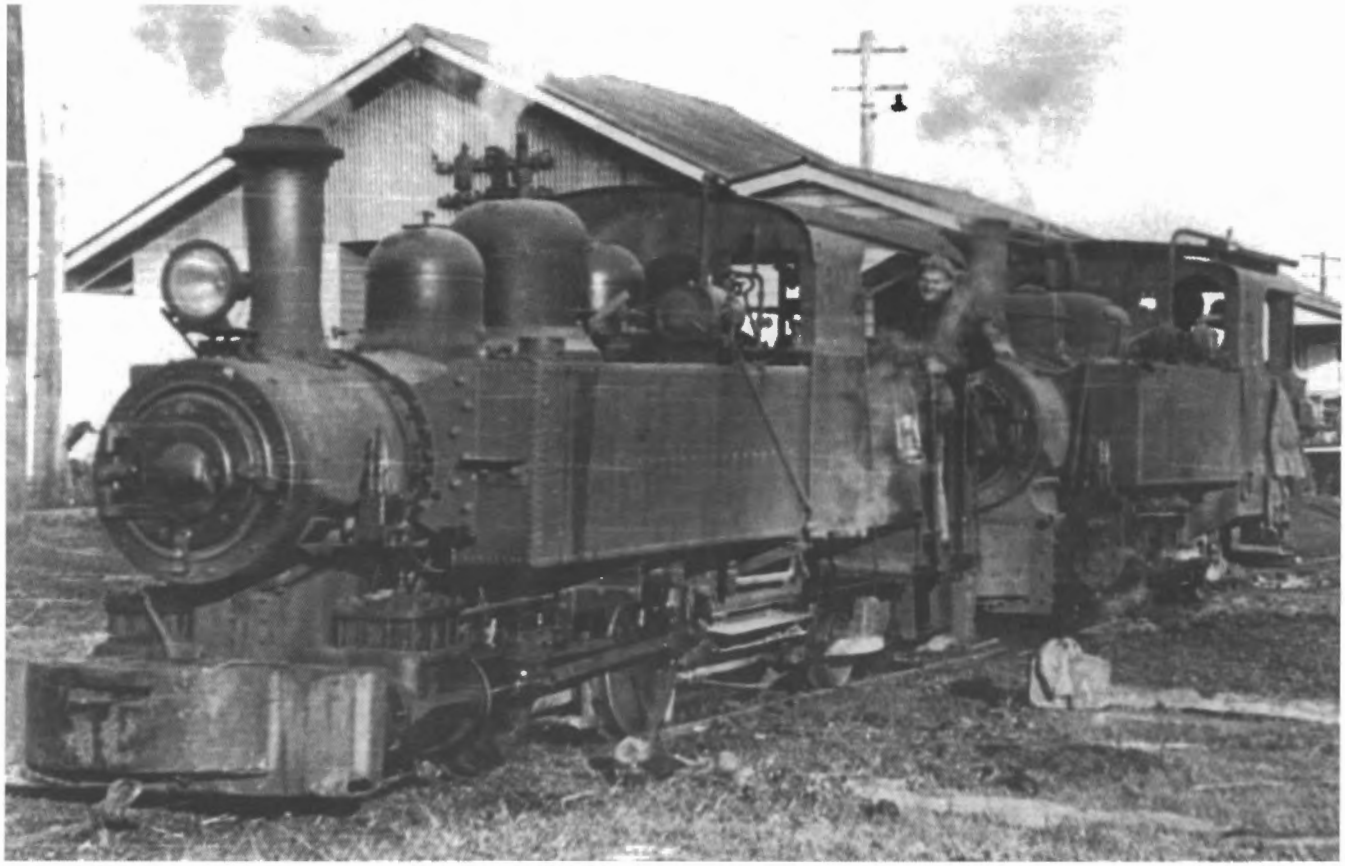
As the driver returns, all is in readiness so we immediately set out for Japoon. The first section is to Galleta's, and whilst it is reasonably level it is still an uphill grade all the way. As soon as we pick up sufficient speed, on goes the injector to keep the water supply in the boiler as high as possible. After about 15 minutes of steaming we arrive at Galleta's Hill. This is a steep downhill grade approximately a mile long. Because of the heavy working to reach the hill, sometimes the water level can be low in the glass, not a worry on the flat, but in pitching over the crest and going down the steep grade it is possible that the level will be too low and the firebox crown will be uncovered. This means a stop has to be made at the top to get a reasonable water level in the boiler to go down the grade. But not today; we have been able to maintain a reasonable level, so we go straight down the hill. As the driver brings the load steadily down the hill, the fireman climbs out the side and checks the water level in the sidetanks. We still have over half a tank of water so we have enough for the rest of the trip.

As we came over the top the blower was turned on full and the injectors put on in order to again have a full head of steam and a full boiler of water as we reach the bottom of the hill. At the bottom of the hill we again cross Liverpool Creek. There is a water pump located here also, as sometimes we have to top up if we have any concerns about our ability to reach Japoon. After crossing the bridge the track is along the creek flats. Now the engine really has to work, and work hard. The reversing lever is fully forward and the regulator is wide open. The fireman is really earning his keep, shovelling coal as if there is no tomorrow. We come to the long grade up Patane's Hill. The loco has now slowed considerably, almost to a walking pace, but number 3 is a fighter; she just keeps struggling on and will still keep going long after you think you are stuck. Finally, we are at the top, but still struggling to get the load over. We are over. Quick check, enough water in the boiler and steam pressure to make the final assault of the last grade into the Japoon yard. The lower part of the chimney stack is glowing red in the dark from the hard

working of the engine. We now race across Connolly's Flat in order to get up as much speed as possible for the last grade in to the yard. As we reach the bottom of the grade we are travelling as fast as we dare. As we start up the grade the driver gives a long blast on the whistle. We are approaching a main road crossing which has very limited vision. There's been some close calls on this one - never heard of such things as flashing lights in those days. Four eyes anxiously scanning for the first glimpse of possible road traffic. There is none, the driver removes his hand from the whistle cord, and the hand on the regulator relaxes with it wide open. On we struggle, passing over the sets of crossings leading into the empty storage lines. Almost at the top, but this time we are not so lucky. We finally grind to a standstill with the loco and a half dozen trucks over the crest and that's it. As we only have about 800 yards to go to put our rake in a holding loop, we decide to split the rake, taking the first half in and coming back for the rest. Out with the sprags and get the hurricane lamp. All set to go when in the distance, coming down Rungert's Hill we see a headlight approaching. Cancel the previous decisions, we will get a lift from this loco.

The fireman's job now is to move forward down the track onto the straight with his lamp to flag down the approaching loco. It is the Japoon depot loco, number 5, a "Fowler" 0-4-2T that was built by Hudswell Clarke (1705 of 1938) after Fowlers stopped building steam locomotives. He has just been up the Japoon Range with 30 fulls and has come back down with 75 empties. He pulls up and ascertains that we are stuck, so he slowly moves around the curve to our stalled engine. We couple on, and he lifts us over the top. He only has to move us about 50 yards and we are okay. But now we are blocking his regular path to the empty holding lines, so we have to stop whilst he goes onto the No 3 branch leg of the yard triangle and places his trucks in the empty yard from that end. We wait until he pulls past with his rake and we then move on and run through the "small" full loop. We leave our rake about 10 yards from the mill end and chock them there. As these trucks still have quite a distance to travel to arrive at the mill, several men will now check the holding down chains on each one to ensure that they are tight enough for the remainder of the trip. In order to accomplish this task, they will let each truck forward about 10 feet at a time which will enable them to get between and use the truck key on the tightening-down roller.

We now go back up the yard, stopping at the Cane Inspector's office to ring the mill Traffic Office and also to leave the truck consignment notes. We are told to go and have crib and then ring back. So, take water, clean the fire, coal up and sit down to join the Japoon crew for crib. As soon as crib is finished the driver contacts the mill again. Instructions - a trip to deliver empties and collect fulls from Walter Lever No.1 line. This line branches off the main line just past the top of Galleta's Hill on the way back to Silkwood, so out to the empty yard, get 40 empties, put the tail lamp on the last truck and we are off. With only this short rake it is better than travelling light engine as there is just enough weight to hold the loco steady on the line. It takes about 20 minutes to arrive at the branch points. The driver slows for the fireman to set the points for the branch and we continue on down the branch. We do not set the points back for the main line, as we know there will not be any other locos along. As we are delivering empties at the same time as we are picking up the fulls; each siding will be a "double shunt". At the first siding we come to, we have to deliver 16 empties, so the fireman gets off and counts 24 trucks and then signals the driver to stop. As this place is on a slight grade, the empties left are chocked, the fireman goes back to the loco and we continue on our way. The next delivery point is arrived at, and 14 empties are also left on the main line. The last stop is at the

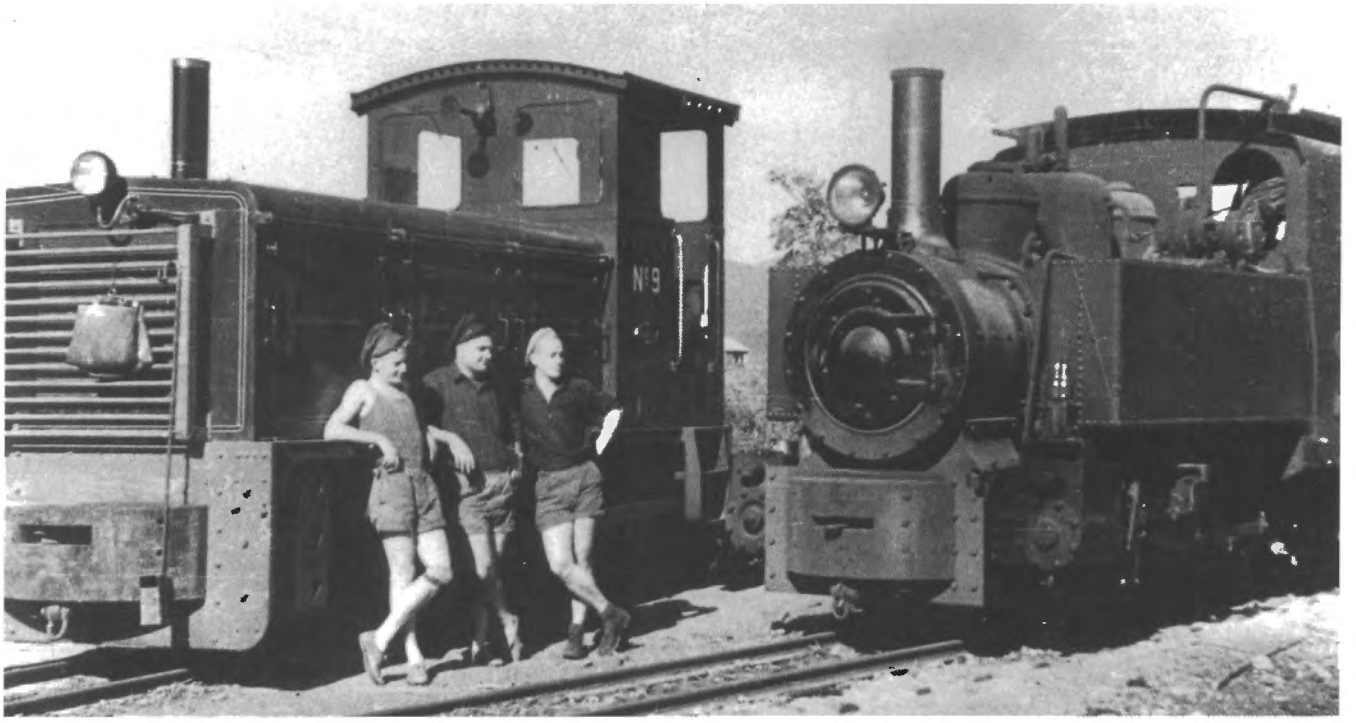


Porter 0-4-2T 1 (5812 of 1916) and Fowler 0-4-2T No.10 (17881 of 1928) wait at the mill for their next assignment during the 1954 crush. Both have been fitted with locally-built smokebox doors, and the Porter has a chimney from a Hunslet 4-6-0T. Photo: Bob Deskins collection

end of the line. This one is easy as there is a loop here, so we run into the loop and uncouple the empties. We continue out the other end of the loop where the rake of fulls are located. We attach to the fulls, pulling them up the main line. We leave these here whilst we go back into the loop. We are now on the other end of the 10 empties and push them out of the loop and leave them where we just collected the fulls from. Back into the loop and stop whilst a taillight is placed on the last truck. We carry two tail sticks. This saves a lot of walking as the other one is still on the first lot of empties back up the line. On through the loop and then back on to the fulls, couple up, and we start to head back. Whilst all this shunting is going on, the fireman is on and off the loco many times, but he still has to attend to his fire and put the injector on and off to keep the water supply up in the boiler, so he is actually busier in these sort of operations than when pulling a full load. When we get back to the second delivery point, we detach the fulls and then go into the siding and bring out the fulls, backing them on to the ones on the main line. We leave these back from the siding points because the track here is flat and we have to fly shunt the empties in. This involves coupling up to the empties and moving up the track about 100 metres. The fireman stands on a ledge on the front of the loco next to the empties, bends down and grabs hold of the hook from underneath. The driver then accelerates the train swiftly, slackens off the throttle, and at this time the fireman uncouples the trucks. The driver then accelerates the loco even faster to put some distance between him and the trucks. As the loco passes over the points the fireman drops off and turns the points for the siding. Hopefully the trucks have enough speed to go fully into the siding and clear the mainline. We are in luck tonight; they all go in. Whilst the trucks are running in, the driver goes back to the rake of fulls, couples up and comes forward. The fireman meanwhile has turned the points back to the main line and is ready to hop aboard and we continue on our way. The next pick up is relatively easy. We pull the fulls out of the siding and back them onto our rake on the main line. Because the track here is on a slight grade, once the loco is back on the main line clear of the siding, the fireman turns the points for the siding then goes and pulls out the chock and the trucks commence to run slowly down the hill and into the siding. As the last truck goes past, the fireman removes the tail stick from it. He turns the points back to the main line, and blows out the hurricane lamp on the tail stick. By this time the driver has started the load up, and the fireman climbs aboard as the loco comes past; we are on our way back to Japoon. With only 42 fulls it will be an easy road back. As we come out of the branch and back onto the main again we do not bother to set the points for the main, as we will be the next loco to pass this way. This time we have to take on water at Galleta's pump. Although we only have a small load we have not taken water since we left Japoon earlier. Better to be sure than sorry! We can pull up at this pump with the load on without any problems. After taking water, we head for Japoon. The trip is uneventful. On arriving at the yard we see that the load we left earlier in the evening has gone, so we put our rake of fulls in this loopline again.

We ring the Traffic Office again. All okay. There are 180 empties in the yard for us to take back to Silkwood. So we top up with water again and get some more coal. No need to clean the fire or ashpan as we have only been working relatively lightly since crib. Around to the empty yard. The empties are on three lines, 75 on each. The lines will hold more than 75 but this is the maximum load that is brought down the Range at a time. We get 30 out of the first line, then back them onto the second line, pull the lot out and then back them onto the third. With this completed and the tail stick placed on the last truck at the beginning of the shunt, the fireman walks up the 100 or so trucks back to the engine. As soon as he arrives, the driver moves off slowly watching the rear to see the tail stick come out onto the main line. Once it does, he accelerates up to normal running speed. The points in the empty yard are self-closing in that they always revert to being set for the main line so that after the last of our rake came out of the loop the points were set back to the main line.

Because of the length of our train there are only some places



In 1954, crew members of Baguley/Drewry 0-6-0DM No.9 (2395 of 1952) and Fowler 0-4-2T No.10 (17881 of 1928) pose with their charges at Japoon depot. The fourth crew member is, presumably, taking the photo. The apparent inconsistency in the locomotive numbers stems from South Johnstone Mill's practice of giving numbers from retired locomotives to new arrivals.. Photo: Bob Deskins collection

where we can see the taillight, so it is a matter of knowing when to look back to see that we still have the lot. Even with the long rake it is relatively easy going until we get to Galleta's Hill which we really have to attack to get up and over. Once up and over we start to slow down; the branch points have to be changed from where we left them earlier in the night. When we get about 75 yards away the fireman gets off the loco on the driver's side and runs for the tumbler, throws them over quickly, and places a foot on the weight to make sure it does not bounce and possibly split the switches. The loco is here and the fireman swings back up on the driver's side. The reason for this is that the tumbler is on the driver's side and this means the fireman does not have to cross the track in front of the moving loco. When we arrive at the School Loop we uncouple the empties and leave them on the main line. Whilst these are needed by the night shift crew as soon as they commence work to deliver up No.4 branch, we cannot take them across the creek as there is nowhere for us to store them. We now head across the creek to the loco shed. There we clean the fire, the ashpan and the smokebox, we coal up, oil the engine and fill up the oilcans ready for the night shift crew. It is now a few minutes to midnight, the relief crew is ready, and we pass on the "state of the nation" and complete another shift.

A typical Fowler 0-4-2T of the period in every way, right down to its builders plates, locomotive number 5 (22752 of 1938) had actually been built by another Leeds firm, Hudswell Clarke & Company, under sub-contract. The latter firm assigned it their builder's number 1705 of 1938. Always popular with the crews, it became the last steam loco to be used at South Johnstone. On 10 October 1973, Bob Deskins photographed it shunting the Empty Yard at the mill.

Night shift

The first task on night shift is to contact the Traffic Office and obtain the list of who the empties are to be to be delivered to. They are all to go the suppliers at No.4 branch, so we head over the creek to pick up the 180 left there by the previous shift. We fill up with water on the way over. It is impossible to stop on the way back because of the weight of the load and steepness of the grade. Coming back we start to descend the hill at a walking pace. As the grade is very long and at some stage we will have all the trucks on the grade, there is no chance at all of slowing the train if the speed starts to get excessive. If this happens you end up with two choices, either hang on for dear life and hope everything stays on the rails, or leave the loco and run for your life. At this particular place, the second option is out because for the bottom half of the grade the line runs parallel to Boundary Creek, which flows into Liverpool Creek just below the bridge. This means there is a cutting on one side and an embankment on the other, so discretion is the order of the day – sorry, night. Once we cross the bridge and are into the southern approach cutting, off come the brakes, only hand operated on this engine, and the regulator is opened wide as we charge up the southern bank. On reaching the top of the hill we are in the centre of Silkwood township. There is a loop here so we run around 60 empties and push them up the No.4 branch by the old leg of the triangle. We run around the remaining 100 and get them behind us. Then it is a matter of setting off up the branch, pushing 60 and pulling 100. The first stop is Reichhardt's branch. The fireman walks ahead and turns the points for the branch so that the 60 can be pushed in and left there. We then head off further up until we come to Howarth's loop. Here we run around 70 trucks. As this is only a small loop it takes several manoeuvres to get around them. The last 30 are left in the loop. We then deliver the 70 trucks by pushing them ahead of us and placing them in the required sidings or leaving them on the main line on our way back. Back at Howarth's loop we take the 30 left there and leave them at one spot on the main line between there and Reichhardt's branch. Arriving at Reichhardt's we cut off 40 empties, pull them out and put them on the main line. The remaining 20 we attach to the loco and head down the hill to the bridge. We sneak down the hill, as this is notorious for being a greasy piece of track so even with 20 empties on we don't want it to get away and end up on the light bridge which is very high. A long way to fall. We get to the bridge and check carefully to see that it is all clear. There could be some more fulls or a bogie of portable rails let down onto the bridge since the loco was here previously. Anyway, all clear tonight. So we pull the empties part of the way back up the hill and then uncouple them so that they will then run all the way across the bridge.

Back up on the main line, we attach the remaining 40 empties and head back towards Silkwood. We leave these in three places on the main line beside the farmers' riding points. Arriving back at the depot, the fireman checks the fire and ashpan whilst the driver contacts the mill for the next orders. The Japoon loco will be ready to leave there shortly with empties for Silkwood, so we are to collect what fulls are left at the School Loop and meet them at Walter Lever No.1 branch. On the way across the creek we take water. At the loop there are 45 fulls left of yesterday's loading. The same process as earlier, the driver puts on the tail stick and checks the couplings whilst the fireman fixes the fire. We head off almost immediately on our way up to the branch points. On arrival we stop short of the junction, detach the rake, and move over onto the branch line and wait. Shortly we can hear number 5 blow its whistle at Macarrone's road crossing, about 10 minutes steaming away. We know it is number 5 because every steam locomotive at South Johnstone has its own distinctive whistle. Then we hear it climbing Galleta's Hill, and its headlight comes into view as it rounds the curve at the top. We flick our headlamp several times to let him know where we are. When we got our instructions he had already been told to go to the School Loop and as there was no way of informing him of the change of plans it is up to us to let him know where we are. He pulls up just short of the branch, detaches his empties and runs forward onto the rake of fulls, attaching them to his engine. The fireman turns the points and we come out, attach the empties and then pull the whole rake into the branch. When the empties are clear, number 5 heads off back towards

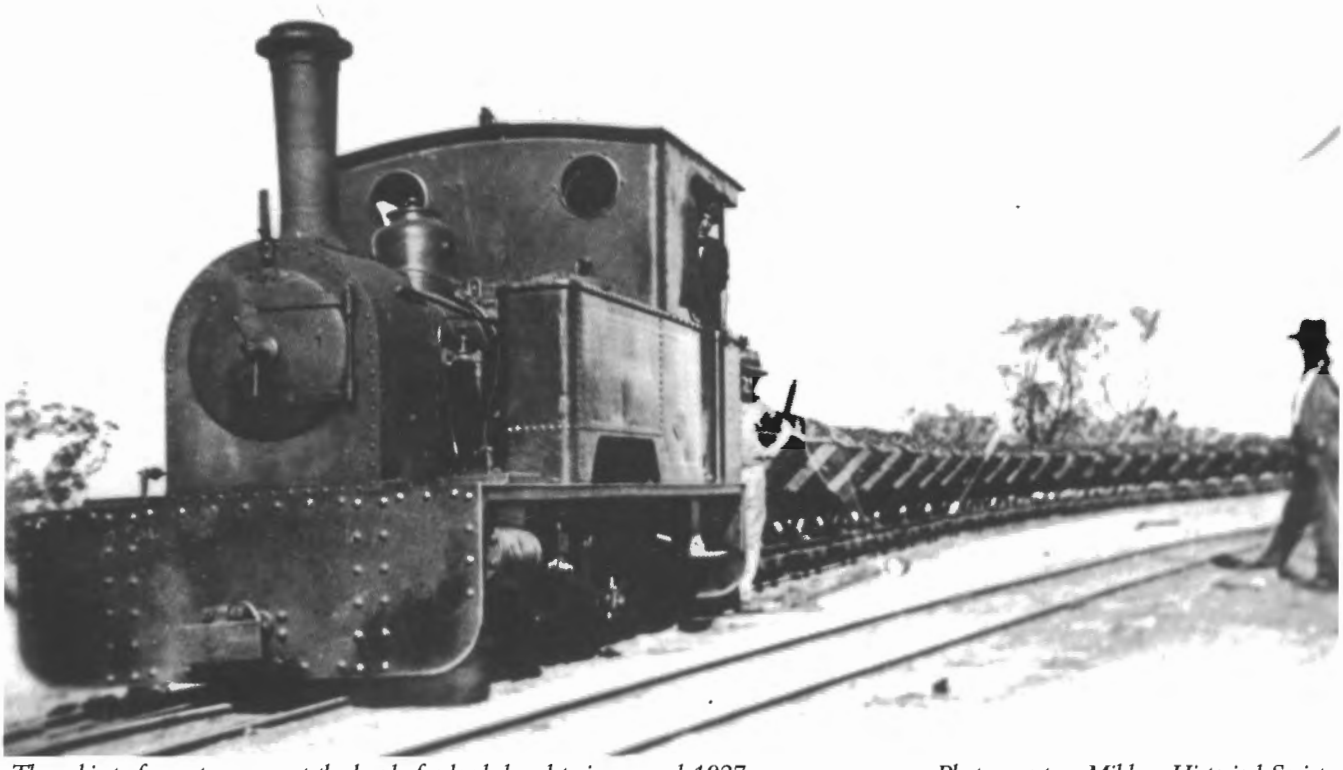
The Liverpool Creek bridge at Silkwood was a spectacular crossing. The old low-level timber bridge was replaced in 1953 with a 123.5 metre structure featuring a pair of cantilevered trusses with a 13.7 metre central span between them. The total cantilevered span was 68 metres and there were also four 13.7 metre individual girder spans. John Fowler 0-4-2T No. 10 (17881 of 1928), with the author on board, as fireman, heads away from Silkwood with the first loaded train over the new bridge. Photo: Australian Sugar Journal 10/53, from Len Heaton collection

Japoon and we hand him the con notes to take with him. We had taken the tail stick off the empties and as the end of the rake of fulls now on number 5 goes past we put their stick on and take ours off. Ours is immediately put onto the rake of empties. The points are turned back for the branch and the driver is signalled back out onto the main line. Then we set off back to the School Loop. On arrival at the loop we ring the Traffic Office. 80 empties are to be left there and 20 are to be taken down No.5 branch to Warrabullen. It is time for crib, but as this is the last job for the night we will have it "on the run". Boil the billy with the steam coil, make the tea and off we go. A quick check of the water supply - enough to do this light run. No.5 branch leaves the main line about 500 yards before the pumping station so it would have meant a detour if we had needed water. This is a quiet run of about 4 miles. No great dramas and we arrive at the end of the line. We run around the empties in the loop and then push them into the siding. Then off home to the shed, filling the water tanks on the way back. As we leave the water pump, the fireman starts to clean the fire. We have been using good Blair Athol coal so a good rake with the pricker soon gets it clean and with just a small bed of fresh coal. By the time we reach the shed we have also had the injector on for a period and the boiler is full, right up into the top nut. The boiler pressure is down to about 120 lbs. It is 5.30am, still dark, so off goes the turbo generator, and we now sit and wait until daylight to clean the loco.

At about 6.30am, we start to service the loco, cleaning the ashpan and smokebox. While we have the smokebox open we clean the tubes. This entails pushing a large rod with a bristle brush on the end through each tube in turn. We cannot get it through one of the bottom tubes so this causes a problem as it is very difficult to pull the brush back out. Eventually we do so and we then get the borer and put it through. This consists of a rod with an auger similar to a wood bit at the end and a crank at the other end. This is wound through the problem tube and it gets rid of the pieces of clinker that have jammed in there. With this completed, we close the door after having put a mixture of graphite and cylinder oil on the jointing surfaces to give a better seal on the door, which improves steaming. All that is left to do now is to coal up, oil up and fill the sand boxes and the engine is ready for the day shift crew. There is still a half hour or so to the end of the shift so the driver splits up some firewood which is used to light the loco at the beginning of each week. The fireman spends some time sieving some dried fine sand. The shed has a small sand drier and the crews in their spare time also are required to dry and sieve the loco sand.

Conclusion

This is just some indication of the work performed in a 24 hour period in the early fifties. Some days were easier than others. There were times when a combination of a bad steaming loco and poor coal would drive you to distraction trying to complete the allotted task in a reasonable time. Whilst I was employed as a fireman at Silkwood, my driver and I shared the tasks that the positions entailed as set out in this story. Other crews had differing methods of working together, whilst one person, who shall remain nameless, refused to help the fireman in any way shape or form, claiming his job was only to drive the loco, and did just that!



The subject of our story seen at the head of a loaded coal train, around 1927. *Photo: courtesy Mildura Historical Society*

Lucky "Lukee" reaches its centenary in style

by Ian Hinks

LUKEE was one hundred years old in 2001. And who, or what, is *LUKEE*? *LUKEE* is the narrow-gauge (2ft or 610 mm) steam locomotive operating at a small tourist railway in Red Cliffs, Victoria. English in origin, this small locomotive was built by Kerr, Stuart & Company at the California Works, Stoke-on-Trent in Staffordshire. The Hunslet Engine Company Ltd of Leeds subsequently acquired the goodwill of this company. In its 101 years of existence, the diminutive locomotive has had rather a chequered career; steaming for years, lying idle, banished and in limbo, and then, in a new setting, steaming again.

Early history

The makers, Kerr Stuart, referred to the locomotive as a *SKYLARK* type, (their B/N 742) 0-4-2 side-tank engine, with two 7in by 12in cylinders, and a steam pressure of 150 pounds per square inch. The loco weighed in at some 12 tons.[1] The name *LUKEE* was bestowed on the locomotive at the factory, before it was first delivered.

With construction completed on 23 February 1901, the pristine locomotive was shipped to India to the order of TA Martin & Co., Calcutta. Details of for whom, and for what task it went to the sub-continent, seem to have been lost in the mists of time. However, its stint in India was relatively short, and *LUKEE* was returned to her makers where she underwent a rebuild, which was completed in August 1903.

Shortly after the re-fit, in 1904, the small tank locomotive was on the move once more. This time it was shipped to the antipodes, Tasmania to be precise. Its destination was the Mount Zeehan Silver Lead Mines in the west of the State. The purchase of the locomotive by the British Zeehan Silver Mining Company in 1904 was the result of an expansion and re-organisation of its 2ft gauge lines. The expansion, which had begun in 1901, was to make for the easier and quicker hauling of ore by the Tasmanian Government's 2ft gauge engines to the smelters at Zeehan. The new line passed through a tunnel built directly under the Comstock line to connect with the Silver Spray Mine.[2] It was along this route that *LUKEE*, now re-christened *SPRAY*, worked transporting the ore from the mine until it closed in 1913. It then came into the possession of JS Munro, believed to have been a dealer and agent.

Apparently the disused locomotive then languished at Zeehan until late 1921, when it was purchased by the Irrigation Commission of the South Australian Government for use on the proposed Cobdogla-Loveday irrigation settlement in the 'Riverland' district.[3] Early in 1922 the locomotive was shipped to Port Adelaide, taken by rail to Murray Bridge, off-loaded on to a paddle steamer and taken to Cobdogla.

Loveday-Cobdogla development

Initially a 9500-acre area at Loveday, south of Cobdogla, was set aside for irrigation in an attempt to settle ex-servicemen returning from the Great War on the land. Water provision was to be by pipeline, not the traditional means of open channels. This meant that pipes had to be readily available. Humes Pipe Company gained the contract to manufacture the pipes at a factory established at Loveday.[4]

At first materials were provided to Humes by 'horse' power, but by November, 1922 the Kerr Stuart, and a second locomotive, a small Bagnall 0-4-0 saddle tank type, were working virtually around the clock to supply the wire, cement, and other stores brought in by the river steamers, as well as rock from a quarry between the river landing and the works, for the manufacture and supply of the necessary pipes.

Increasing expenditure forced the South Australian Government to curtail the project. By 1924, the Government was selling off the rolling stock and track.

Red Cliffs: some history, briefly

Like Loveday, the Red Cliffs area in north-western Victoria was developed under a soldier settlement scheme. A preliminary report on an area adjacent to Mildura was made in 1918 by Mr AS Kenyon, an engineer employed by the Victorian Government instrumentality, the State Rivers & Water Supply Commission (SR&WSC). The Commission accepted Kenyon's recommended site as suitable for an irrigation settlement scheme.[5] A follow up investigation was made of the area, which was part of the initial Mildura Settlement Concession Area that had been made available to the Chaffey Brothers in 1886. With ministerial permission, negotiations were made to purchase 15,000 acres. However the SR&WSC was forced to acquire the whole 33,000 acres.

By January 1920, with the agreement sealed, surveying had commenced with a township being laid out beside the main railway line from Melbourne. Kenyon's suggestion that the settlers should do all the land preparation, surveying, and channel building, was taken up. Consequently, some 1000 men, mostly returned soldiers, were involved, and the area soon began to look like a large military establishment.

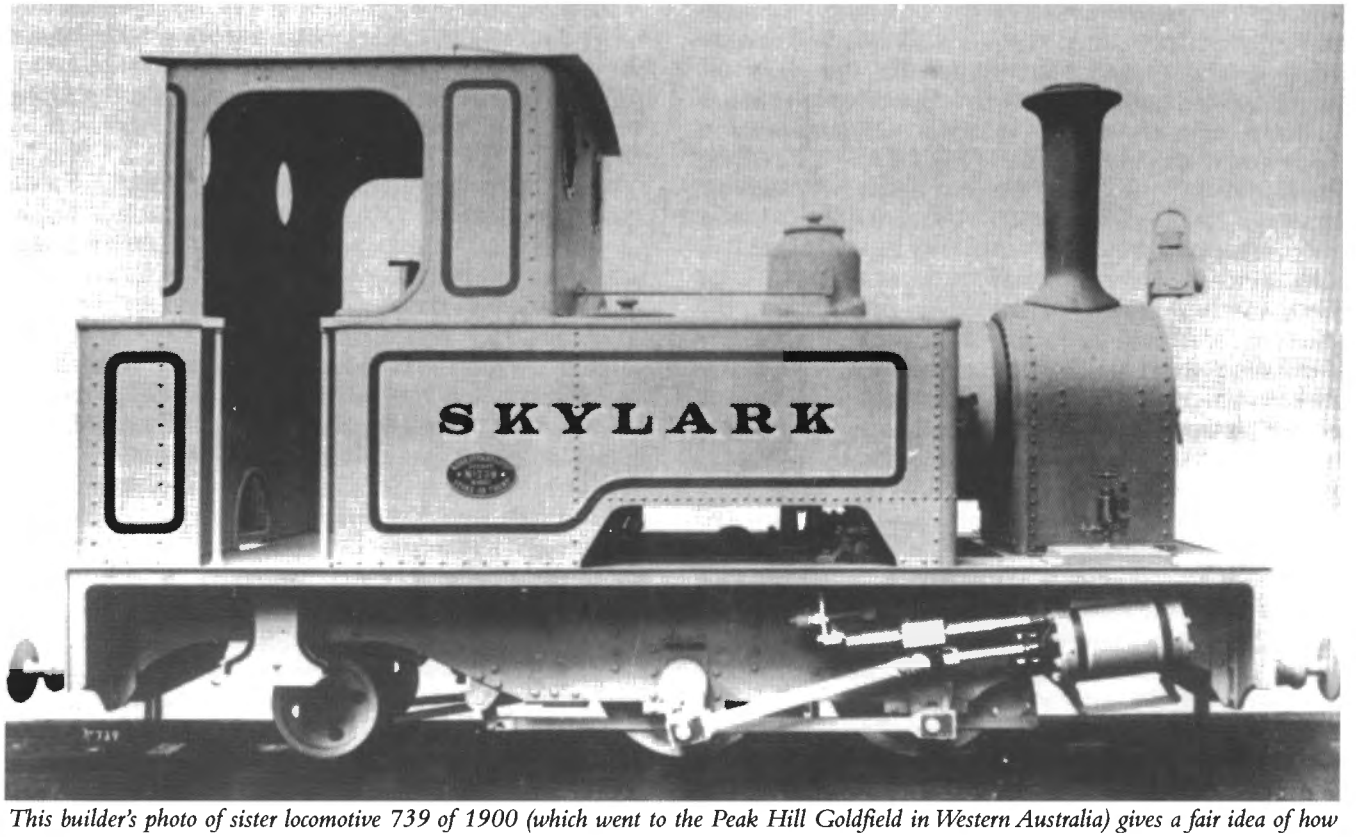
Clearing of the first area, between the railway and the river, began in April 1920. With the powerful assistance of "Big Lizzie"[6], a huge tractor that had been contracted by the Victorian Government for this large scale clearing operation, some 270 blocks were soon ready for allocation and occupation. The *Sunraysia Daily*, in reporting on the clearing activity referred to "Big Lizzie" as "*a monster tractor which makes short work of the entrenched [stumps]*"[9] and as "*the queen of tree pullers.*"[7]

By 1921 a great percentage of the area had been allocated, and the main and distributory channels were ready to accept water from a turbine pump with a capacity of 50 cusecs, which was commissioned in October of that year.[8] By October 1922, most of the 15,000 acres had been cleared and all blocks had been allocated by 1923. In addition the main pumping plant was almost complete.

An item in the *Sunraysia Daily* in July 1924, reported that the construction and installation of a coal-burning system at the Red Cliffs pumping station had "*long been deemed as necessary on account of the difficulty in obtaining good wood and the uncertainty of supply*"[9] When it is remembered that something like 140,000 tons of wood was consumed annually between the Mildura Irrigation Trust's pumping stations, the Merbein pumps and Red Cliffs pumps, and with no re-afforestation taking place, the day of coal-burning had to come. The SR&WSC took steps to relieve the dependence on wood as a fuel and early in 1924, the Kerr Stuart tank loco was purchased by the Commission. It was loaded onto a wool barge and on 20 March 1924, the barge and the paddle-steamer PS *Renmark* departed Cobdogla, and proceeded upriver.[10] The *Sunraysia Daily* noted that a "*small locomotive had been imported from South Australia per boat and that some 40 trucks capable of carrying three-quarters of a ton of coal each had been purchased*".[11] The skips, constructed by CF Sewell of Cross Street, West Footscray, were of a one-yard capacity and had side-tipping hoppers.[13]

Tramway operations

Preparations had been made for receipt of the locomotive and skips with the planned construction of some three and half miles of narrow gauge railway from the main railway line at Red Cliffs to the pumps at what later become known as Cliffside. The route for the narrow gauge railway had been a subject for discussion and the *Sunraysia Daily* indicated that, contrary to the belief of Red Cliffs settlers that an arbitrary decision had been made, three separate routes had been surveyed by SR&WSC and that the best had been recommended for adoption. It continued "*The final decision . . . will depend on cost . . . the amount of labour, . . . and nature of gradients on the various routes*".[12] The Chief Mechanical Engineer for the SR&WSC, Mr LB Barwick, visited Red Cliffs on 18 March, in connection with the proposed 'tramway' to connect Red Cliffs railway line



This builder's photo of sister locomotive 739 of 1900 (which went to the Peak Hill Goldfield in Western Australia) gives a fair idea of how LUKEE *would have appeared when new.* *Photo: Richard Horne collection, courtesy Adrian Gunzburg*

The Cliffside Pumping Station. The locomotive and train are standing beside the main building. *Photo: Frank Margetts*

with the pumping station. He advised that work on the line would begin within a week and that the railway authorities would provide the railway siding for interchange with the tramway.[15] Work on tramway construction had commenced by 11 June 1924.[13]

At the pumping station end, important changes had been made. These included the construction of a trestle type structure on which six overhead coal bins were mounted above the boilers and the provision of an automatic weighbridge.[14]

The *Sunraysia Daily* continued: "*From the weighbridge the coal is dumped into a receiver and is crushed to small cobble-size, and is conveyed to the bins at the boilers by an elevator belt. The six self-feeding 'coal stokers' have been made ready for use, and are Australian made . . . The self-feeding stokers . . . will consume about 50 tons of coal a day when the pumps are running. The present supply comes from the State [Coal] mine at Wonthaggi. The saving in fuel compared with wood will be approximately 20%, and at the same time three boilers heated by coal will do the work of five heated by wood.*"[15]

Around 1927, a loaded coal train passes through open country not far from the pumping station. The Kerr Stuart still has its original boiler and smokebox, though it appears that the rear of the cab had been opened out during the loco's stay at Cobdogla, and the roof extended after arrival at Red Cliffs. The photographer's father, Jim Margetts, is driving the locomtive. *Photo: Frank Margetts*

In the early 1950s, 'Lukee' poses with the Malcolm Moore 'Fordson' 4wPM loco and one of the two Malcolm Moore 4wDM machines. About ten years prior, 'Lukee' had been rebuilt with a new boiler, which featured a steam dome, external steam pipes and a very short 'drum' style smokebox. The original sand dome and chimney had been retained, with the former repositioned further forward. The alterations changed the loco's appearance quite markedly. *Photo: A D Lockyer collection*

The installation of the coal-fired steam pumping plant and the acquisition of the locomotive were all done in the interests of economy. The unloading of coal and transfer to the skips at the main rail line end was done by a 'steam grab'. Electricity was also generated at the pumping station. Heat economisers had been installed, together with a duplicate electric unit – built by Thompsons of Castlemaine and Metropolitan-Vickers – as a safeguard against any breakdown of the electric power transmission.

The first load of coal was taken from the railway siding to the pumps on 28 July 1924.[16] The skips were loaded at the Victorian Railways siding at Red Cliffs and hauled to the SR&WSC pumping station at Cliffside. As the locomotive for the line was not yet available, the first train was drawn along the track by horses to the end of the completed section, then a short distance from the main pumping station. 'Lukee' had to wait until 30 July to haul its first load over the new line.[17] The Kerr Stuart locomotive continued to haul coal (or brown coal briquettes when they were introduced) in a regular service. Some 140 tons of fuel were needed at the boilers each day. To meet the demand required a daily average of six or seven round trips with 20-22 loaded skips. The terrain through which the line passed was relatively flat. Empty trains, on the return trip had to cope with a 1 in 40 grade and braking was rudimentary being simply the engine steam brake and a hand brake with additional wood-drag beams on some wagons.

The usual loading arrangement was for the tramway skips to be filled directly from the main line wagons by the mechanical grab. In September 1924, storage bins were constructed at the Red Cliffs siding for coal storage when no skips were available.[18] The bins were erected on a platform high enough to allow the skips to run beneath so they could be emptied directly into the hoppers. At some stage a Malcolm Moore locomotive with a Fordson kerosine engine, of a type used on a number of SR&WSC construction projects, was obtained for shunting as well as back-up to the steam locomotive.

In 1953 the Kerr Stuart locomotive, which had toiled some 25 years, was withdrawn from service. It was replaced by two Malcolm Moore diesel locomotives, which appear to have been of the familiar wartime Ford V8 type, fitted with 'Hercules' diesel engines. 'Lukee' remained on standby and was brought out of retirement from the 'tin' shed at the pumping station on more than one occasion when, for one reason or another, the diesels could not operate.

In June 1954 it was announced that road transport would deliver the required briquettes and from 1st July, 1954 the State Electricity Commission (SEC) assumed control of the railway siding and briquette haulage. Although the pumping station had been converted from steam to electric operation, fuel was still needed for the power station. Mechanical loaders were installed at the Red Cliffs siding and a contract let to a road transport operator for briquette transport. The narrow gauge line, 106 serviceable and 88 unserviceable skips, and the three Malcolm Moore locomotives were advertised for sale by the SR&WSC in May 1955.[30] The two diesel locomotives were advertised again in January 1957 while the narrow gauge line was dismantled and the rails sold.

Preservation

The Red Cliffs Rotary Club realised the historical significance of the small locomotive which had been a part of Red Cliffs community for so many years. Negotiations between the Rotary Club and the SR&WSC began, the aim being to have the locomotive remain in Red Cliffs. In the June of 1954, the Rotary Club made a formal application for the retention of the locomotive as a lasting monument to the pioneering days of the soldier settlement, and in July the SR&WSC agreed to the request.

The retired Kerr Stuart locomotive was relocated on 19 August 1955, to become the pride and joy of a newly developed Rotary sponsored playground adjacent to the Red Cliffs Kindergarten in Guava Street, Red Cliffs. A condition of the

SR&WSC grant was that the locomotive would be properly accommodated in order to minimise deterioration and the now inert locomotive was provided with a small pavilion roof. Another condition was that an inscription acknowledging the donor was to indicate that the State Rivers and Water & Supply Commission had donated the engine.[24]

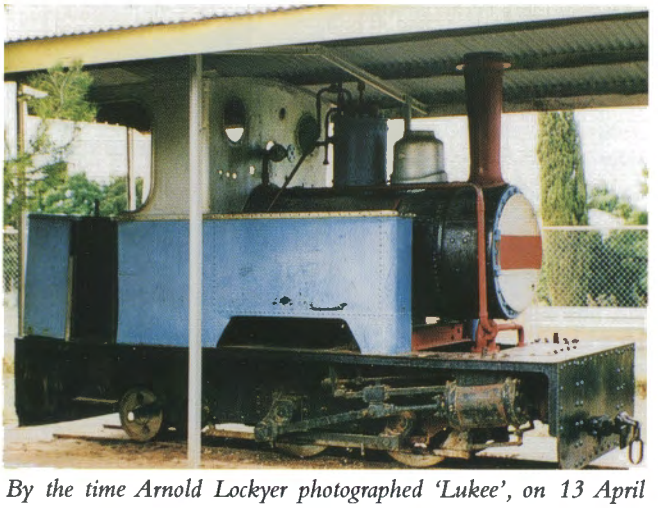
For the next twenty years the diminutive locomotive stood neglected in the playground, perhaps appreciated only by the kindergarten children. Negotiations between the Red Cliffs Lions Club and the Red Cliffs Rotary Club resulted in permission being given by the Rotary Club in February 1976 for the loco to be moved once more.[20]

In December 1976, the locomotive was relocated to the Red Cliffs Lions Club wayside stop, a position adjacent to Red Cliffs railway station, and almost opposite 'Big Lizzie', on the Calder Highway.[21] Again, for a number of years 'Lukee' stood idle by the roadside, until in 1983 the newly formed Sunraysia Steam Preservation Society approached the Red Cliffs Lions Club for permission to restore the locomotive.[22] The society hoped that the restoration could be completed in two years, with the locomotive again in full working order. At a Red Cliffs Rotary Club Board meeting in August 1983, permission was granted for the locomotive to be restored "providing that the loco does not leave Red Cliffs."[23] The locomotive was removed from its wayside position and taken to Express Engineers, Mildura in December 1983.

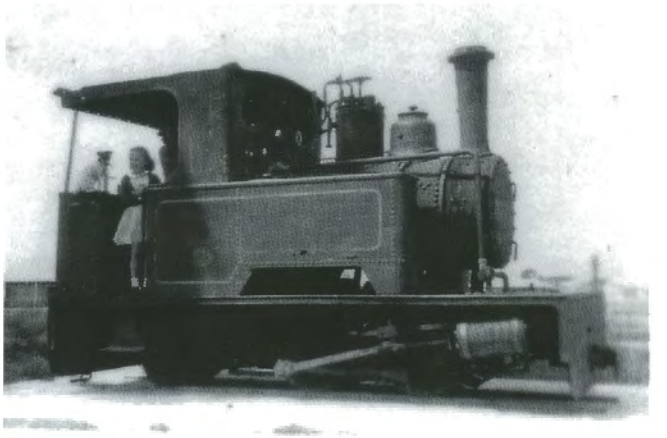
The Steam Preservation Society with some 50 members including boilermakers, engineers, train drivers and others with varying qualifications, and from centres including Mildura, Irymple, Red Cliffs and Merbein, took up the challenge of restoring the little engine. Working at weekends, stripping, cleaning, painting and with some financial assistance, equipment and, with materials provided by the service clubs involved and sponsors, the Steam Society members, under the guidance of Fred Mabey, had the Kerr Stuart restored to working order by 1987.

The Red Cliffs Historical Steam Railway

During the restoration period attempts were made to decide where the refurbished Kerr Stuart would operate as a tourist attraction. The Sunraysia Steam Preservation Society suggested that Quondong Park, Red Cliffs, would be an appropriate site for the track.[24] The proposal was discussed at a public meeting called by the Mildura Shire Mayor of the time, Cr. Elizabeth Maffei. However, the *Sunraysia Daily* reported that there was a "*disappointing response to [the] train meeting.*"[25]



By the time Arnold Lockyer photographed 'Lukee', on 13 April 1976, it had gained the protection of a roof. Eight months later, it was moved to a new location near Red Cliffs railway station.



In October 1955, two months after having being placed in the Rotary sponsored playground adjacent to the Red Cliffs Kindergarten, 'Lukee' is busy fulfilling its purpose as a children's plaything.
Photo: D Mack, from A D Lockyer collection

Notwithstanding the poor attendance, the laying of a permanent line in Quandong Park was proposed and plans were drawn up by the Shire Engineer and displayed for people to lodge complaints and objections.[26] However, despite several attempts, no agreement could be reached and the locomotive once more went into limbo, stored at the First Mildura Irrigation Trust (FMIT) workshops until 1995.

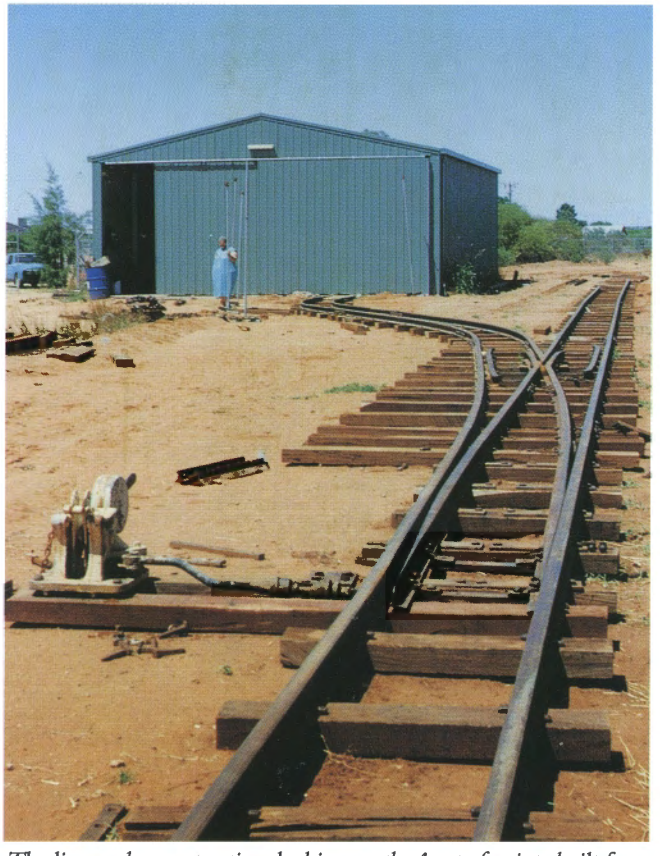
Meanwhile a suggestion was made to the Red Cliffs Rotary Club that the area known as South-West Reserve was a potential site for a railway track. The reserve, south of Red Cliffs township, was adjacent to the Melbourne-Mildura main line and the old Red Cliffs-Meringur branch line which was now out of service. The Rotary Club took up the suggestion, and with foresight the Mildura Shire Council purchased some 1500 metres of the defunct Red Cliffs-Meringur line before it was dismantled. Also, the Mildura Shire Council, on behalf of the Red Cliffs community, applied for a Federal Government grant to finance the start of building the of the present railway area.

Early in 1992 a meeting, under the auspices of the Mildura Shire Council, was held at the South West Reserve with representatives from the Council, Rotary, the South West Tennis Club (whose courts and clubrooms are now bounded by the loop), the Steam Preservation Society, and the Sunraysia Vintage Machinery Society. This group set in motion activities for the design and development of the Reserve - surveying, fencing, purchase and erection of a loco shed, purchase of sleepers, locating rail, landscaping, etc.

Late in November 1994, another meeting took place at the Reserve site. At this meeting it was decided that responsibility for the project would be transferred from the Mildura Shire to the Red Cliffs Rotary Club, which had been charged with the safe keeping of the Kerr Stuart locomotive. At a later Rotary Board meeting, the preferred name for the enterprise, the Red Cliffs Historical Steam Railway (RCHSR), was ratified.

Notwithstanding the changes, committee members, members and volunteers continued the development of the site, track laying progressed, support, both financial and material was canvassed, all related activities continued, and the project proceeded. By January, 1995 the locomotive, having been delivered to the Reserve from ignominious limbo at the FMIT workshops was, with final adjustments made, and the builder's plates replaced, ready to run.

On 29 January 1995, 'Lukee' was in steam for a successful Open Day during which short trips were made on the uncompleted track. The locomotive performed very well on



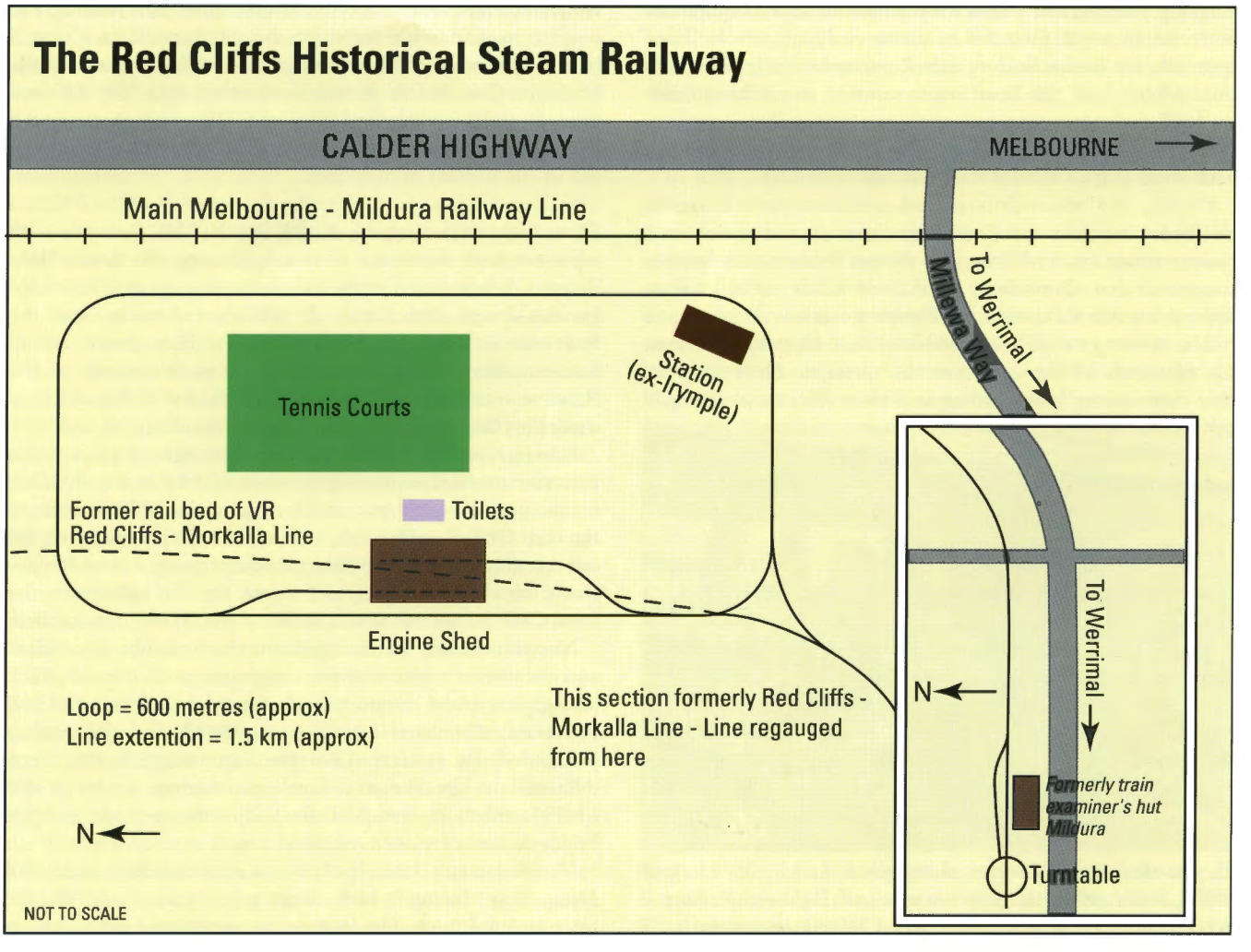
The line under construction, looking north. A set of points built from ex-South Australian Railways components leads off to the loco shed. Photo: RCHSR

the Open Day considering it had been steamed only three times since 1987.

February 1995, saw "*the loop almost completed with the points at the triangle well advanced.*"[27] The first carriage was nearly finished with the body painted Brunswick Green, the roof in red and the undercarriage cream. This first carriage was named *MORKALLA*, a previous decision having been made to name carriages after stations on the Red Cliffs-Morkalla line. The incorporation process was set in motion while authentic tickets – "Adult, Second Class: Red Cliffs to Thurla and Child Return" – were ordered.[28] Landscaping of the area, with the planting of trees and shrubs, continued. When incorporation was granted to the RCHSR the operation was no longer a sub-committee of the Rotary Club, but a Committee of Management in its own right.

At a boiler inspection during April 1995, 'Lukee' was passed for continuous operation, and the second carriage, *PIRLTA*, was completed during May. By August the track had been inspected and had received Public Transport Corporation accreditation. In the following months negotiations continued on insurance, the development of safe working practices and other necessary matters required for accreditation. Work also continued on rolling stock improvement and additions, the addition of improved safety measures on carriages and the construction of 'Karadoc' station. Permission was granted by the Rail Safety Office to use the Kerr Stuart locomotive for safeworking training sessions during this period.

So after several years of frustration, negotiation, application, accreditation and incorporation, dedication finally bore fruit. At the 18 September 1997 Committee meeting the Red Cliffs Historical Steam Railway selected Sunday, 28 September as the



'Lukee' uses the new turntable during the loco's centenary celebrations, June 2001. *Photo: Ian Hinks*

first running day, a day on which "*the locomotive and rolling stock all performed well . . .*"[29] From the initial public running day in September 1997, the small locomotive has continued to haul passengers - children and 'big kids' alike - around the 600 metre loop which constituted the permanent way at the time. The running days are on the first Sunday of each month or on important celebratory days, and catering for 'specials' such as kindergarten visits and school holidays.

The only time operation of the Red Cliffs Historic Railway has been cancelled for any reason has been when 'total-fire' ban days were proclaimed in north-west Victoria, or for Victoria generally during the summer period.

During the following years, landscaping and improvement of the area has been carried out. Track inspection and maintenance has been done on a regular basis. In addition maintenance on the Kerr Stuart is being constantly implemented and any difficulties, such as a problem with the regulator and valve system, were ironed out. A water strainer was fitted, and the boiler was cleaned out.

In the period leading up to July 2001, the Management Committee set about preparing for a significant date. Activities centred around re-gauging the remaining one and half kilometres of the defunct Red Cliffs-Millewa broad gauge line, so increasing the working distance. In addition, a hand-operated turntable was installed, along with a set of left-hand points, to enable the locomotive to run around its train at the terminus.

This was in preparation for the celebration of two major events on 16 June 2001. The first was to declare open the track extensions. The second event, and the most significant, was to celebrate the 100th birthday of the little Kerr Stuart 'Skylark' type tank locomotive.

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NEW SOUTH WALES

BHP Steel Ltd, Port Kembla
(see LR 165 p.18)
As reported in the last issue, three disused English Electric Co-Co DE electric locomotives have been disposed of to South Spur Rail in Perth. D46 (A.132 of 1966) was being cut up in June. Axles, traction motor blowers and some other parts were to be sent to South Spur. The engine and bogies of D50 (A.110 of 1965) were also to go west, with the remainder to be scrapped. D48 (GEC Australia A.242 of 1972) left Port Kembla by road on 31 May and was taken to Western Australia on board ship. It arrived at South Spur on 13 June.
Of the remaining English Electric Co-Co DE locomotives, D47 (A.146 of 1967) has a defective traction motor and blown head. It was stated to be permanently withdrawn by early June, having been in use as late as 1 May. D49 (GEC Australia A.243 of 1972) was seen still in use on a service train in the Kemira Valley on 19 June. D34 (A.197 of 1969) suffered engine problems and was fitted with the engine from D51 (A.111 of 1965) around the end of May. Because it will now only be used within the works, D34 has had its external mufflers removed.
The main generator of English Electric Bo-Bo DE D30 (A.083 of 1964) failed when it was started up around the end of May. A reconditioned generator was fitted.
Clyde 0-6-0ST *BRONZEWING* (457 of 1937) was expected to be doing weekday runs for four weeks from 1 July for school holidays and official trains for the launch of BHP Steel as a separate entity from BHP Billiton.
John Bollans 6/02 (Ausloco internet discussion group); Chris Stratton 6/02 (Locoshed internet discussion group)

BHP BILLITON LTD, Newcastle
(see LR 165 p.18)
1435mm gauge
The bogies and ladle supports from Teadwell ladle 8 were transported to Richmond Main from Newcastle on 11 May with the ladle to follow. Treadwell 13 is apparently being retained for the steelworks museum. Both had their refractory lining removed and neither was full of solidified iron. Both the wagon repair shop and the fabrication shop still contain Goninan Bo-Bo DE centre cab locos which are believed to be still for sale.
As demolition work proceeds, large quantities of rail have been lifted in the closed section of the works. Some rail has bought by the contractor responsible for the South Maitland Railways line for use in the line upgrading program
Jeff Mullier 5/02 (Locoshed internet discussion group)

KIM'S RESORT, Toowoon Bay
610mm gauge?
This exclusive resort just south of The Entrance has a 50m tramway with a hand-pushed trolley for moving guests' luggage from the car park into the resort.
Chris Stratton 6/02

LILYVALE MUSHROOMS, Helensburgh
(see LR 165 p.18)
610mm gauge
By June 5, the abandoned locomotive at the No.2 (Cawley) tunnel site was on its side with a rear wheel already missing. All cab instruments, engine wiring, radiator, gearbox on the engine and driveshafts to final drives were missing. The engine was loose on the frames. Most engine fittings, filters, filler caps, exhaust pipes etc were also missing. There was also an oxygen cylinder lying ominously beside the loco.
The mushroom wagons are still where noted by Chris Stratton. There are the remains of three other similar wagons in the cutting below the packing shed, some of which are submerged in a drain. Also in the scrub in front of the smaller shed, ominously close to a large scrap bin are two more steel skips, one reasonably sound and the other with its floor rusted out. The door to the tunnel is open with the track still in place. The whole site reeks of decay. Total demolition seems likely to follow soon.
John Garaty 6/02 (Locoshed internet discussion group)

LOCOMOTIVE, ROLLING STOCK & EQUIPMENT MANUFACTURERS

BERMAGUI FOUNDRY, NSW
(see LR 158 p.28)
John Dunlop's works is currently constructing a 37kW 610mm gauge 4 tonne 4wDH locomotive for Gympie Gold in Queensland for delivery in around August. This is the first industrial locomotive order for a builder whose previous history has been of building amusement park locomotives to a budget. By contrast, the new locomotive is being built with the rigours of underground mining service very much in mind.
John Dunlop 6/02

Invicta Mill's brake wagon SELKIRK *was built from the chassis of Com-Eng 0-6-0DH* SCOTT *(C1015 of 1957) in about 1985 and is seen here in the mill yard on 19 March 2002. Photo: Scott Jesser*

Top: *Invicta Mill's Walkers B-B DH* HODEL *(687 of 1972, rebuilt Bundaberg Foundry 7325 of 1995) betrays little of its origin as a NSW standard gauge 73 class locomotive. 19 March 2002.* ***Centre:*** *Com-Eng 0-6-0DH* HAUGHTON *(A3878 of 1964) and EM Baldwin B-B DH* SELKIRK *(6750-1-8-76 of 1976) near the mill workshop, 16 March 2002.* ***Above:*** *South Johnstone Mill's Malcolm Moore 4wDM 17 (1060 of 1943) has retained its old number in spite of being allocated number 37 in the combined district fleet of Bundaberg Sugar. Behind it is the brake wagon built by the mill from the chassis of Baguley 0-6-0DM 14 (2396 of 1952) in 1986. A wet 14 April 2002. Photos: Scott Jesser*

Industrial Railway NEWS

NEW ENGLAND ANTIMONY MINES NL, Hillgrove

(see LR 164 p.19)
610mm gauge
An auction held by Grays at the mine site on 26 June under instructions from the Administrators, Ferrier Hodgson. 610mm gauge railway equipment auctioned included three Gemco 3 tonne and two 1.5 tonne battery locomotives with chargers. Rolling stock included five 2.5 tonne Granby cars, five 1.9 tonne Granby cars, one 1.5 tonne Granby car and approximately eight timber transporter trollies together with four wagon frames and six tipping bodies. Also included were seven rocker shovel/boggers - two Atlas Copco Model LM36 (full slew), four Eimco Model 12B and one Eimco Model 21.
Courier-Mail 15/6/02 via Bob Gough; www.graysonline.com.au

SILVERTON TRAMWAY

(see LR 162 p.18)
1435mm gauge
It was reported that from the end of May, with the cessation of mining at Broken Hill by Pasminco, tramway operations were to be suspended for about three weeks pending the resumption of mining operations by Perilya.
Dick Holland 6/02 (Locoshed internet discussion group)

QUEENSLAND

BUNDABERG SUGAR LTD, Bundaberg mills

(see LR 163 p.19 & 164 p.21)
610mm gauge
From 15 April to 15 May, the QR 3000 class simulator was at Millaquin Mill. A total of 80 Bundaberg Sugar drivers have been given the opportunity to learn train handling skills in the simulator, using a train model of similar length and mass to a cane train in the Bundaberg area. The whole simulator is housed in a 20ft container. Drivers using the simulator were only permitted to use the independent brake and dynamic brake as cane trains are not equipped with automatic train brakes and a speed limit of 40km/h was adhered to at all times. Buffing and draft forces were identified on the train performance display and drivers learnt to limit these forces and keep them below 10 tonnes throughout the train over undulating grades.
For the 2002 season, Fairymead Mill full and empty yards will be fully controlled by PLC without the need for two workers coupling and uncoupling bins as well as setting lines up in the empty yard.
Bin taring (weighing and recording of empty weights) at Fairymead and Millaquin was set to start on 20 May. Bingera does not need to tare bins as the weighbridge is incorporated in the tippler itself and weighs each bin before and after tipping.
Lincoln Driver 5/02

Industrial Railway NEWS

BUNDABERG SUGAR LTD, Moreton Mill
(see LR 165 p.18)
610mm gauge
On 5 July 5, Bundaberg Sugar announced that the mill would close at the end of the 2002. At the beginning of June, growers had rejected a proposition put to them by the millers to share financial losses incurred in milling during the current industry downturn, in spite of a company indication that the mill would close if agreement was not forthcoming. Canegrower representatives pointed out that the growers were already losing more money than the millers.
The possibility of the growers acquiring the mill with assistance from the State Government has been proposed as a solution to the crisis. Some discounting of the price to the growers might be expected in view of claims that it would cost Bundaberg Sugar between $3m and $4m to remove the mill and tramway system following any closure, plus the cost of workers' entitlements. However, growers' hopes seemed to be pinned on the prospect of an ethanol plant opening in Yandina in 2004, leaving the question of a possible crush in 2003 subject to negotiation with the miller.
Meanwhile the 2002 season was expected to commence on 8 July, in spite of a bagasse storage fire at the mill on 21 May.
The Farmshed 4/6/02; ABC News 24/5/02 via Steve Malone; Ron Aubrey 6/02 & 7/02; *The Courier-Mail* 6/7/02

CSR LTD, Herbert River Mills
(see LR 165 p.19)
610mm gauge
Macknade Mill's EM Baldwin 0-4-0DH 17 (6-1446-1-9-65 of 1965) returned from Victoria Mill and was being used on poison spraying duties on 18 April when a loose tyre was detected. It was taken out of service and left to sit forlornly by the loco shed.
Many locomotive movements have occurred between the two mills during the 2002 slack season. These included Victoria Mill's Clyde 0-6-0DH *LUCINDA* (65-436 of 1965) and the ballast plough constructed from Motor Rail 4wDM 10381 of 1953 which went to Macknade's Hawkins Creek line early in May to assist tamping operations there until 14 May.
On 8 May, Victoria Mill's Clyde 0-6-0DH *CANBERRA* (65-433 of 1965) came over to Macknade with EM Baldwin brakewagon 8 for points cleaning. The compressor on the brake wagon is used to supply air to blow any debris and obstructions from the mechanism of every set of points. The locomotive returned to Victoria with mechanical troubles on 13 May but the brake wagon stayed behind to be hauled around by Macknade's EM Baldwin B-B DH 20 (7070-4-4-77 of 1977).
Macknade Mill's Clyde 0-6-0DH 11 (65-383 of 1965) returned from poison duties at Victoria on 23 May. Following this, Victoria's Clyde 0-6-0DH

Top: *An unusual view of Victoria Mill's sugar train as it snakes its way back from Lucinda hauled by Walkers B-BDH* CLEM H McCOMISKIE *(605 of 1969 rebuilt Walkers 1991), 26 August, 2000. Photo: Peter Murray* ***Centre:*** *Com-Eng 4wDH* IVANHOE *(GA1042 of 1960) lies derelict near the navvy depot at Kalamia Mill, 16 March 2002. Photo: Scott Jesser* ***Above:*** *Kalamia Mill's 0-6-0DH A1409 received an expensive rebuild at the mill in 1980 but was already allocated to the navvies by then and never saw a great deal of use subsequently. It appears unlikely to run again. 11 May 2002. Photo: Scott Jesser*

INGHAM (64-382 of 1964) and Macknade's Clyde 0-6-0DH 12 (65-434 of 1965) seemed to become quite regular commuters.

On 19 June, in preparation for the start of crushing, Macknade Mill's EM Baldwin B-B DH 19 (7070-3-4-77 of 1977) took the new 11 ton bogie bins to a siding in the Victoria 4 Mile area. They had been stored in a siding near Cordelia for some time, after initial storage at Macknade.

All Victoria Mill, all brake wagons now carry the name of the locomotive with which they work.

The Cemetery line points close to the Victoria Mill yard were removed recently and the line will eventually be lifted. It is being replaced by a rebuilt and enlarged Quadrio's siding at the edge of the full yard.

Chris Hart 5/02 & 6/02; Steve Allan 6/02 (Locoshed internet discussion group)

HAUGHTON SUGAR CO PTY LTD, Invicta Mill, Giru

(se LR 164 p. 22)

610mm gauge

Invicta Mill commenced crushing in early June and tramline operations were observed on 11 June. Good roads follow almost the entire system and the track is superbly maintained with the locos seeming always to look clean and well cared for. This is very much a modern railway with a fleet that contains seven regauged government railway B-B DH locomotives. There are crossing loops with trailable facing points, speedboards, and name-boards at almost every loop, junction and siding.

A morning arrival at the mill saw Com-Eng 0-4-0DH navvy loco *INVICTA* (CA1040 of 1960) stowed on a siding with a couple of track machines and a brake wagon (now disused) converted from Com-Eng 0-6-0DH *CLARE* (C1015 of 1957) in 1982. Out at the first crossing loop on the main line, Walkers B-B DH *MINKOM* (710 of 1973 rebuilt Bundaberg Foundry 7348 of 1996) was waiting with a loaded train. It looked like it was having engine problems, with its nose door and all hood doors open and the crew sitting on the cab steps. A variety of trains were noted along the main line south towards Clare.

EM Baldwin B-B DH *BURDEKIN* (10215-1-7-82 of 1982) appears to be the preferred locomotive for the long run down to Dalbeg, almost 100km south of the mill. It runs out with its long hood (and radiator) leading, unlike the other bogie locos which take empties out cab leading and return to the mill long hood leading. *BURDEKIN* is turned on a triangle at Dalbeg, and runs back long hood leading as well.

In the afternoon, *MINKOM* was in the workshop at the mill, presumably as a result of its failure in the morning.

A rail connection (about 22km of it dual gauged through Pioneer Mill territory) now joins the Invicta and Kalamia rail systems. The possibilities that this allows for are seen at the McLain Road Junction triangle, only 14km south of Invicta Mill and within sight of the mill chimneys, where there are new signs which read *KALAMIA LOCOS KEEP LEFT* and *KALAMIA LOCOS KEEP RIGHT*.

Scott Jesser 6/02 (Locoshed internet discussion group)

The delightful "Pie Cart" 4wDM, built by Mulgrave Mill in 1962, in the navvy yard at the mill 14 April 2002. *Photo: Scott Jesser*

ISIS CENTRAL SUGAR MILL CO LTD
(see LR 162 p.20)
610mm gauge
Walkers B-B DH ISIS No.6 (610 of 1969) had its first test run on 8 May after rebuilding at the mill. This ex-QR DH-class locomotive was obtained from Cooks Construction after being used for brown coal transport on the 900mm gauge line at Yallourn in Victoria. The locomotive has been paired with EM Baldwin bogie brake wagon No.1 (7937-1-7-78 of 1978). Walkers B-B DH ISIS No.1 (602 of 1969 rebuilt Walkers 1991) is the "spare" locomotive this season to cover servicing requirements and breakdowns. EM Baldwin B-B DH 11 (10130-1-6-82 of 1982) is rostered on day shift only.
Brian Bouchardt 5/02; Carl Millington via Lynn Zelmer 6/02

MACKAY SUGAR CO-OPERATIVE ASSOCIATION LTD
(see LR 165 p,20)
610mm gauge
Between $5m and $6m will be saved by not crushing cane at Pleystowe Mill for the 2002 season, a decision taken because of the small crop and the very low sugar prices. All cane will be handled at Marian, Racecourse and Farleigh Mills, and traffic routing will be reorganised to reflect this. Cane haulage locomotives and rolling stock, together with track maintenance plant will be redeployed from Pleystowe as necessary to other mills. There is no suggestion that the mothballing of Pleystowe will become permanent. The other three mills cannot handle a "normal" sized crop in the district.
The Farmshed 6/5/02; Robert James 6/02

EROC - OBAYASHI JOINT VENTURE, S1 Sewerage Tunnel Project, Brisbane
(see LR 157 p.21)
610mm gauge
The completion of this project was to be marked by an auction on 26 June at EROC's, Laydown Yard, East-West Arterial Road. Items offered for sale included steel rail, sleepers, fishplates and pandrol clips.
Courier-Mail 15/6/02 via Bob Gough

SOUTH AUSTRALIA

AUSTRALIAN SOUTHERN RAILROAD, Whyalla
(see LR 165 p.20)
1067mm gauge
Identification of the two ex-BHP Clyde Co-Co DE locomotives seriously damaged in an accident on 28 April has been confirmed. The two units were noted during the first week of May in the roadway that runs alongside the line. DE DE8 (65-249 of 1965 rebuilt MKA 1993) had almost all of its body torn off in the collision or removed in the effort to get out the driver trapped in what remained of the cab. The only thing above the running plate was the motor/generator and compressor although there was still one small piece of badly mangled body left. It would seem unlikely that this unit will ever run again. DE9 (65-430 of 1965 rebuilt MKA 1993) fared slightly better but still suffered a major impact. There was gravel rash up one side of the cab so it had obviously been on its side. As could have been expected, there was also a pile of badly wrecked wagons on site.
John Regan 5/02 (Locoshed internet discussion group)

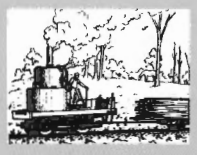
Coffin Bay
(see LR 149 p.21)
1435mm gauge
The former BHP rail loading plant at Coffin Bay was advertised for sale in the *Port Lincoln Times* on 15 June. The installation consists of three over rail sand bins and a 90m incline conveyor.
Andrew Mepham via Brad Peadon 6/02

WESTERN AUSTRALIA

BHP IRON ORE
(see LR
1435mm gauge
10/5
The eight retired Goodwin/Goninan "Dash 7" locomotives listed in LR 154 (p.21) have been in the process of being dismantled for shipping by road to Perth. Some are owned by Goninan while others have reportedly been sold for reuse, possibly in South Africa. 5507, 5508 and 5509 had gone south by the end of May with 5511, 5512 & 5513 being prepared to follow.
Richard Montgomery 5/02 (Locoshed internet discussion group)

OVERSEAS

FIJI SUGAR CORPORATION
(see LR 165 p.21)
610mm gauge
Bulk sugar and molasses trains between Rarawai Mil, Ba, and Lautoka are reported to have ceased at the end of the 2000 season. In July 2001 all the molasses tankers along with EM Baldwin B-B DH locomotives 11 & 12 (7248-1-10-78 of 1978 and 8290-2-4-79 of 1979) were stored on rail at Rarawai Mill. The bulk sugar boxes had been taken off the system and stored outside of the mill compound in a very disorganised fashion. A number of road trucks were noted carrying sugar from Rarawai to Lautoka so it seems the change was a permanent one. There was some talk amongst crews that the bogie locos were to be transferred to Lautoka to haul long rakes of cane from Savusavu on the line from the Coral Coast.
Phil Lange 6/02 (Locoshed internet discussion group)



LRRSA NEWS

MEETINGS

ADELAIDE: "Light Railways Register"
There will be a review of the proposed register of South Australian light railways. Members are requested to please bring along any information relating to possible additions to the list.
Location: 150 First Avenue, Royston Park.
Date: Thursday 1 August.
Contact Arnold Lockyer (08) 8296 9488

BRISBANE: "The Sittingbourne & Kemsley Light Railway"
Dave Rollins will be presenting slides on the 2ft 6in gauge Sittingbourne & Kemsley Light Railway (formerly Bowaters Paper Mill line) from 1969 to the present day.
Location: BCC Library, Garden City Shopping Centre, Mount Gravatt. After hours entrance (rear of library) opposite Mega Theatre complex, next to Toys'R'Us.
Date: Friday 9 August at 7.30 pm. Entry from 7 pm. Contact Bob Dow (07) 3375 1475

MELBOURNE: "AGM and Roy Odgers"
Our Annual General Meeting, plus Roy Odgers will review the current railway preservation scene in Australia.
Location: Ashburton Uniting Church Hall, Ashburn Grove, Ashburton.
Date: Thursday, 8 August at 8.00 pm.

SYDNEY: "The Railways of J&A Brown"
Ray Love will talk about the railway operations of J&A Brown and Abermain Seaham Collieries, and their locomotives and rolling stock, particularly on the line between Stockrington No.2 Colliery and Hexam.
Location: Woodstock Community Centre, Church Street, Burwood, (five minutes walk from Burwood railway station).
Date: Wednesday 21 August at 7.30pm.

IAN BLACK 1950-2002

Members will be saddened to hear of the recent sudden death of Ian, at only 51 years of age. On Thursday 30 May, a Memorial Service was held in the small Uniting Church at Jerusalem, on the southern outskirts of Kadina, where Ian was raised and educated until he began his 33 year working life in the E&WS Department. The church was filled as some 70 family, friends and workmates paid their respects and shared some of their memories of Ian. Many who spoke made the point of Ian's fascination with railways, which was shown from a very early age and, as we know, continued all through his life. Many of us were the beneficiaries of his knowledge and helpfulness in research in tracking down ancient plans through the "system" with which he was so familiar. His collection of books, plans and magazines has been passed on from his family, and will be placed into good hands, after sorting out by Arnold Lockyer.

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

***New !* Focus on Victoria's Narrow Gauge Walhalla Line** Photographs by Edward A.Downs and others, published by Puffing Billy Preservation Society. Very high-quality landscape format book of duotone photographs dating from circa 1940 to 1956, most never previously published, 48 pages, soft cover, A4 size.
$35.95 (LRRSA members $32.35) Weight 280 gm

***New!* Railways, Mines, Pubs and People and other historical research** by Lindsay Whitham published by Tasmanian Historical Research Association. Fascinating collection of 18 historical research projects, including tramways around Catamaran, Zeehan, Sandfly, Waddamana, Port Arthur and many others. Essential reading for anyone interested in Tasmanian tramways, 264 pages, soft cover, A5 size, 64 photos, 33 maps.
See Review in Light Railways No.166
$25.00 (LRRSA members $22.50) Weight 425 gm

Echoes through the Tall Timber
The Life and Times of a Steam Man 1895-1984
by Dorothy Owen, published by Brunel Gooch Publications Life story of Harry Matheson, who drove logging winches, and mill engines in the Warburton-Powelltown area. 176 pages, soft cover, A5 size, 48 illustrations.
$22.95 (LRRSA members $20.66) Weight 375 gm

The Bonanza Narrow Gauge Railway
The Story of the Klondike Mines Railway
by Eric L. Johnson, published by Rusty Spike Publishing. History of a 3 ft gauge 31 mile long railway at Dawson City, Yukon Territory, near the Arctic Circle - Canada's most northerly public railway, which operated from 1906 to 1913. 164 pages, soft cover, near A4 size, 82 photographs, 13 maps, 34 drawings and other graphics.
See Review in Light Railways No.166
$40.00 (LRRSA members $36.00) Weight 560 gm

Rails to Rubicon
A History of the Rubicon Forest
by Peter Evans
200 pages, A4 size, over 200 photos, many maps and diagrams.
$37.95 Hard cover (LRRSA members $28.46) Weight1000 gm.

Powelltown
A History of its Timber Mills and Tramways
by Frank Stamford, Ted Stuckey, and Geoff Maynard.
150 pages, soft cover, A4 size, 150 photographs, 22 maps and diagrams, references and index.
$22.00 (LRRSA members $16.50) Weight 550 gm.

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

Modernising Underground Coal Haulage
BHP Newcastle Collieries' Electric Railways
by Ross Mainwaring
60 pages, soft cover, A4 size, 18 photographs, 13 maps and diagrams, references and index.
$16.50 (LRRSA members $12.38) Weight 230 gm.

Tasmania's Hagans
The North East Dundas Tramway Articulated "J" Class by Geoff Murdoch, published by the author. 71 pages, soft cover, A4 size, 42 photographs, 2 maps, 38 diagrams/drawings, references and bibliography.
$20.00 (LRRSA members $18.00) Weight 300 gm

Mountains of Ash
A History of the Sawmills and Tramways of Warburton - by Mike McCarthy
Describes a complex network of over 320 km of tramways which linked 66 major mills to the Warburton railway.
320 pages, A4 size, 280 photos (incl. 52 duotones), 50 maps/diagrams, (incl. 14 four-colour maps).
$59.95 Hard cover (LRRSA members $44.96) Weight 1500 gm.

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

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

Arsenic and Molasses
A Pictorial History of the Powelltown Tramway and Timber Milling Operations
by Frank Stamford. All photographs are different to those in *Powelltown*. 88 pages, A4 size, over 100 photographs, 8 maps and diagrams, glossary and index.
$36.00 Hard cover (LRRSA members $27.00) Weight 650 gm.
$24.00 Soft cover (LRRSA members $18.00) Weight 470 gm.

Laheys' Canungra Tramway
by Robert K. Morgan, revised by Frank Stamford
Describes Queensland's largest timber tramway.
32 pages plus soft cover, A4 size, 28 photographs, plus maps/diagrams and index.
$9.95 (LRRSA members $7.46) Weight 220 gm.

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I, _____
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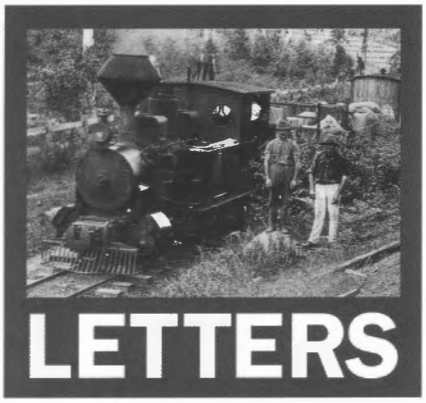
LR 2002-2003



LETTERS

Dear Sir,

Mosman Bay quarry tramway (LR 162, 140)

In regard to my letter concerning the Mosman Bay Quarry Tramway which appeared in LR 162, I would like to correct my error where I stated that Mosman Bay was part of Middle Harbour. Harnett's and Stuart's Sandstone quarries were located on the northern reaches of what was originally named Great Sirius Cove, part of Sydney Harbour. At the time the quarries were operating, the cove was initially known as Mossman's Bay, but it later became known and is today known, simply as Mosman Bay.

R Harnett was in his own right, quarrying white building stone (sandstone) at Mossman's Bay in April 1873, presumably his operations being situated quite close to the waters edge, where vessels could anchor in four fathoms of water. (*SMH* – 23 April 1873, Wed, p7) These operations were occurring at roughly the same time that Harnett, after constructing two wharves, commenced advertising building allotments in nearby Raglan Street. The circa Christmas 1878 decision to commence quarrying operations at the higher site that necessitated the installation of the incline, evidently resulted from the closure of this earlier site.

It is interesting to note that circa 1876 Harnett was selling some of his land at Longueville in the same part of the world where White and Flew were noted operating quarries in June 1877.

Re-assessing the pictures of the tramway and the incline that appeared in Jim Longworth's and Grant Fleming's article in LR 140, I must now cautiously conclude that the entire tramway was originally constructed using three rails, with an extra rail included for crossing, probably on a short section of the incline. The undated view, which appeared with the article, shows several houses in the background and appears to post date the 1879 sketch which appeared in the *Illustrated Sydney News*. I suspect that the single track operation depicted in the quarry area at this evidently later date, may have related to operation of the quarry by A & R Amos (well known railway and breakwater contractors) from October 1885. (*SMH* – 2 October 1885, p16 - "Quarrymen wanted ..... – Mossman's Bay Quarries – A. & R. Amos") Sandstone from the Mossman's Bay Quarries was evidently used for the construction of the sea wall around Farm Cove and for the piers of the original railway bridge which crosses the Parramatta River near Meadowbank. Given the Amos brothers' involvement in the construction of this railway bridge, it seems possible that their operation of the Mossman's Bay Quarries in late 1885 was connected with it.

Great Cobar (LR 149, 154, 159, 164)

Concerning E. Stanley Nixon who is now identified as having had charge of the construction of the Great Cobar Copper Mining Co. portable tramways, I have in surprisingly short time, stumbled across another reference to him, which throws a little light on his backgound :

Sydney Morning Herald, 5 September 1885, p4: *MINE SURVEYS - Complete Working Plans of Mines prepared - Mines reported on. E Stanley Nixon, Waltham Buildings, Bond-street. Compiled plans of Sunny Corner field up to date.*

Locomotive at Cabramurra (LR 165)

By a rather remarkable coincidence, just before I purchased the latest edition of *Light Railways*, I called in at the Yass Historical Society Museum. Of course, the display on the Goondah to Burrinjuck tramway there caught my eye. However, one thing that really interested me was a picture in the collection that showed a very large round lipped smooth concrete bowl like spillway or floodway evidently constructed at the Burrinjuck Dam. In the side of the bowl was a large rectangular hole through which a short length of narrow gauge tramway ran into the "bowl" area. Sitting on that tramway was a very strange contraption that looked like a petrol or diesel locomotive, with a small flat truck behind it. I was quite surprised as I hadn't ever seen any mention of this locomotive anywhere. You can imagine my further amazement when I saw evidently the same contraption or a very similar look-alike, illustrated on page 28 of the latest issue of *Light Railways*, sitting at Cabramurra! The only difference that I could detect was that the locomotive actually operated facing the opposite direction in relation to the flat truck, to that evident at Cabramurra.

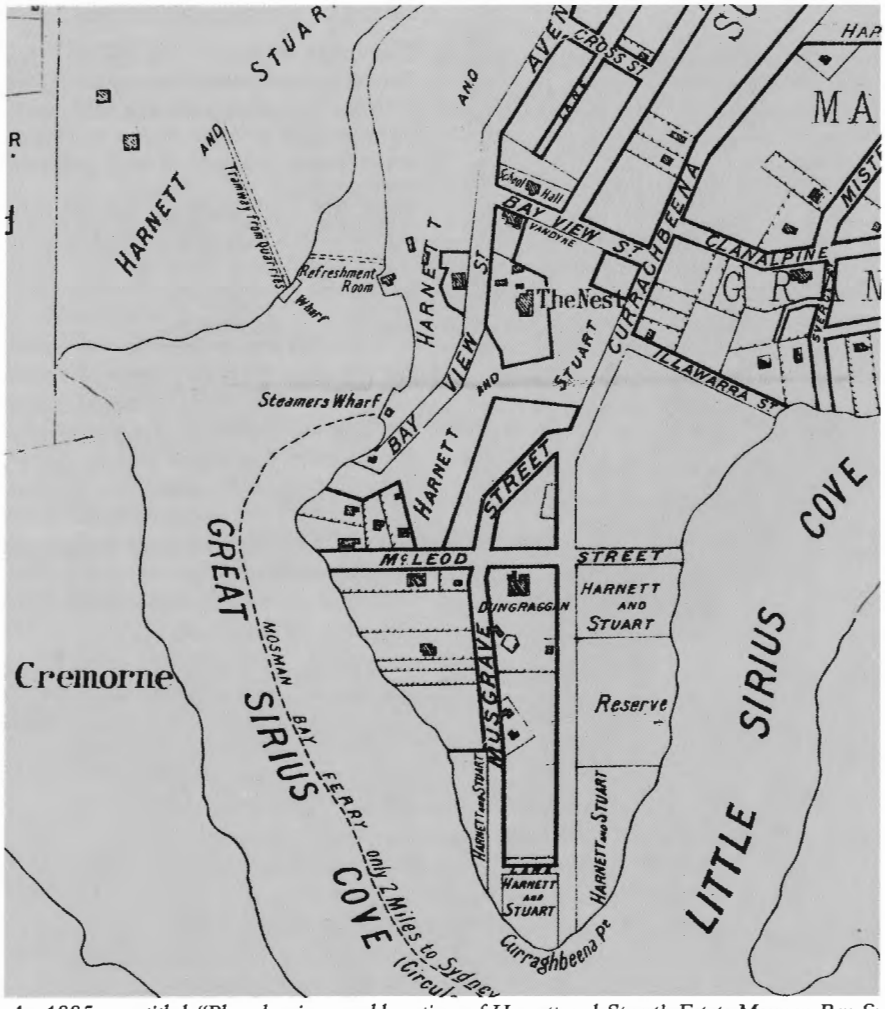
The Yass Historical Society can be contacted at PO Box 304 Yass, NSW, 2582. I am sure that the society would be able to advise concerning the obtaining of a copy of the photograph. If I recall correctly, it was the top-right photograph in the Goondah to Burrinjuck display in the museum. Unfortunately, the museum itself will close for winter, so the display will not be accessible to the public for a while.

Ron Madden
Wagga Wagga, NSW

Dear Sir,

Venus Mill, Charters Towers (LR 164)

In the Research column of LR 164, April 2002, David Burke reports that the guide at this mill indicated that firewood to fuel the



An 1885 map titled "Plan showing unsold portions of Harnett and Stuart's Estate, Mosman Bay & Vicinity – prepared by CC Bullock and John P Loxton" held by the Mitchell Library

mill boiler was brought to the opposite bank of the river by a timber tramway, then transported to the mill by a flying fox.

The guide has local geography and history hopelessly (and unforgivably) confused.

Venus Mill is about 2.6 kms south-east of Charters Towers railway station, near the junction of Gladstone and Millchester Creeks. Neither stream could be mistaken for a river, and a flying fox would be an unnecessary and wasteful means of bringing firewood across either of them. Nor are there any streams resembling rivers anywhere near.

The river near Charters Towers is the mighty Burdekin, which is some 15 kms away from the railway station at the nearest, which is to the north. There was indeed a tramway to collect firewood on the north side of the Burdekin at that point, from which the wood was latterly moved across the river by an aerial tramway, but these facilities existed to supply firewood to the pumping station for the city water supply. It is the line referred to in my letters in LR 146 April 1999 p 23 and June 2000 p 25. I have written an article on the line for LR; this is currently being considered by two people who have helped me with it.

The Water Board, later the City Council, had problem enough obtaining sufficient firewood for its own purposes from the area served by this tramway. It did not normally supply other consumers of firewood in and around Charters Towers, and no extant records refer to sale of firewood. That is not to say that no firewood was ever sold to the Venus battery. If that happened on the disposal of the stock of firewood after the steam plant at the pumping station was abandoned, even for standby, in 1958, the wood concerned would not have come over the tramway, which was last used in firewood supply about 1941.

John Knowles,
New Malden, UK

Dear Sir,

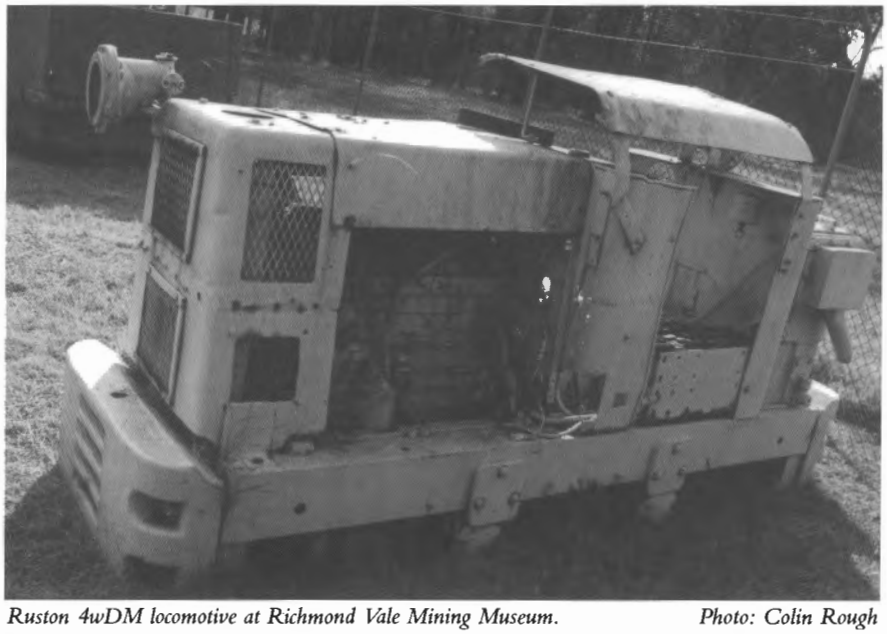
Walhalla Railway (LR165)

Just a slight correction to something I detected in the June issue of *Light Railways.*

The top photo on the back cover is a down Walhalla mixed (ex Moe) on the bridge and, as was the early custom, NA locos were usually bunker first on down trips, to Walhalla. It was c1913 that a CME ruling decreed that locos on the down run funnel first, due to the preponderance of steep grades encountered on the down journey. Crown sheet protection for the locos was, no doubt, uppermost in the CME's mind, hence the ruling. Two of the other three narrow-gauge Victorian lines which had steep grades operated, in VR days, with locos running funnel first on down journeys.

The original of the photo in question was taken by the late William Harrison Lee, a former stationer and newsagent in Walhalla. His extensive photo collection is well known, with a selection printed in the booklet *The Switzerland of Australia.*

Ian R Barkla
Surrey Hills, Vic



Ruston 4wDM locomotive at Richmond Vale Mining Museum. *Photo: Colin Rough*

Dear Sir,

Jenbach 4wDM at State Mine Museum (LR 164, p.26)

In response to the item on the Jenbach JW20 locomotive at Lithgow Mining Museum, I recently photographed the loco in question at Lithgow and can confirm that it d0es indeed have different axle box covers as discussed. Your readers may be interested in an item in *Continental Modeller* of October 2000, which describes an HO model of a Jenbach locomotive similar to that at Lithgow. Given the diminutive size of the model, only a non-powered version is available.

I am also enclosing a photograph I took recently at the Richmond Vale Mining Museum of a Ruston diesel locomotive adapted for underground working.

Colin Rough,
Artarmon NSW

Dear Sir,

Felix Caldwell Identification Wanted (LR 95, 99, 102, 104, 110, 118 & 119) Some Early Australian Diesel Locomotives (LR 69)

I have recently come across some further information about Caldwell Engineering locomotives, as well as those of Armstrong-Holland, provided by no more central a figure than Felix Caldwell himself. In February 1961, Caldwell wrote a letter from his Sydney home to Queensland enthusiast WW (Bill) Henderson, in response to a request for information. Caldwell's comments included: *"When with Armstrong-Holland about 1928, I designed a diesel powered loco (about 10 tons), three of which were used on construction of Wyangala Dam in NSW but afterwards went I understand to a similar job in Queensland."*

"More recently I designed and built two 5 ton diesel locos for the Water Board here which gave good service on various jobs in NSW. A similar one was supplied by me through William Adams to some firm mining rutile near Tweed Heads."

This information indicates that Caldwell designed the first diesel locomotives built in Australia in addition to his earlier pioneering work on early Australian internal-combustion engined locomotives with Caldwell Vale. It also points to there probably having been just three Caldwell Engineering diesel locomotives, with the likelihood that the two for the Water Board were built by Kelly & Lewis as suggested by the photograph in LR 102 of one of them taken at their Springvale works in Victoria.

Thanks to George Bond for making this material available.

Narrow Gauge Locomotives of the NSW Railways (LR 165)

The 2ft gauge gauge diesel locomotives purchased for use on the construction of the Eastern Suburbs Railway seem to have been fairly elusive, although some were photographed at a construction site at The Domain between 1949 and 1952.

The ten Hudson-Hunslet diesels were built by the Hunslet Engine Company of Leeds, England, and were 4wDM locomotives, builder's numbers 4162 to 4166 despatched 16 September 1948, and 4167 to 4171 despatched 6 October 1948. They were supplied to the order of agents Robert Hudson Ltd. They were 3¼ ton 20hp units with an Ailsa Craig engine. Photographic evidence appears to show examples with and without open canopies.

The twelve Ruston & Hornsby diesels were 304452 to 304462 and 320549 of 1951. They were built by Ruston & Hornsby Ltd of Lincoln, England. According to builder's records, 304452 to 304457 & 304459 were despatched in January 1951. 304458, 304460 to 304462 & 320549 are recorded as despatched in May 1951. They were Model 20DLU 3¼ ton units rated at 18hp, with Ruston 2VSH engines. They were fitted with exhaust gas conditioners for use underground and it seems that they were not fitted with canopies. Four of them were acquired for the Central Park Railway at Forresters Beach near Gosford from scrap dealers Thornton Spares near Newcastle in 1979, and have since been preserved at a variety of locations in NSW.

The lone "Simplex" diesel, built by Motor Rail Ltd of Bedford, England, seems to be somewhat of a mystery. I was not aware of its existence before David Cooke's letter. There was no new Motor Rail locomotive exported to Australia that can be identified with it. However, I have noted that two "Simplex" diesel locomotives were advertised for sale by the Commonwealth Department of Supply & Shipping as new at Pagewood, NSW, in April 1947, and it seems fairly likely that the Eastern Suburbs Railway "Simplex" would be one of these.

In or before 1950, the State Electricity Commission of Victoria acquired a 2ft gauge "Simplex" diesel for its Kiewa hydro-electric scheme. This locomotive had engine number 37841, and has been identified as Motor Rail 8968 of 1945, ordered by the British Admiralty, Bath. It was despatched to Immingham Docks in Lincolnshire, England, after which no further details are known. This was a 2½ ton 20/28hp type with a Dorman 2DWD engine. Although the SECV locomotive cannot be definitely identified as one of the two advertised in 1947, it seems fairly likely to be so. If so, the Eastern Suburbs Railway locomotive may share its pedigree.

Some brief details of the narrow gauge construction railways for the Eastern Suburbs Railway, and a few photographs that show locomotives, were published in "*The Railway News*" for May-June and November-December 1980. Further photographs were published in ARHS *Bulletin* 502. I understand from *The Railway News* item that after construction was suspended in 1952, the locomotives were stored at Sydenham, NSW, and were later at the railway water supply workshops at Chullora. What happened to them subsequently I do not know although we do know that four Rustons later turned up at Thornton Spares. I wonder if anyone can add to the story?

John Browning
Rockhampton, Qld

Dear Sir,

Re: Nambour Sugar (LR 164)

Further to Lucien Henry's letter in LR 165, as to the absolute end of steam operations at Moreton Mill, I can confirm the following:

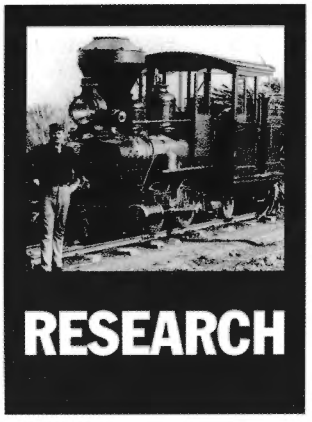
In 1970, *COOLUM* and *EUDLO* received their last full repaint and were both passed for work, if required. A photo of this occasion is attached.

EUDLO was definitely used in 1969, whilst diesel *BLI BLI* was 'recovering' from a bridge fall.

The locos were used as stationary boilers at the end of season, to provide steam for various cleaning and maintenance duties inside the mill, up until their boiler failed inspection. This was probably in 1971 for *COOLUM* and circa 1975 for *EUDLO*.

Clive Plater
Eudlo, Qld

Fowler 0-6-0Ts COOLUM *and* EUDLO *in the yard at Moreton Mill in 1970, after their last full repaint.* *Photo: Clive Plater*



RESEARCH

Camp Mountain Quarry, Qld. Buderim Shay Locomotive

On Saturday 27 April 2002 , members of the LRRSA South East Queensland group made a journey to Palmwoods to inspect extant remains of the Palmwoods Buderim Tramway. Trevor Robinson and Neil McGarvie met the group at Palmwoods. After a briefing by Trevor and Neil, we toured by foot through Palmwoods, noting a number of interesting formations, cuttings and bridge remains.

A most significant event was reported during the briefing. The Shay locomotive that was used on the tramway (Lima B/N 2823) has been located at Palmwoods. For many years now, a number of enthusiasts, including Bob Gough, have been reporting that the Shay was buried at Palmwoods.

Following extensive research and information from a long-standing local identity, Arthur Scott, the remains of the Shay were located at Palmwoods on the 25 November 2000 by Trevor Robinson, Neil and Jean McGarvie and Laurie Francis. Recovery of the Shay is a complex issue due to the fact it is partly buried by a Queensland Railways embankment. Negotiations continue with the QR and local politicians with a view to its eventual recovery.

Bob Dow

North Borneo AIF Railway Operations

The article by John Peterson in LR 135 on Malcolm Moore 4wPM locomotives in war service and the jeep railway operation on the North Borneo Railway generated a lot of interest. The display of a converted jeep used on the railway by the Australian War Memorial (H&T, LR 147, p.28) has kept this interesting operation in the public eye. Peter MacDonald has forwarded a copy of a letter published in *Reveille* (Vol. 75, No.3, May/June 2002) concerning a train called "Leapin Lena", which was operated by engineers of the Australian 9th Division between Seria and Dadas River on the North Borneo Railway. David M Garland of Mudgee took the published photograph of a small locomotive powered by a 2-stroke motor bike engine. David states that he was the driver, guard and station-master for this isolated section of track, which carried supplies to the 9th Division troops operating in the mountainous country inland from Badas River. Further information on this locomotive and Australian operations of the North Borneo Railway are welcome.

Cagney Brothers Locomotives

Further to our item in LR 149 (p.27), David Burke has brought our attention to the restoration of the 22-inch gauge San Francisco Zoo Train in California, complete with a Cagney locomotive built between 1904 and 1907. The restoration was undertaken by the Golden Gate Railroad Museum and the railway was officially opened on 25 August 1998.

Details of the restoration, including photographs and some history of Cagney Brothers, can be found on the GGRM Web site at: www.ggrm.org/restoration/zootrain/

Coming Events

AUGUST 2002

11 Cobdogla Irrigation & Steam Museum, Barmera, SA. Steam Open Day. Phone (08) 8588 2323.

SEPTEMBER 2002

15 Puffing Billy Preservation Society, Belgrave VIC. The Great Transport Theme Book Fair, Masonic Hall, Bayview Road, Belgrave; 10am-4.30pm. Over 1000 second-hand transport books on sale in aid of the G42 Restoration Fund.

15 Cobdogla Irrigation & Steam Museum, Barmera, SA. Steam Open Day. Phone (08) 8588 2323.

OCTOBER 2002

6 Cobdogla Irrigation & Steam Museum, Barmera, SA. Steam & Humphrey Pump Open Day. Phone (08) 8588 2323.

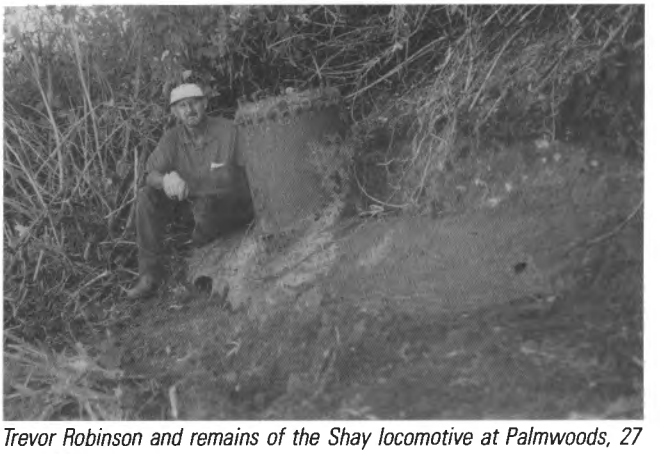
12-13 Puffing Billy Railway, Belgrave VIC. *Thomas the Tank Engine* comes to Puffing Billy – a family fun attraction at Emerald town. Also on 26-27 October. Book with the Fat Controller: (03) 9754 6800.

13 Bennett Brook Railway, Perth, WA. *Friends of Thomas the Tank Engine* Day with narrow gauge steam trains and the Fat Controller. Phone: (08) 9249 3861.

20 Puffing Billy Railway, Belgrave VIC. Kids Fun Run with *Thomas*. A race against *Thomas the Tank Engine* for children under 12. Bookings: (03) 9754 6800.

New Lima Class 'A' Shay 2823 of 1915 sits on a flatcar awaiting shipment to the docks, then a long sea journey to far-off Australia. Photo: LRRSA archives

After the Shay loco was withdrawn from service, its tank was utilised as a makeshift water gin for the remaining locomotive, Krauss 0-6-2T 6854 of 1914. Photo: Clarence Blakey



Trevor Robinson and remains of the Shay locomotive at Palmwoods, 27 April 2002. Photo: Bob Dow

Heritage &Tourist

Managing Risk

Given the public liability insurance crisis descending on community-based volunteer organisations across Australia, it was inevitable that preservation and tourist railways would become embroiled in the matter.

Nevertheless, it is with considerable sadness that we report that the Richmond Vale Railway was forced to close its doors to the public and cancel an important event on its calendar as a consequence of an insurer withdrawing its public liability cover at short notice. Members of the RVR and other volunteer groups that have become victims of this crisis are understandably angry and disillusioned at their treatment.

This crisis is far from over and the outcome for the RVR, and probably other railway preservation groups, remains uncertain. Nevertheless, there are important lessons to be taken on board. For one, preservation groups that open their facilities to the public, especially those that operate trains, have an obligation to their visitors to ensure that they are exposed to a minimum of risk in terms of their safety. Managing this risk is an increasingly onerous task, but one that must be addressed in a thoroughly professional and thorough manner

Bob McKillop

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

NEWS

Queensland

BALLY HOOLEY TRAIN,
Port Douglas 610mm gauge

The *Port Douglas and Mossman Gazette* of 18 April reported that the Bally Hooley train, which was withdrawn in April this year has been restored as a tourist rather than a commuter operation. Trains will leave the marina at 8, 9, 10 & 11am and 2pm for the half-hourly run to St Crispins station, providing connections with Coral Coaches taking people to visit the Rainforest habitat. It is to be diesel hauled six days per week, with steam every Sunday. New fares for the round trip on the Bally Hooley are $10 adults and $5 children.

Via John Browning, 6/02

BUNDABERG BOTANIC GARDENS RAILWAY
610mm gauge
Bundaberg Steam Tramway Preservation Society

Former World War I 2-6-2T *FELINHEN* (Baldwin 46828/1915) is believed to have been purchased by French interests and recently dispatched from Bundaberg. This locomotive was used by the US Army Transport Corps in France, as their No.5104, and was one of 195 such locos built by Baldwin for the USATC. After the war, it went to Penrhyn slate quarries in Wales, where it acquired its name (which means "Old Mill" in Welsh). It was shipped to Brisbane in 1940 and converted to 2ft gauge for use on the Fairymead Sugar Mill system at Bundaberg, where it became No.4 on the roster, though it also retained its name. It was rebuilt as an 0-6-2T in 1956. Withdrawn from service in 1965, the loco was placed on static display at South Bundaberg ifour years later, before being removed for restoration by a local TAFE group, on behalf of the BSTPS. However, legal disputes arose and the loco has remained in a dismantled state for some years. Any further information on the new location of this locomotive would be much appreciated.

Editor 6/02; David Mewes 6/02

PROSERPINE HISTORICAL MUSEUM 610mm gauge

The Proserpine Historical Museum Society is shortly to commence the construction of a machinery section, principally to house its ex-Proserpine Sugar Mill 4-6-0T No.2, *DIGGER* (Hunslet 1317/1916). This was War Department No. 2345, which saw service on the Western Front during World War I and was purchased by the Queensland Agent General for Proserpine Mill in 1920. It was placed on static display in Rotary Park, Proserpine in 1961, before being retrieved by the museum. The locomotive is currently stored partially open to the elements (LR 158, p.27). The long-term goal is to restore *DIGGER* to full working condition, but as a first step, it will be sandblasted and given a fresh coat of paint before it is exhibited at the museum. The museum is seeking advice on the correct paint to use for this initial static display, so if any reader can assist, please contact Tony Dunn, c/- Proserpine Historical Museum, PO Box 1196, Proserpine 4800; Phone (07) 4945 3969.

Tony Dunn, 6/02

New South Wales

JUNEE ROUNDHOUSE MUSEUM
1435mm gauge
Regional Heritage Transport Assoc., Junee Inc

While this museum, housed in Australia's largest and most modern steam locomotive roundhouse, is primarily concerned with the NSW Government Railway system, its latest acquisition is of interest to LR readers. In May 2002, 2-6-0 locomotive 2413, alias Bunnerong No.6 (Dubs 2635/1891), was transferred by rail from the Canberra Railway Museum to Junee. The train, headed by ARHS (Act Division) B-B DH 7315 and restricted to a maximum speed of 30 kph on account of the coupling arrangement with a CPH rail motor in the consist, travelled from Canberra to Goulburn on 24 May and onto Junee the following day. 2413 will be placed on static display at the Roundhouse Museum. As reported in LR 165 (pp.9-13), 2413 served at Bunnerong power station from 1961 to 1975 as No.6 on its roster.

Bob Hall, LocoShed E-group, 5/02

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

The June open day saw the ex-CSR 0-6-0 Hudswell-Clarke *CAIRNS* as the duty locomotive, with trains operating from 11am. Restoration work on the 1937 Fowler 0-6-0DM Tully 8 (JF 21912; re-built EM Baldwin as 0-6-0DH 1963) is rapidly nearing completion.

John Garaty, LocoShed E-group, 6/02

RICHMOND VALE RAILWAY,
Kurri Kurri 1435mm gauge
Richmond Vale Preservation Co-operative Society Ltd.

The RVR became a victim of Australia's insurance crisis when it was notified that its public liability insurance cover would cease as of 1600 hours on Friday 31 May 2002. The museum was closed to the public from this time and the event advertised for 9-10 June was cancelled. This is usually the *Coalfields Steam* weekend, the major event on the Society's calendar, but due to the non-availability of steam locomotives (LR 165, p.27), a "better than average open day" had been planned for these dates. The Society had public liability insurance with GIO until 2001, but when this group withdrew from liability cover for tourist railways it was forced to seek a new insurer via a Sydney broker. After only 12 months cover, the new insurer abruptly advised the RVR (and other tourist railways in South Australia and Tasmania) that it would no longer service this category of insurance. The Society is actively pursuing other options, but despite 17 years of risk free operations, a satisfactory solution had not been found at the time of going to press.

Meanwhile, Cessnock City Council has advertised for a consultant to undertake a study of the economic potential of the Richmond Main heritage site. The consultant is to analyse the potential uses of the site and assess its development potential. The brief states that the Richmond Main site is a significant heritage asset that has potential for investment. It notes that the RVR steam train operations are the main attraction of the site at present and that the Society has aspiration to extend the line from Pelaw Main to Weston, thus providing a link to the former South Maitland Railways and thence the main NSW railway system. Council sees the development of links with other tourist attractions in the area as the key to the survival of the RVR.

Graeme Black 6/02; Editor

STATE MINE HERITAGE PARK RAILWAY, Lithgow 1435mm gauge
The concept of the Heritage Park Railway was outlined by Kevin Moss, the NSW Parliamentary Secretary for Transport, when he officially opened the State Mine Heritage Park on 28 April 2002 (LR 165, p.27). Rehabilitation of the former industrial railway lines will enable the visitor to tour the various sites included in the overall heritage park concept, namely: the State Mine museum, Blast Furnace Park (one of Australia's most significant industrial archaeological sites), Lake Pillans (created for the blast furnaces), Eskbank House (an important local history museum), and the early NSWGR Eskbank heritage structures comprising the railway station, goods shed and the site of the former locomotive depot which is to be restored. A link with the Zig Zag Railway is also planned. Brought together in this way, the venture will become the largest cultural heritage precinct in the State. Mr Moss highlighted the role of the project in epitomising an industrial town serviced by a country railway network that is truly deserving of preservation. He advised that State Rail is assisting with the development of a coordinated plan to market the cultural tourism of Lithgow and its surrounding district.
Gully Gazette, May/June 2002

Victoria

ALEXANDRA TIMBER TRAMWAY & MUSEUM 610mm gauge
The Society is assisting the Victorian Department of Natural Resources & Environment to repair and restore the former SEC sawmill near the Royston power station. This is the last sawmill still in situ in the Rubicon Forest and the machinery came from several of the Rubicon sawmills destroyed in the 1939 bushfires. A preliminary meeting on 13 May 2002 agreed that the NRE will provide all materials and transport to the site, while the ATT will provide the tools and equipment for the conservation task. At the same time, the ATT is finding that the tasks of operating and maintaining the tramway and museum at Alexandra are increasingly falling on a small group of dedicated volunteers. Accordingly, the Society has issue a plea for new members and volunteers to assist with the wide range of conservation tasks. Any readers prepared to assist should contact Rowan Millard, 2/3 Bambury Street, Boronia 3155; Phone: (03) 9761 1303; E-mail: rowan@primus.com.au.
Timberline 66, June 2002

Motor Rail Simplex 4wDM 11023 of 1955, Baguley 4wDM (details not known), Hudswell Clarke 0-4-0WT 1423 of 1922 (obscured) and Fowler 16830 of 1926 at the Menangle Narrow Gauge Railway, 13 June 2000. Photo: Ray Graf


Remains of Fort Nepean, Victoria, 21 February 2002. The former incline, now a pedestrian stairway, is on the right. Photo: Ian Cutter

SOVEREIGN HILL, Ballarat
457mm gauge
A train ride has been added to the Mine Tour at Sovereign Hill. The train, comprising a 4wBE locomotive and five passenger cars, carries visitors into and out of the mine. The locomotive was built by Warehouse Equipment, Model SOV 1106 and carries serial number 90701. The passenger cars are mounted on bogies and carry six adults on longitudinal seats. The trip into the mine is short and mainly downhill, with some tight radius curves that generate squeal on the loco wheels. Keith Vanstan, 5/02

FORT NEPEAN SEARCHLIGHT TRAMWAY
Parks Victoria
Further to the news item on the Point Nepean Quarantine Tramway in LR 164 (p.28), the remnants of the nearby Fort Nepean tramway are also a worthwhile visit. This tramway had an incline from the lower terraces on the foreshore, where the Engineers Barracks were located, to the military searchlight on the escarpment. The barracks and other buildings were constructed c1880. The buildings were demolished after World War II, but the tramway tracks are still prominent in the pavement on the lower terrace. The incline has been converted to a pedestrian path with 115 stairs.
Ian Cutter, 2/02

WALHALLA GOLDFIELDS RAILWAY 762mm gauge
Preserved railway to the rescue! On Friday 24 May 2002, a major landslide closed the main road

Heritage &Tourist

2km south of Walhalla, cutting of the main access to the town. The only other access routes are via very rough unmade roads, either from Aberfeldy or Heyfield. On 25 May, VicRoads appointed the Walhalla Goldfields Railway to operate a public passenger and supplies service on a seven day a week basis until further notice. The standard three return trips were operated, along with an additional daily 1630 down/1710 up train. The first 1710 up train on 25 May carried 70 passengers out of Walhalla, who would have been otherwise stranded in the town. The last train was the 1710 Walhalla-Thomson up service on 2 June, the road being reopened to traffic the following morning. WGR volunteers crews had provided nine days of continuous running. Trains were provided to users at no cost as VicRoads subsidised the services.

VicRail newsgroup via Colin Harvey, 6/02

Tasmania

ABT WILDERNESS RAILWAY

The problems associated with the reconstructed permanent way on this major project received considerable publicity during June. As a consequence of rotting second-hand sleepers being found in the track on 22 May, the managing engineers, Sinclair Knight Merz (SKM), took the drastic action of forcing the principal contractor, Hazells, to remove the firm responsible for trackwork. It was alleged that they had failed to rectify sections of the Abt line between Rinadeena and Regatta Point. An internal audit conducted by SKM on Stage Two of the development concluded it was not safe for passenger transport and it has been announced that through running will not commence until this section has been repaired. Hazells is attempting to find another sub-contractor to do the required repairs, comprising relaying track on the second stage of the forest railway, which are claimed to cost more than $1 million.

It also emerged that some $1.6 million in fully secured commercial loans had been made to the AWR operator, Roger Smith, on the recommendation of the Tasmanian Development Board. The first loan of $1.2 million was made in April 2001 to assist in the purchase of a locomotive and to complete some infrastructure works, while further assistance of $350,000 was provided in February and $250,000 in June 2002 to assist the operator's cash flow difficulties arising from the delays in completion of the project. The Premier organised an inspection tour of the railway by Parliamentarians on 15 June to help restore public confidence in the project. This was somewhat marred by a landslip the previous day between bridges 13 and 14, in the last 4.5km of the railway near the King River Gorge. A large tree fell across a steep downhill section of the track, bringing other trees and some rocks and soil with it. The largest tree speared one part of the track, lifting it about 10cm off the ground.

A difference opinion emerged between interested parties during the inspection over the appropriate standards for a tourist railway. SKM's Bill Lawson and rail auditor Larry Greentree said the track had to be built to the designated specifications. Others claimed a tourist heritage line should not be expected to follow the same strict requirements as "a major goods railway, which would be built in straight lines." The Premier, Jim Bacon, said the trip was a chance to show the project's size and complexity. "That landslide was well timed to prove the difficulty of the climate and the terrain. This is the biggest restoration of its type ever undertaken in Australia," he said.

The Advocate, 12, 13, 15 June; *The Examiner* 16 June 2002, via Mark Plummer

GOOSE ISLAND LIGHTHOUSE TRAMWAY

An wooden tramway remains intact on remote Goose Island (2.4 x 0.8 kilometres), located in Bass Strait to the north of the Tasmanian coast and to the west of Flinders Island. The lighthouse there was built in 1846, the tower being of masonry rubble constructed by convicts. The light was converted to mineral oil in 1878 then to acetylene gas in 1931. The tramway apparently served to bring supplies and mail from a landing point to the keepers' houses, a distance of approximately one-mile. The lighthouse was demanned in the 1930s and the cottages were demolished, but the lighthouse remains in use as an automatic, solar-powered facility.

Lighthouses of Australia Web Page, via John Browning, 5/02

Former Fairymead sugar mill 0-6-2T FELIN-HEN *(Baldwin 46828 of 1915) 'preserved' in a park at Bundaberg, Queensland, August 1973.* *Photo: Graeme Belbin*

South Australia

COBDOGLA STEAM RAILWAY

610mm gauge

Cobdolga Steam Friends Society Inc.

The Cobdogla Steam Friends have been given the broad gauge triangle from the Riverton railway station for removal to the Cobdogla site. The three legs amount to about 1000 metres of 50 lb/yard line, mostly made by Barrow in 1882, plus three sets of points. By May 2002, the group had removed the fish plates and lifted all the rail and most of the sleepers using a track lifter and a spike puller. The track will be added to the exiting 2ft gauge system at Cobdogla, enabling further extension of the line towards Loveday.

Denis Wasley, 5/02

GOOLWA-PORT ELLIOT TRAMWAY 1600mm gauge
South Australia plans to lead the forthcoming bout of 150th railway anniversary celebrations with major event and community activities at Goolwa from 16 to 18 May 2004. They will, of course, be celebrating the 150th anniversary of the opening of the first public railway in Australia, the line between Goolwa and Port Elliot, which was opened for full time operation on 18 May 1854. It was very much a 'light railway', with horses providing the motive power for the four-wheel passenger carriages and goods wagons. A steering committee is planning the event as a steam festival, with participation from Steamranger, the Goolwa and Port Elliot National Trusts, the PS OSCAR W, the local business association, the National Rail Museum and the local council. One proposal being investigated is the relocation of the replica of the first passenger carriage, currently located in a show case in Cadell Street, to the wharf area.
Aust. Steam Power 59, May 02

Western Australia

BENNETT BROOK RAILWAY, Whiteman Park 610mm gauge
WA Light Railway Preservation Assoc. Inc.
The Friends of Thomas the Tank Engine (FOTTE) Day on 19 May reinforced this event as the BBRs premier promotional attraction. Train services ran well, with even a very sick 2-8-2 NG118 *ELIZABETH* (Henschel 2447/1938) managing to engage her many adoring fans, sitting forlorn on road 4 with just enough fire and steam to whistle.
The 4wDm Gemco *WINDY WYNDHAM* (Geo Moss 1964) had previously disgraced itself in service by breaking an axle, but this had been replaced the previous day and it ran trouble free throughout the event. The new axle was manufactured by Gemco at considerable cost.
The recently heritage-listed Planet 0-4-0DM (FC Hibberd 2150 of 1938) also returned to service the previous day with a new all-yellow livery and 'Thomas' decals. 0-4-2T BT1 (Perry 8967.38.1 of 1939) was in service for the event and it has been the main operating locomotive over the winter period. Both NG 15 2-8-2 locomotives are currently out of service and requiring major repairs. Priority is being given to getting NG 123 back into service. The cylinders have been rebored (LR 164, p.31) and work is progressing steadily on reboring the valves.
BBR Newsletter, June 2002

In happier times, three years ago, Henschel 2-8-2 NG118 ELIZABETH *(2447 of 1938) heads a train of mixed freight and passenger stock on the Bennett Brook Railway.* *Photo: Michael Watson*

Inside the Ohai Railways Board's running shed at Wairo, 0-6-0DH No.1 (Mitsubishi Heavy Industries, 1967) awaits completion of the new trackwork (and a new engine) before venturing forth again, after a break of 22 years. *Photo: JW Shoebridge*

Overseas

Ohai Railway, Southland, New Zealand 1067mm gauge
In 1916, the owners of newly opened coal mines at Ohai invoked the Local Railways Act to establish the Ohai Railways Board to construct and operate a branch line from Wairo. At its peak, between 1935 and 1950, the Board operated 18km of railway between Wairo and Birchwood serving 10 collieries and operated six steam locomotives. By 1980 only a skeleton service remained and the Board's assets were sold to the NZ Railways, subsequently being passed onto Tranz Rail. When visited in February 2002, the 10km of the line to Ohai still saw regular services to the Wairaki No.2 Colliery, these being operated by Tranz Rail diesel locomotives from Invercargill.
The proceeds from the sale of the railway in 1980 were invested in a Trust Fund, which provides social benefits to the communities that the line once served. Recently the Fund has assisted with funds for the restoration of the sidings and buildings at Wairo, the railway's old operating depot. The office, workshops and running shed have been donated by Tranz Rail and land made available as a lease. ORB 0-6-0DH No.1, built by Mitsubishi Heavy Industries in 1967, is stored inside the running shed and additional rolling stock, including a steam locomotive, is being acquired. Track restoration has commenced at the Wairo site.
John Shoebridge, 5/02