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LIGHT RAILWAYS

Australia's Magazine of Industrial & Narrow Gauge Railways



Light Railway Research Society of Australia Inc.



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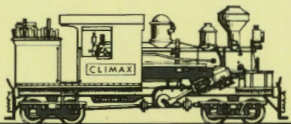
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Conversions:

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

Was it something I said? Our most recent membership figures reveal that over the past six months, the number of LRRSA members has actually fallen. Not by much, but it's the first time this has happened since the 'new' *Light Railways* was launched seven years ago. Sure, we've had some ups and downs, with the graph looking much like a corrugated iron roof, but at least the roof was sloping upwards!

This time last year, numbers were up 80% on the 1997 figure, making me think that perhaps my dream of the membership doubling during my time as editor might just be possible. Still, a healthy dose of reality never hurt anyone, and there could be some important lessons to be learnt here. Then again, it may be just a deeper corrugation in the same old roof, and I'm just being paranoid! *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. All articles and illustrations in this publication remain the copyright of the author and publisher. 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.

Cover: The Australian Territory of Christmas Island, 2360km north-west of Perth, has in recent years possibly become best known as the scene of the 'Tampa Crisis' of August 2001, in which the Norwegian freighter MV Tampa was refused permission to unload a group of 433 shipwrecked asylum seekers, sparking an international incident and much controversy on the mainland. To railway enthusiasts, however, the island is better known for its 17km standard-gauge phosphate railway which operated from around 1914 until 1987 and, for many of those years, included Shay geared locomotives on its roster. For nature lovers, one of Christmas Island's claims to fame is its annual migration of land crabs. This occurs at the beginning of the wet season, from October through to December, when about 120 million crabs (60 million males, followed a couple of weeks later by 60 million females) come out of the forest and head down to the sea to breed. When the railway was in operation this could be a difficult period, as shown in our cover photo, where the progress of 44-ton Bo-Bo DE locomotive 9001 (Canadian Locomotive Company 2978 of 1957, rebuilt Westrail circa 1974) has been seriously impeded by an apparently endless procession of red crabs covering the track ahead. Beginning on page 15 of this issue, Mike McCarthy reports on the various remains of the railway system he found during his visit to the island in February 2004. Photo: ©APL/Corbis



On 14 November 2004 Kelly & Lewis 5957, with Chris Holmes at the controls and its cab packed with happy ATT volunteers, heads off towards Rubicon hauling a load of sawn timber on restored Kelly & Lewis bogies. Photo: Peter Evans

Kelly & Lewis 5957 returns to Alexandra

by Peter Evans

On Sunday 14 November 2004, Kelly and Lewis 0-6-0DM 5957 of 1936 was recommissioned in a brief ceremony held at the Alexandra Timber Tramway & Museum in Victoria. The ceremony, conducted by the Hon. Fran Bailey, MHR and Minister for Small Business and Tourism, marked the reunification of the two oldest surviving Australian-built diesel locomotives on the line for which they were originally designed and built.

The 2ft gauge Rubicon to Alexandra tramway opened in December 1912 and, until 1935, was operated by two of a trio of rather battered and well-used Krauss steam locomotives owned by the Rubicon Lumber & Tramway Company. These locomotives garnered quite a reputation for starting fires and, when the lease on the line was up for renewal in 1935, the Shire of Alexandra demanded that whoever was successful in winning the lease should work the line with an internal-combustion locomotive during the summer months. Rubicon sawmillers Clarke & Pearce lodged the winning tender, and were immediately faced with the challenge of finding a suitable locomotive within a rather tight time frame.

Geo W Kelly & Lewis Pty Ltd, an engineering firm located at Springvale, Melbourne, built a neat 0-6-0 diesel locomotive for Clark & Pearce. The locomotive weighed ten tons, had a rigid wheelbase of five feet, and had flangeless centre driving wheels. The four-cylinder Dorman-Ricardo diesel engine drove a Vulcan-Sinclair fluid flywheel coupled to a Wilson preselecting gearbox. From the gearbox, the drive passed to a Kelly & Lewis right-angled reduction gearbox which also

housed the reversing mechanism. This gearbox drove a jack-shaft which transmitted the power to all wheels of the locomotive by coupling rods. The cranks on the jack-shaft and on the wheels were fitted with weights to balance the drive rods. Cast-iron brake blocks working on the outer wheelsets were actuated by a screw mechanism in the cab. Sanders operating at each end of the locomotive, headlights, tail lights and a horn were fitted. The only instruments were an ammeter, an engine oil-pressure gauge and a sight glass for the twenty-five gallon fuel tank. The engine was started electrically, although decompression levers and a crank handle were fitted so that manual starting was also possible. The cab was fitted with a pair of cushioned seats, and the locomotive was capable of a top speed of a little over seventeen miles per hour at the maximum allowable engine revolutions. It was painted green, and carried the builder's job number 4271 on brass plates on the cab sides. It was the first diesel locomotive to be built in Victoria, and cost £2750. Terms of payment were half cash on delivery and half on time-payment. The new diesel locomotive was transported to Alexandra by special train on Saturday 1 December. Along with the diesel locomotive, Kelly & Lewis supplied twenty bogies at a cost of £33 each (to make up ten truck loads of timber, one load to each two bogies). The locomotive entered service on Monday 3 December. It proved very satisfactory despite some problems caused by the poor state of the track. A special ceremony was held at Rubicon on Saturday 14 December to name the new diesel *THE PIONEER*.

With the annual output of the Rubicon Forest rapidly increasing as the Depression of the 1930s eased, Clark and Pearce ordered a second diesel locomotive from Kelly & Lewis on 28 January 1936. Despite the success of the original locomotive, they obtained quotations from several other firms, probably in an attempt to force down the price offered by Kelly & Lewis. In any event, Kelly & Lewis secured the order. The new locomotive carried the builder's number 5957, was painted maroon,



Only two days after its return to Alexandra, Kelly & Lewis 5957 was operational again and is shown on a test run standing only 50m from where it was removed for preservation in 1975. Photo: Peter Evans

and cost £2600. The first diesel had proved so successful that few changes were made: the second loco had slightly different wheel profiles, cab windows which opened to improve the ventilation, and three round holes on each side of the buffer beams for re-railing purposes instead of the single square holes on the first locomotive. The locomotives worked the line until August 1947 when the line closed in the face of economic pressures caused by an upsurge in more flexible road transport. The two Kelly & Lewis locomotives remained in use for shunting duties around the Alexandra sawmill until even this requirement was lost. Locomotive 5957 had been gradually cannibalised to keep 4271 going, so 4271 was kept inside the loco shed while 5957 lingered outside in the long grass.

When it became clear that the locomotives would never be needed again, Kelly & Lewis 4271 was donated to the Alexandra & District Historical Society, eventually passing to its successor, the Alexandra Timber Tramway & Museum Inc. Kelly & Lewis 5957 was sold to Paul Simpson in 1975. Paul transported what remained of the locomotive to his home in Panania, NSW. The diesel engine had to be totally rebuilt from a collection of parts, and many new items had to

be made for the locomotive including a complete new set of axleboxes. Paul's mammoth task concluded when 5957 finally moved again under its own power on 20 August 1989, and he then threw his energies behind assisting the Alexandra Timber Tramway in restoring 4271, a task completed with its official recommissioning on 12 December 1993. The happy result was that, by 1994, both locomotives survived in operational condition, albeit hundreds of kilometres apart. That situation was to persist for a decade.

Paul Simpson passed away on 23 June 2003, after a short and unexpected illness. As a friend and long-time member of the Alexandra Timber Tramway he is sadly missed.

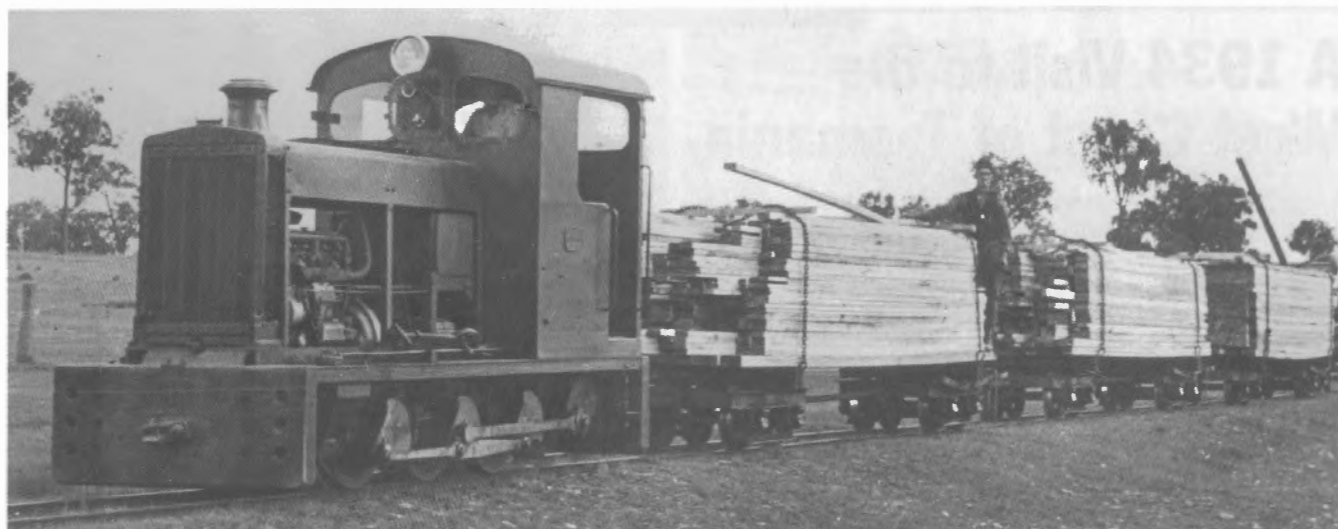


Kelly & Lewis 5957 on 7 November 2004, resplendent in fresh paint and with newly cast builder's plates and restored headlamps, ready for its recommissioning ceremony the following weekend. Photo: Peter Evans

The Alexandra Timber Tramway purchased Kelly & Lewis 5957 from his estate with the aid of funds from a Commonwealth "Regional Partnerships" grant, a grant from the Shire of Murrindindi, and transport donated by JL Gould Sawmills Pty Ltd. The locomotive arrived in Alexandra on 16 July 2004 and, that evening, was put away under cover for the first time for at least thirty years. The locomotive required little in the way of a mechanical overhaul, so thorough had Paul's restoration job been. However, it was in a poor state cosmetically due to having been stored in the open for so long. The volunteers at



Back together again for the first time since 1975, green Kelly & Lewis 4271 of 1935 leads maroon 5957 of 1936, each with its own load of sawn timber, at the current end of the restored section of the Rubicon Tramway. Photo: Peter Evans



Some time in the late 1930s, Kelly & Lewis 5957 hauls a rake of sawn timber at the head of "The Deviation", not far from Alexandra. Note the handbrakes on every second bogie in the train, and the brakeman riding the first load. Photo: Val's Postcard, from Frank Stamford collection

Alexandra set about sanding back the locomotive to either sound primer or bare metal, and patiently added successive coats of fresh paint in the colour scheme last worn in service. New builder's plates were cast, the electrics were refurbished, and items such as headlights repaired and reinstalled. New cab handrails were manufactured in the style of the originals. By the beginning of November 2004, the locomotive was back in a state close to that in which it entered service.

After a very wet Saturday, Sunday 14 November dawned fine but overcast. A large number of volunteers were up and about early lighting-up, starting-up and washing-down locomotives, and oiling-up rolling stock. Two sets of bogies loaded with timber the day before were sitting ready on the siding next to the goods shed ready for later in the day. By 10am, various rehearsals had been completed and all was ready for the big ceremony at 11am. At the appointed time, ATT President Bryan Slader welcomed the special guests on a packed station platform, and introduced Peter Evans to speak about the project. After thanking all those who supported and worked so hard on the project, Peter introduced "The Star of the Show" – Kelly & Lewis 5957. To the strains of "Also Sprake Zarathustra", the locomotive rolled into the platform. As the locomotive drew to a halt, Peter announced that Kelly & Lewis 5957 would be named in service in tribute to a fine gentleman of the railway

preservation movement, the late Paul Simpson. Peter then introduced the Honourable Fran Bailey MHR, Minister for Small Business and Tourism, to officially recommission the locomotive. Fran spoke at length about the efforts of the ATT to establish an organisation that not only conserved the heritage of the district, but which had the practical purpose of assisting to boost tourism in the region. She then unveiled the *PAUL SIMPSON* nameplates and broke a bottle of champagne over the front buffer beam to officially re-commission the locomotive. Bryan thanked Fran for her time and kind words, and invited our volunteers and special guests to board the first official train. This train was followed by one with double-headed Kelly & Lewis locomotives. Following this train (and some rather involved shunting), both diesel locomotives made their way across the road and onto the tramway extension hauling loads of sawn timber on restored ex-Rubicon Tramway trucks. This proved very popular with photographers! John Fowler 11885 of 1909 was then put back onto the passenger cars, and steam running for the normal second Sunday of the month was resumed. Invited guests retired to join those volunteers not involved with train operations in refreshments in the Visitors Centre. Kelly & Lewis 5957 is finally back home where it belongs, fully restored and ready to play its part in a planned 25% increase in the number of running days planned for 2005.



At Tin Hut on 11 February 1938, Kelly & Lewis 5957 waits as its driver prepares to insert a twitch plank to tighten the chains on a load of timber. Photo: WRB Johnson, from Mike McCarthy collection

In heritage terms, the two Kelly & Lewis diesel locomotives represent the pinnacle of timber tramway locomotive development in Victoria. Only ten timber tramway locomotives used in Victoria survive today. The two Kelly & Lewis diesel locomotives are therefore rare survivors of a once-important class of industrial machinery. In addition to this, they were the first diesel locomotives produced in Victoria at a time when steam still ruled the railway industry. The combination of fluid-flywheel and epicyclic gearbox in locomotive practice had only been pioneered by Hudswell Clarke in 1930, so they represent what was then the latest in drive-train technology. Both locomotives are therefore rare survivors, technically innovative and essentially intact. As engineering artifacts of the sawmilling industry, they are unique in their originality. They are considered to be of State Significance in Victorian engineering and forest history. These locomotives represent the first and second diesel locomotives built in Victoria and were retired at a time when the Victorian Railways was purchasing its first diesel locomotives. The two locomotives are also the oldest extant Australian-built diesel locomotives and can therefore claim to be of National Significance.

A 1934 Visit to the West Coast of Tasmania

The 1934 Annual Engineering Conference of the Institution of Engineers, Australia was held in Tasmania commencing in Hobart on Monday, 19th February 1934. The conference included technical sessions, a civic reception, conference ball and a number of inspections around the Hobart area. On Friday, 20th February 1934, the conference delegates travelled to the West Coast of Tasmania and visited a number of areas of light railway interest. An account of the conference and the visit to the West Coast was published in the March 1934 edition of The Journal of the Institution of Engineers Australia¹. E. S. MacLean was the first full-time secretary of the Institution² and as editor of the Journal would have been responsible for this vivid account which is an edited and annotated version of the original report. It is reproduced with the approval of the Institution of Engineers, Australia.

FRIDAY, 23rd FEBRUARY.

Visit to Queenstown

The visit to Queenstown, on the West Coast of Tasmania, will live long in the memories of those who made the trip. It was a visit which excelled in interest, fascination, thrill, and scenic wonder any yet made during the progress of a Conference. This claim does not in any way detract from the enjoyment and success which has attended previous visits. It was only that the West Coast of Tasmania was able to offer something unique in the history of past conferences.

The party, which consisted of 70 members and ladies, left Hobart by car at 9.0 a.m. [They travelled via the Derwent Valley and Lake St. Clair.] Then came Linda Valley (once the valley of Chamouni), a drab settlement now almost deserted, blasted by the sulphur fumes from the smelting works at Mount Lyell. Passing through Gormanston, the road wound round the mountain side – a narrow thread on the edge of a precipice – and the approach to Queenstown must have been one of the most spectacular sights ever witnessed by members. It is a district of a hundred hills, and these hills are pink and chocolate and cream and white, one minute reflecting the late afternoon's sun, the next shrouded in cloud or mist. One could not make his first visit to Queenstown unmoved by the strangeness and grandeur of this wonderful country.

Although some of the beauty of the latter portion of the trip may have been affected by the light rain which fell, members were unanimous in their admiration of its almost terrifying grandeur. To the engineer, the successful construction of the road was a matter for congratulation for those concerned.



The journey was completed at about 6.0 p.m., and from then, and until their departure, members were quickly made to feel that a wealth of hospitality was to be added to the attractions awaiting them in Queenstown.

SATURDAY, 24th FEBRUARY

Lake Margaret Hydro-Electric Scheme

Leaving Queenstown at 9.0 a.m., members and ladies were motored to the works of the Mount Lyell Mining Co., the programme for the day being an inspection of the Lake Margaret Hydro-Electric scheme. Then began a day filled to overflowing with thrilling experiences.

The party proceeded by haulage to the top of the mountain; this, in itself, seemed quite an experience, but was only a mild forerunner of what was to come.

At the top of this haulage, a narrow gauge steam train was waiting, and then followed a trip of some 7 miles as the line meandered around the sides of the mountains. An inspection of the lower power station was the first objective. This involved a descent on a haulage, and provided a thrill such as few of the party had ever experienced. A flat-top truck, with two posts and a cross bar at each end and a single beam joining the cross bars, was the vehicle provided for the descent. The grade was 1 in 1.3 – need more be said!

The ascent, of course, had also to be made, and then the train proceeded on its way to the Lake Margaret Power Station. Luncheon was served here in the Recreation Hall, members being the guests of the company.

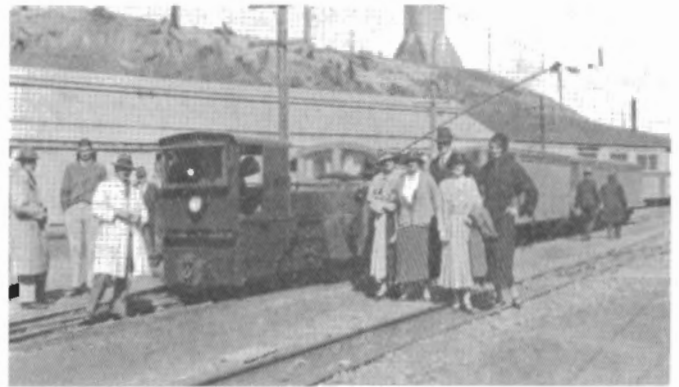
An inspection was made of the power station following luncheon, and then followed the thrill of the negotiation of another haulage, rising to a height of some 1,100 feet.

From the top of this haulage members walked on the sleepers of a tramway track for a distance of nearly 1½ miles, the track winding around the edges of the mountain side. A magnificent panorama was spread out before the eyes of the visitors, the wonder of the scenery being intensified by the fickleness of the weather – a burst of brilliant sunshine, banks of cloud floating in the valley far below, then almost the next moment the party was buried in heavy clouds so that one's vision was restricted to a few yards; then wind; then rain in torrents; then the passing of the clouds, a burst of sunshine, and a glorious view of rugged mountains and wooded gorges. And so the party came to Lake Margaret, at an elevation of over 2,000 feet above sea level, and here again the effects of an abnormally dry season were immediately apparent.

The return to the main power station was made again with the thrill of the haulage. Afternoon tea was served, and the party returned by rail to the first haulage, and so back to Queenstown, wet and exhausted with the efforts of the day, but thrilled with the wonder and enjoyment of it all.



Inspection of Lake Margaret Hydro-electric Scheme



Inspection of Mt. Lyell Mines

SUNDAY, 25th FEBRUARY.

Visit to the Gordon River

A visit to the famous Gordon River was made by a party of 30 on Sunday, 25th February. Three petrol rail cars left Queenstown a few minutes after 7.0 a.m., and the first stage of the journey involved a run of 22 miles over the Mt. Lyell Mining and Railway Company's line to Regatta Point on Macquarie Harbour, adjacent to the town of Strahan. *[3 petrol rail cars for 30 passengers suggests small rail cars – the Company operated a 1922 Daimler Rail Car for the manager's private car and two 1910 Riley Rail Motors at this time³. The Riley Rail Motors each had capacity of 10 passengers⁴.]*

It was a most picturesque trip, affording magnificent views of the King River Gorge, and even the ravages of the recent bush fires *[1933-34 was a major bushfire season in Tasmania]* could not destroy the wonderful natural beauty of the river, mountain and forest country which was unfolded before the admiring eyes of the visitor.

The railroad itself was of particular interest. Its route crosses the divide between the King and Queen Rivers, involving gradients of 1 in 16 and 1 in 20. These sections are surmounted by means of the Abt system of traction, and members were intensely interested in the engagement of the cog-wheels on a steam locomotive with the rack laid between the running rails.

On arrival at Regatta Point, the party boarded a river steamer. Later in the afternoon the party returned to Regatta point and thence to Queenstown.

Visit to Macquarie Heads

A second party of 45 members and ladies left Queenstown by train at 8.30 a.m. and they too first proceeded to Regatta Point. The journey across the harbour to Macquarie Heads was made by motor launches.

The return journey to Regatta point was commenced soon after 3 o'clock, and there the train was boarded, Queenstown being reached about 7.0 p.m.

A few minutes later the party from the Gordon River arrived in the petrol rail cars, all loud in their expressions of appreciation of the scenic beauties on the day.

MONDAY, 26th FEBRUARY

Visit to Mine and Reduction Works

For the visit of inspection to the Mine and Reduction Works of the Mt Lyell Mining and Railway Co. Ltd., on the 26th February, the party was divided into two sections, the first visiting the Mine in the morning and the Works in the afternoon, and the second, the Works in the morning, following with the Mine in the afternoon.

Both parties were conveyed by train from Queenstown to the Works, where the members of the first party boarded

trucks hauled by an electric locomotive, and then began a journey into the bowels of the earth – a journey into the North Lyell tunnel, straight into the side of the mountain a distance of a mile and one half. This tunnel was constructed for the transportation of ore, materials, supplies and men between the main group of mines and the Reduction Works.

Disembarking from the train on the 1,100 ft. level, members were taken along a drive to witness the operation of pneumatic rock drills. It was an eerie sight, the lights being dimmed by the condensation of the exhausted air from the drills so that the figures of the miners appear only as vague shapes, whilst the roar of the machines was accentuated by the confines of the tunnel.

Returning then to the Crown Lyell shaft, a new thrill awaited the party – the experience of being hoisted to the surface at breath-taking speed. The cage was a double-decker and accommodated 8 persons. The ascent was made in pitch darkness, punctuated with flashes of light as the cage passed the different levels on the journey to the surface. Huddled together, splashed by falling mud and water, it was a novel somewhat terrifying moment for many – but was soon just another incident in those wonderful days of excitement and pleasure at Queenstown – and the party moved on, eager – always eager – for more.

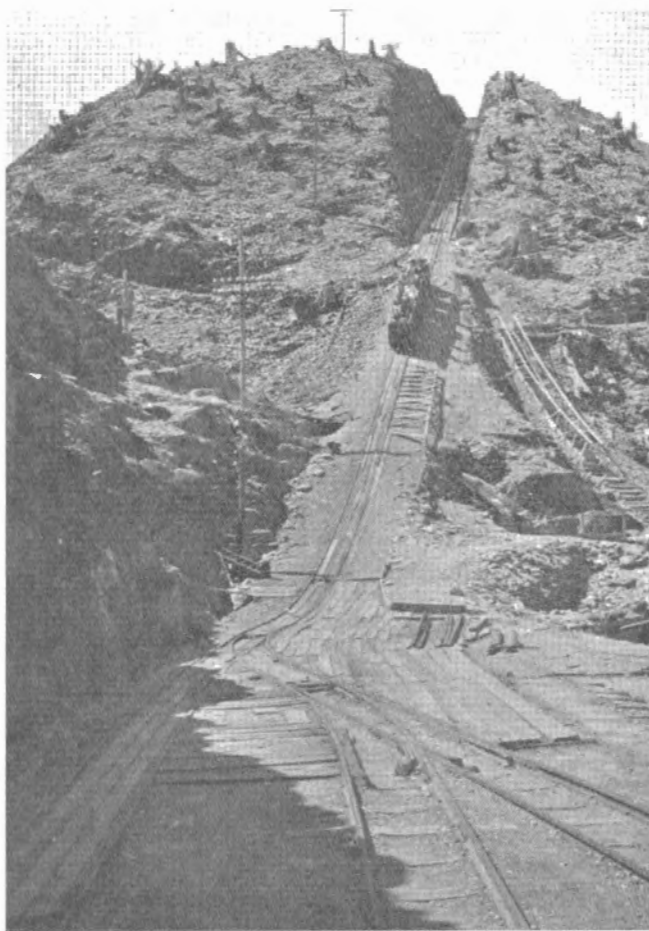
Emerging into daylight again, near the Crown Lyell hoist house, members witnessed the operation of a large electric shovel digging mullock from a quarry face. This is loaded into trucks, taken into the mines and used in filling the stopes, the mining of the ore being by the 'stopping' system.

The North Lyell compressor house was next visited, and then followed a walk of about one mile along a tramway to the summit of the haulage on the divide between Gormanston and Queenstown. Mt Owen (3,700 feet) towered ahead and on all sides were rugged mountain masses. To the north, could be seen glimpses of the main road threading its way along the foothills. It was a magnificent sight, and the colouring of the slopes and peaks ranged through a whole series of delicate tints. On all sides was seen evidence of past mining activities.

Then came the descent of the haulage – a slope length of 2,252 feet and vertical drop of 714 feet – affording yet again bird's eye views of the reduction works and, direct ahead, distant views of peaks and rugged crags stretching to the ocean.

At the foot of the haulage, a steam train was picked up, and the party returned to the works, about 1 mile distant, where it was joined by members of the second party – then back to Queenstown for lunch.

The visit to the Reduction Works of the Mt Lyell Mining and Railway Co. Ltd., was made that afternoon, the inspection including the general store, the maintenance and repair shops (machine, boiler, blacksmith's, welding, foundry, carpenters,



Coming down the Mt Lyell Haulage

pattern-making, carriage repair and paint and electrical shops) – the whole a self-contained unit. Then came the crude ore bins, the concentration mill, the flotation plant, the smelters, and the electrolytic refinery.

The visit proved of absorbing interest. One particular feature of the plant was, almost without exception, commented upon by the visitors – the orderliness and cleanliness of this great engineering activity. Some, it seemed, had had visions of a dirty, tiring visit.

TUESDAY, 27th FEBRUARY

Departure from Queenstown.

At 8.0 a.m. on 27th February, two-thirds of the party left Queenstown by train, bound for Burnie, on the North Coast, the railway station being the scene of a tumultuous farewell. [This was the normal daily Mt. Lyell Mining and Railway Co. Ltd.'s passenger train. The journey would have involved transferring to the TGR at Regatta Point (Strahan) to travel to Zeehan before transferring to the Emu Bay Railway to Burnie⁶. The journey was not without adventure as the passengers and luggage were transhipped around a burnt railway bridge near Zeehan⁷.]

En route, the journey was broken by many at Rosebery. Here the party was met, about 4.30 p.m., by the Superintendent, Mine Manager and metallurgist of the Electrolytic Zinc Co.'s Mine and Concentration Plant.

An inspection of the plant was made during the evening, and at 9.15 a.m. next day (Wednesday, 28th February) a visit was made to the Hercules Mine, Williamsford. [Williamsford had been the terminus of the 2ft gauge North East Dundas Tramway which closed in 1929 – five years before this visit⁸.] Here half the party climbed to the top of Mt. Reid, providing far-flung views of Lake Margaret and the ocean, and the remainder entered an adit and made an inspection of the ore face.

Leaving Rosebery, by train, at about 2.45 p.m., the party arrived in Burnie, the majority there catching the steamer for Melbourne at 9.30 p.m. – tired but happy in the enjoyment of the Conference.

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(The paper by TAC Preston was originally published in the January 1934 edition of The Journal of the Institution of Engineers Australia and was presented to the visiting members on the evening of 23rd February, 1934 at a formal welcome held at the Mount Lyell School of Mines. The following extracts relate to the railway operations.)

Electrical Equipment on the Mount Lyell Mining Field, Tasmania.

by Thomas Arthur C. Preston.

The mines and works of the Mount Lyell Mining and Railway Company Ltd., are situated in rugged mountainous country on the West Coast of Tasmania, approximately twenty miles north-east of Macquarie Harbour.

The company's railway runs to the Port of Strahan, a distance of twenty-three miles, and there links up with the Tasmanian Government Railway system. The distance from Strahan to the north-west coast is one hundred and twenty miles.

The recently-constructed west coast road provides an outlet to the eastern side of Tasmania, the distance to Hobart being one hundred and sixty miles.

The townships of Queenstown (population 4,000) and Gormanston (population 1,100) are situated, respectively one mile south and two miles east of the company's reduction works.

Copper is the principal product, with a certain amount of gold and silver. For the year ending 30th September, 1933, 418,660 tons of ore were mined and treated, producing 10,429 tons of refined copper, 137,039 oz. of silver and 4,998 oz. of gold.

The number of employees on the company's pay roll is approximately 1,400.

Lake Margaret Hydro-Electric Power Scheme.

The Lake Margaret hydro-electric power scheme is owned and operated by the company, and supplies electric power for all local requirements and also transmits power to Zeehan (13 miles) and Rosebery (30 miles).

The Mount Lyell Mining Field.

The mines from which ore is being won at the present time are the North Lyell, Crown Lyell, Royal Tharsis and Lyell Comstock, the relative positions of which are shown on

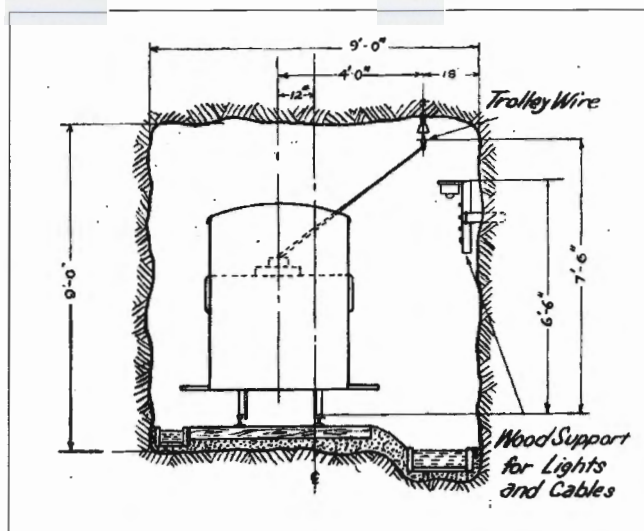
the locality plan; the three former are connected to the North Lyell tunnel by means of which ore is transported by electric locomotives to the concentration mill; transport from the latter mine is handled by steam locomotives over a tram line 5 miles long.

Ore is mined by the "stopping" system; mullock for filling the stopes in the Crown Lyell and North Lyell mines is quarried from an open cut near the Crown Lyell hoist house by means of an electric shovel, which digs the mullock from the face of the quarry and delivers it into one cubic yard side-tipping trucks.

This shovel is a Ransomes and Napier No. 7 Marion, 1 cubic yard capacity, self-propelling on crawler belts.

Ore Transportation.

The North Lyell tunnel, which was completed in 1928, provides for the transportation of ore, timber, steel, men, and general supplies between the main group of mines and the reduction works. The concentration mill is 1,500 ft. from the entrance. The main tunnel is 7,000 ft. long and has three branches, each approximately 500 ft., to the Crown shaft - Blocks shaft and North Lyell ore body. A fourth branch, approximately 5,000 ft. from the entrance, connects with the



Cross Section of North Lyell Tunnel

Tharsis workings. The grade is 1 in 200, and the tram track is 24 in. gauge with 43 lb. rails, which are bonded.

The original bonds used were of the Chicago drift pin type but these are being replaced with electrically-welded bonds made up locally; the rails are cross bonded at 100 ft. intervals. The trolley wire is a 3/0 S.W.G. standard grooved section (2,212 lb. per mile) had drawn cadmium copper, suspended by insulated phosphor bronze ears fastened by socket set screw clamps to 1½ in. diameter hardwood or iron pegs driven into vertical holes bored in the rock (see Fig.). Flange type fittings are used where the trolley line passes under any timbering; a feeder cable taps into the line 1,500 ft. inside the tunnel entrance.

A 500 kW., 500 volt, direct current generator, direct-coupled to a 3,000 volt synchronous motor, situated near the concentration mill, provides power for the traction.

Three electric locomotives are employed to handle all transportation connected with the tunnel train system. These locomotives were supplied by the English Electric Company. Each weighs 9 tons and is fitted with two 38 h.p. 500 volt series traction motors, has an average speed of 10 miles per hour, with a maximum of 25 miles per hour, and hauls a train of twelve trucks, equal to 168 tons gross weight.

As steam locomotives run on the same tracks as the electric locomotives in the shunting yards, the trolley wires outside the tunnel are fixed at a height of 11 ft. 6 in. above the top of the rails (the height in the tunnel being 7ft. 6 in.). The locomotives are fitted with 14 ft. long trolley arms and swivel heads; this length of arm also allows for only one trolley wire being used for a double track. All frogs are of the Prescott spring-back type. The rolling stock for ore transportation consists of double-bogey trucks of 10 tons capacity - 4 tons tare - fitted with side doors and inverted "V" bottoms. Special covered-in trucks, with three compartments and seating accommodation for 24 men, are used for transportation of employees.

Submitted to Light Railways by Greg Stephenson

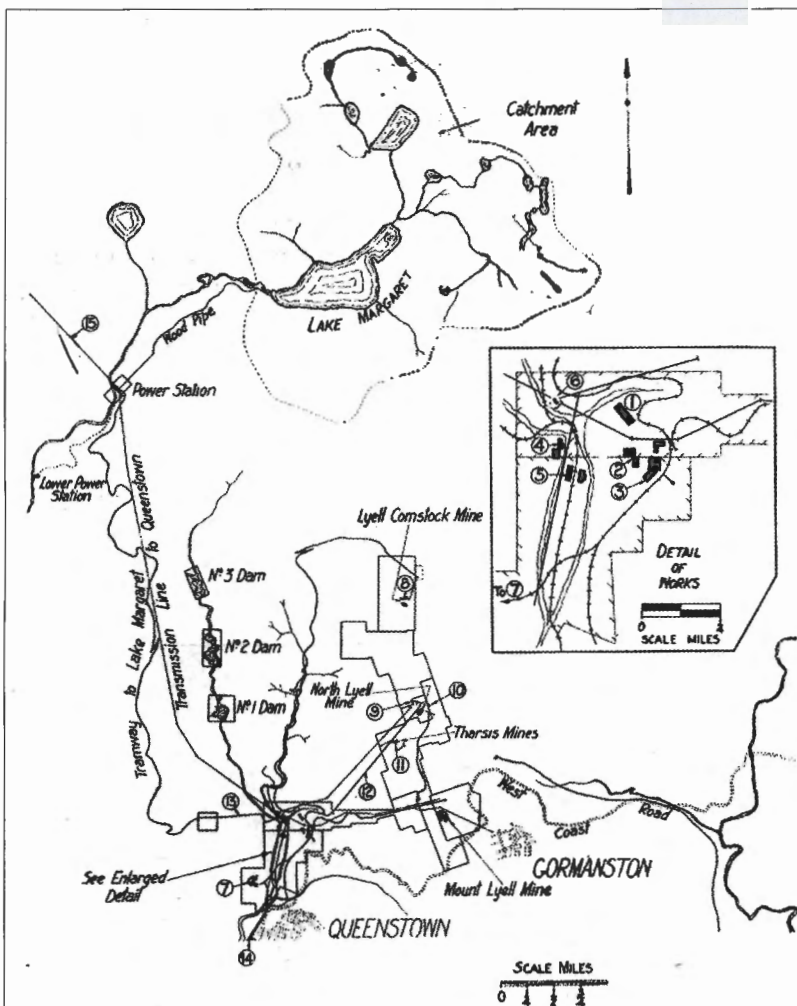
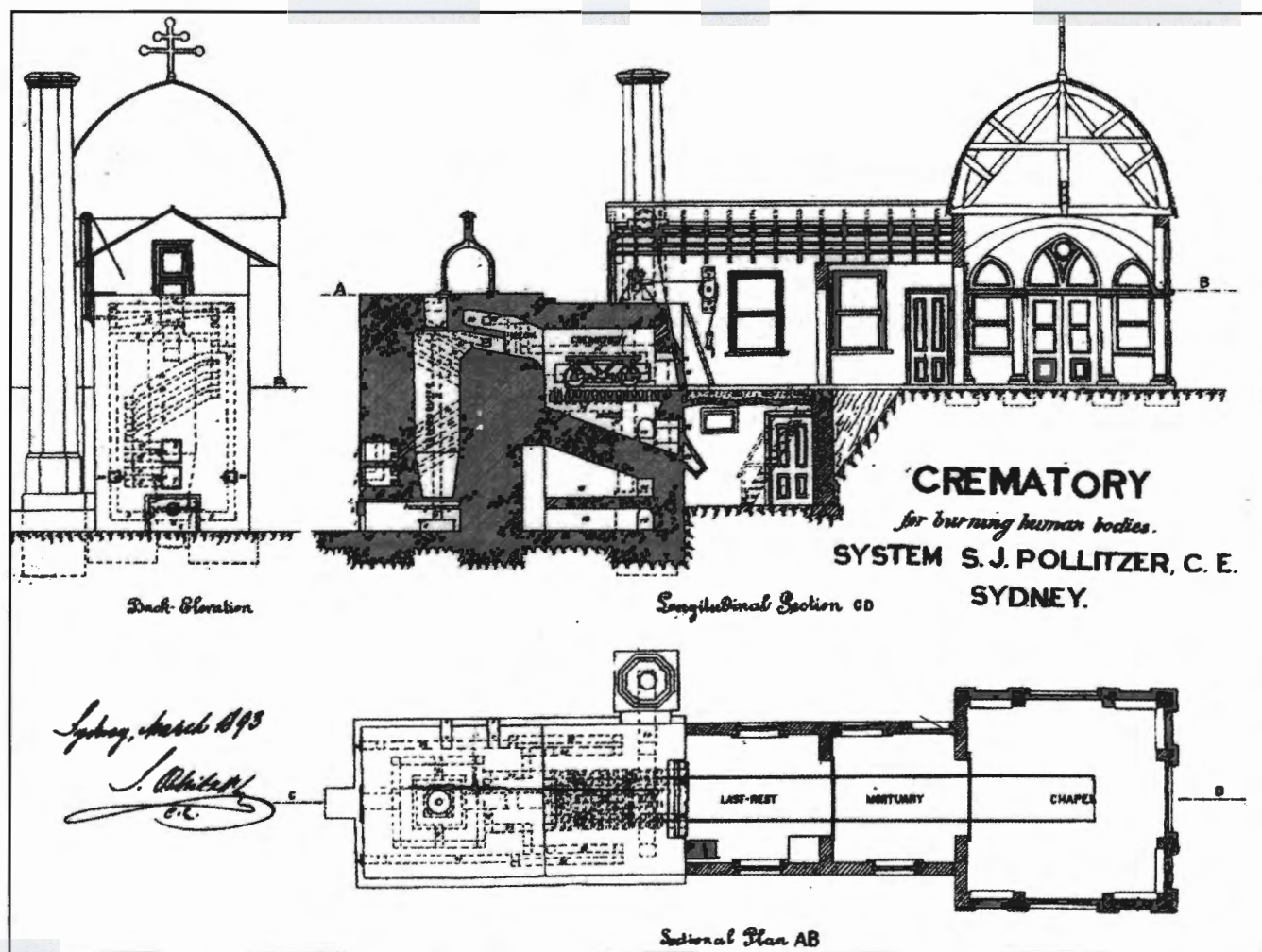


Fig. 2.—Locality Plan of Mount Lyell District.

KEY TO LOCALITY PLAN.

- | | |
|----------------------------------|--------------------------|
| 1. Mill. | 8. Comstock Shaft. |
| 2. Refinery. | 9. Crown Shaft. |
| 3. Smelters. | 10. Blocks Shaft. |
| 4. Offices. | 11. Royal Tharsis Shaft. |
| 5. Shops. | 12. North Lyell Tunnel. |
| 6. Sub-station. | 13. Haulage. |
| 7. Flux Quarry. | 14. Main Line, Railway. |
| 15. Transmission Line to Zeehan. | |



For your Ultimate Light Railway journey

A Proposal for a Crematorium 1893

by Trevor Edmonds

Introduction

In March 1893, engineer SJ Pollitzer wrote to the New South Wales colonial government with details of a crematorium he had designed. His process included the conveyance of the coffin from the chapel to the crematory by a rail carriage.

The cremation of the dead dates back to the stone age. Early Christians considered the practice pagan, and the spread of Christianity across Europe in the 5th century saw burial of the dead become the only accepted option.

The earliest 'modern' proposals for the use of cremation in Western culture date from the 1760s, but faced firm opposition from both church and state. The first public crematorium opened in England in 1885.

Mr Pollitzer, CE

Samuel Joseph Pollitzer was born in Hungary in 1844. He arrived in Adelaide in 1877 and moved to Sydney in 1883, establishing an engineering practice, initially at 130 Pitt St. Over the years, Pollitzer added surveyor, consulting and mining engineer to his qualifications, and published papers on numerous subjects including water resources, railway gauge standardisation and mining surveying. He submitted a proposal for a suspension bridge to cross Sydney Harbour in 1887.

Pollitzer's practice closed around 1918. Nothing is known of his later life.

The Rail System

Mr Pollitzer only gives scant detail about the rail system:

The Coffin-carriage is of special design, in so far as the Coffin is suspended by the carriage. The carriage with body is shot into the crematory, there the coffin is made to drop on the grate and the carriage is then withdrawn. This mode of introducing the body is the most rapid, and more successful than any other existing system.

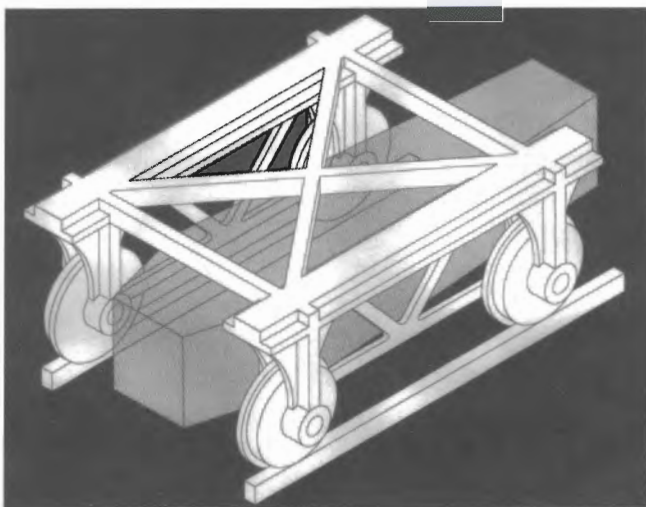
The carriage appears on the plan, but is no more than a conceptual sketch. The method of holding the coffin under the deck of the carriage is not described, nor is the release mechanism. No dimensions are given, but the gauge appears to be about 3 feet.

The railway carried the coffin from the chapel and through two sets of doors, so the crematory would not be visible to the mourners as the carriage was withdrawn from the chapel.

The Cremation Process

The crematory would burn coke in a furnace (called the gas producer) behind the cremation chamber. Air for combustion was to be pre-heated in flues encircling the gas producer prior to its admission through the bottom of the furnace. A dish of water under the gas producer would be converted to steam that decomposed into hydrogen and oxygen as it passed through the burning coke. Carbon dioxide given off by the burning coke would decompose to carbon monoxide.

The gases reaching the top of the gas producer would mix with heated air from a second set of flues encircling the gas producer and be completely combusted. Chimney draft



The coffin carriage

would draw the gases down into the cremation chamber at a temperature of 1800°F (980°C).

Pollitzer claimed a body would be reduced to ashes in two hours. By using "pure red hot glowing atmospheric air" rather than direct flame, the process would not produce smoke or offensive smells. No mention was made of any actual trials with this design, so presumably no test unit had been built.

The Result of the Proposal

At the time of Pollitzer's proposal, the concept of cremation was being actively promoted by NSW politician Dr John Mildred Creed. Despite their common purpose, Creed does not appear to have had any involvement with Pollitzer.

The colonial authorities showed no interest in the proposal. It was filed with the Colonial Secretary's incoming correspondence where it remained until your author stumbled upon it while doing unrelated research.

The first crematorium in New South Wales opened at the Rookwood Necropolis in 1925.

References

Abbreviations:

CS	Colonial Secretary's Correspondence Files
NAA	National Archives of Australia
PROV	Public Records Office of Victoria
SRNSW	State Records NSW

Primary reference:

SRNSW CS 93/3214 (5/6121) – Letter from SJ Pollitzer proposing crematory

Secondary References:

- SJ Pollitzer *A Study of the River Murray* W.K. Thomas & Co. 1883
Tables & Formulae for Switches & Crossings For the Australian Railway Gauges 1886
Plan of the Borough of Waverly Gibbs, Shallard & Co. 1887
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 Sands Directory of Sydney – 1894 to 1920
 SRNSW CS 87/12419 (1/2666) – Letter from SJ Pollitzer proposing bridge across Sydney Harbour – 1887
 SRNSW CS 88/3782 (1/2695) – Letter from SJ Pollitzer seeking appointment to Metropolitan Water Board – 1888
 SRNSW CS 90/5648 (5/5980) – Letter from SJ Pollitzer re Dove's Plans of Sydney – 1890
 SRNSW CS 97/6509 (5/6374) – Naturalization papers – SJ Pollitzer – 1897
 SRNSW CS 02/5556 – Letter from SJ Pollitzer seeking appointment to Royal Commission on Water Conservation – 1902
 Robert Nicol *This Grave and Burning Question. A Centenary History of Cremation in Australia* Adelaide Cemeteries Authority – 2003

Where is it?

This postcard from the Ray Graf collection shows an interesting plantation railway, maybe in south-east Asia or the Pacific. Gauge of the well-engineered double track electric railway appears to be about 2ft. Can readers provide any information about the electrical installation or suggest any possible clues on date or location?





Bunyip in its early years of operation at a cane loading derrick.

Photo: Ken Rogers collection

Continental charm The mysterious *Bunyip*

by John Browning

Gin Gin Central Mill was established through a Queensland government loan under the provisions of The Sugar Works Guarantee Act of 1893. It was one of the first sugar mills to be established under that Act, first crushing in 1896 and was situated at Wallaville, on the north bank of the Burnett River about 55 kilometres south-west of Bundaberg and 45 kilometres north-west of Childers.

The mill directors wanted to order a Fowler locomotive for their 2ft gauge tramway, because delivery had been promised in good time for the start of crushing. However, as the mill was relying on government funds, the government requirement prevailed that the locomotive order had to go to the lowest tenderer. With little time to spare, the tender accepted in March 1896 was offered by O Granowski, the Brisbane agent of Arthur Koppel, a German supplier of light railway equipment.

The mill was ready in July 1896 but the locomotive had not arrived, so horses hauled the 200 cane trucks for the first seven weeks of crushing. The locomotive arrived in time to enter service on 31 August and although a cylinder cover required replacing after a couple of weeks, it settled down to give excellent service.¹

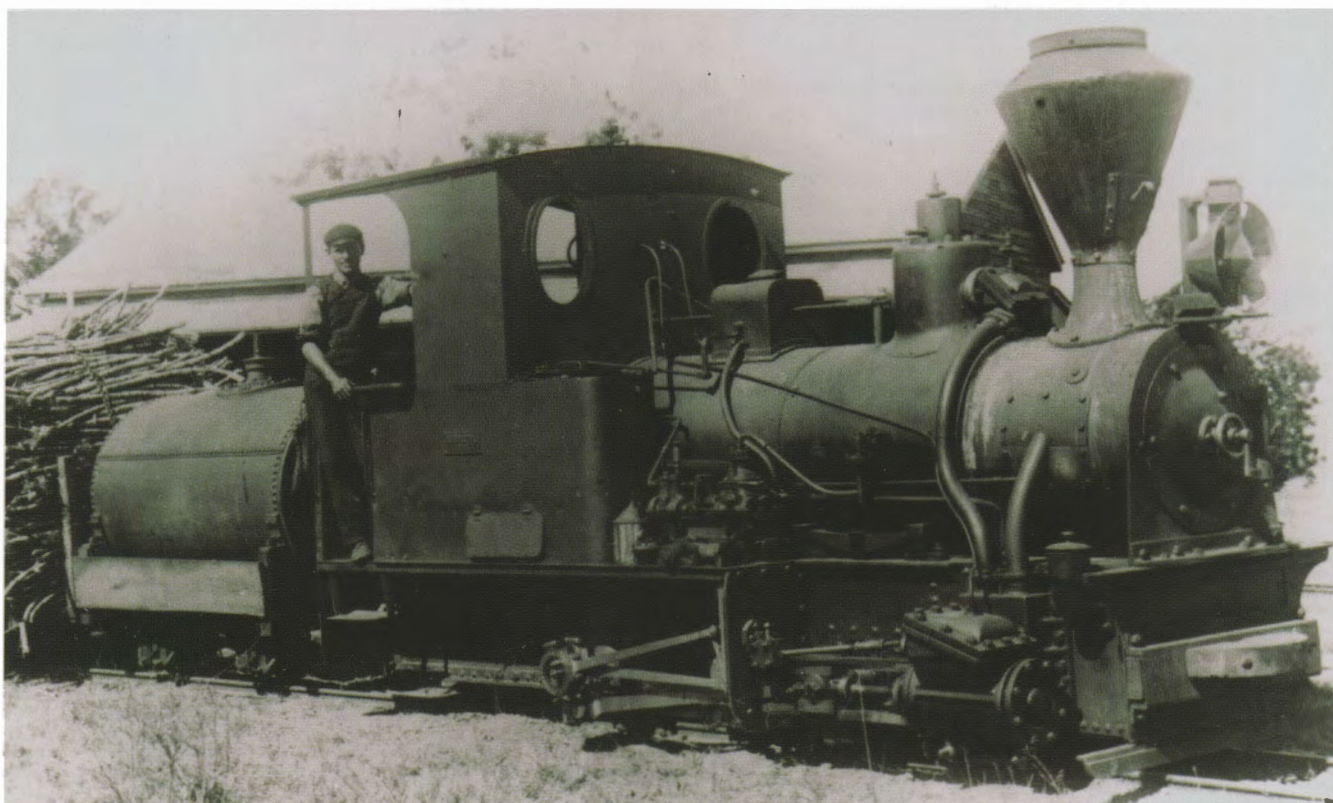
Familiarly known as *Bunyip*, the locomotive carried plates declaring that it had been supplied by Arthur Koppel. Unusually, it was an outside-framed 0-6-0WT, apparently with 240mm x 300mm cylinders, which would give it a rating of about 60hp. The well tank between the forward section of the frames had filler holes conveniently placed at each side of the smokebox. The throttle valve was mounted on the front of the steam dome, feeding large external steam pipes that descended to the cylinders. The throttle control rod ran through the sand

dome and steam dome, which was surmounted by a safety valve. Cabside bunkers allowed for fuel, while the mill supplemented the small water capacity by attaching a four-wheel wagon with a cylindrical tank mounted on it. The front plate of the smokebox extended downward to the footplate, making the shape of a slightly flared inverted "U". The front of the cab was fitted with oval spectacle glasses, but the rear of the cab was open above waist level. A boiler feed pump was fitted. A large oil lamp with reflector graced the top of the smokebox, and a spark-arresting chimney was fitted. Wheel diameter was approximately 600mm. Unusually, the wheel spacing was uneven, being 775mm and 725mm respectively.² Valve gear was Allan's straight link motion.³

The mystery of this locomotive is that no one knows who built it. Arthur Koppel never built any locomotives, and in the twelve years up to 1896, with a single exception, we only know of ones they purchased from Krauss (54) and Jung (37). Of these, only four were 600mm 0-6-0T locomotives, one by Krauss and three by Jung, built in 1893-1895. There was only one 610mm gauge locomotive, a Jung 0-6-0T built in 1895 and described below.⁴

It is worth noting that very few 0-6-0T locomotives of around 2ft gauge had been built in Germany by 1896. 600mm gauge 0-6-0T locomotives included "Zwillinge" (twin units) built for the German Army by Krauss from 1890, by Henschel from 1894, and by Berliner and Hanomag from 1895. However, apart from these, there are less than fifty known 600mm gauge 0-6-0T locomotives built in Germany by 1896, all by Krauss, Vulcan, Jung and Hagens, and just two of 610mm gauge, built by Jung.⁵

The only remotely feasible candidate for *Bunyip* that I have been able to find is Jung 246 of 1895, a 60hp 0-6-0WT of 610mm gauge for Arthur Koppel, despatched on 28 December, 1895. This date was before the Gin Gin locomotive was ordered, and as this gauge is the imperial 2ft gauge rather than the more usual metric 600mm gauge, it seems likely that it was required by Arthur Koppel in response to a specific order, or possibly for



In this fine early portrait, Bunyip has received some minor modifications, including lubrication pipes running from the cab to the cylinders.

Photo: Author's collection

exhibition, in an English-speaking country. *Bunyip* did not arrive in Queensland before August 1896. It seems significant that it does not exhibit many of the particular features of Jung locomotives such as flat-topped cylinders and a distinctively shaped dome cover and smokebox front support. Furthermore, the entry in the Jung locomotive register gives an even wheel spacing of 750mm and 750mm for this locomotive, slightly different to the uneven spacing of *Bunyip*. In addition, the cylinder dimensions are recorded as 240mm x 360mm and the wheel diameter as 650mm, so it seems safe to discount it as a possibility.⁶

It has sometimes been suggested that *Bunyip* was a Krauss, and it does feature many characteristics of Krauss design. However, no feasible candidate can be found in that builder's list. The first 610mm gauge locomotive built by Krauss was the locomotive that followed *Bunyip* to Gin Gin Mill. It was Krauss 0-6-0T *Stella* (3423 of 1897), and once again was supplied by Arthur Koppel through the agency of O Granowski.⁷

Other contemporary German builders of narrow gauge locomotives (Berliner, Borsig, Esslingen, Hagans, Hanomag, Hartmann, Heilbronn, Henschel, Hohenzollern, Karlsruhe, Linke-Hofmann, Maerkische, SACM, and Vulcan Stettiner)



Bunyip has received further modifications but its final rebuild is yet to come. Note the changes to the boiler mountings. Photographed at Tookie (near Gin Gin) in August 1941.

Photo: Ken Rogers

have all been investigated but no plausible candidate for *Bunyip* has been found. Maffei and Humboldt did not build narrow gauge locomotives until later.⁸ The well-known narrow gauge builders Orenstein & Koppel did not produce any locomotives until after absorbing Maerkische in 1898, and Freudenstein's first production was also in 1898.⁹ Neither does there seem to be any possibility of the locomotive having been built by any of the established Dutch builders such as Breda, as was once suggested.¹⁰

Other German possibilities may include the obscure builders Mecklenburgische Waggonfabrik of Gustrow and Zobel of Bromberg. Neither of these builders seem to have complete builder's lists surviving, but it is possibly in the products of a small company such as Zobel that there seems to be the most hope.

The likelihood of *Bunyip* having been built by a major (or even medium-sized) manufacturer is small because such makers generally stamped their builder's number liberally on motion parts. When Bruce Macdonald made an intensive effort to find a number on the locomotive in the quest to identify it more than 20 years ago, he discovered that it carries no such numbers.

It appears that *Bunyip* was fitted with a new boiler in 1905, 1914 and 1933. It was sent on wartime loan to South Johnstone Mill in North Queensland in about 1915, when that mill was under construction by the Queensland Government. Rebuilt in later years with welded side tanks and a rear coal bunker, the locomotive was out of use by 1962, by which time it had the name *BUNDY* roughly painted on the tanks.¹¹ It was 'preserved' by the Kolan Shire Council in its park at Wallaville in 1966 and, not surprisingly, its condition deteriorated over the years. *Bunyip* was donated to the Gin Gin & District Historical Society in 1994, and removed to a nearby property at Bullyard for restoration by Peter Melville and local volunteers. It was rebuilt in a condition similar to its original appearance and arrived in the museum at Gin Gin in time for its centenary, painted a pleasing green colour. It is displayed in a small open shed and is visible to the many travellers who pass this way on the Bruce Highway linking Brisbane and Cairns.

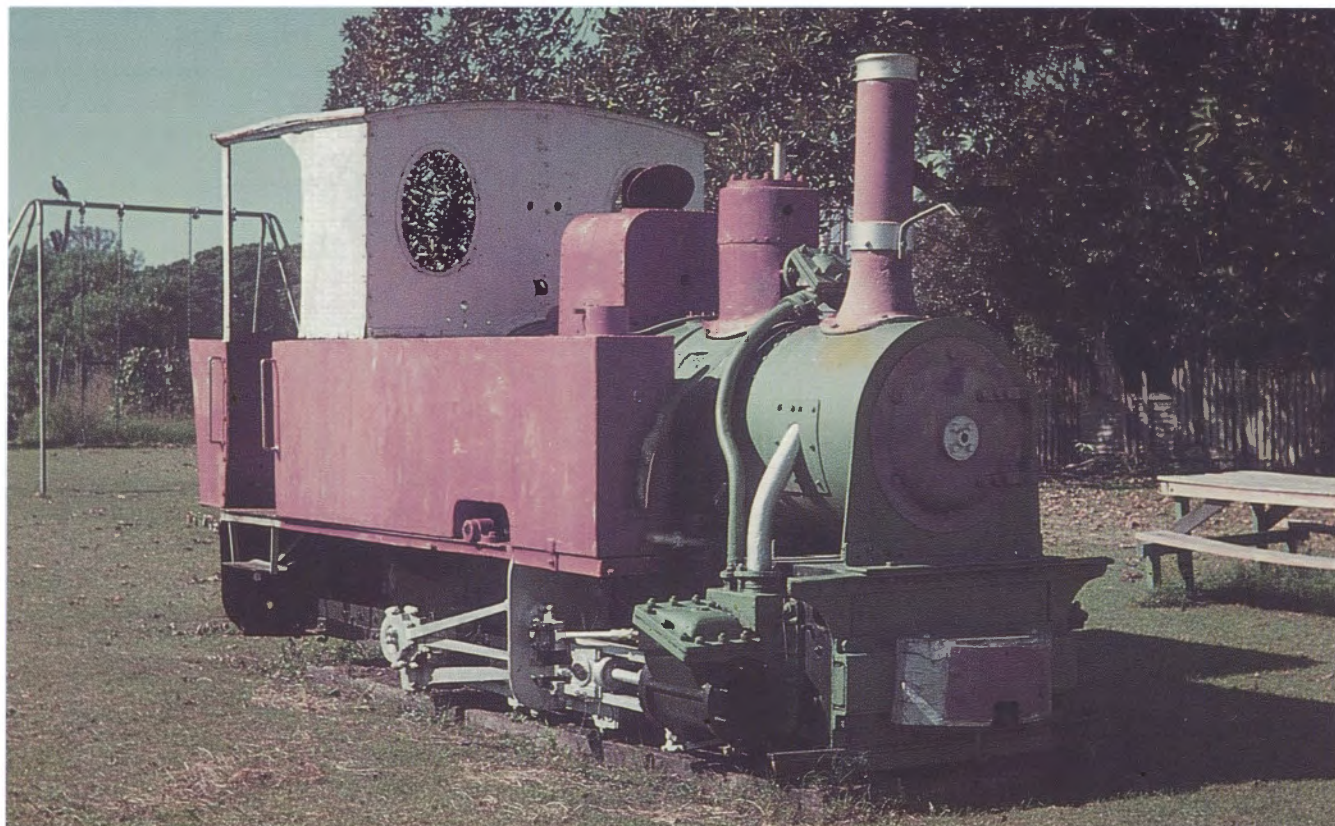


In the Historical Society Museum at Gin Gin, 21 August 2000.

Photo: Author

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"Preserved" in the playground at Wallaville, Bunyip is seen following rebuilding with side tanks and rear bunker, 14 May 1975. Photo: Author



The Phosphate Corporation provided well made structures to service its passenger traffic. Former South residents have restored the South Point station. In the background the track bed has been obliterated by mining activity.

Christmas Island February 2004

by Mike McCarthy (photos by the author)

A short visit to Christmas Island for work in February 2004 provided a brief chance to explore the remains of the standard gauge railway system once operated by the British Phosphate Corporation there. It was an interesting experience, especially when armed with only the barest of knowledge about the system. The island was a challenge for rail operations, not because of the grades as, largely, they were quite easy, but because of access. The surrounding cliffs proved tricky for the despatch of minerals and made the delivery of locomotives and rolling stock a hard task.

Much of the early phosphate mining took place on Phosphate Hill not far from the main population centres of Settlement (European), Poon Saan (Chinese) and Kampong (Malay). The operation at that time used inclines, a flying fox and, for a while, a chute to carry the phosphate to waiting ships. Two-foot gauge tramways reached into the workings. In 1914, operations switched to the south end of the island at South Point and the completion of a railway, 17 kilometres in length and said to be 4ft 9ins in gauge, allowed the transport of phosphate to the port from South Point. This was to operate until around 1987. Some time over its life the track was narrowed the important half inch to bring it to standard gauge.

The terminus of the line, Drumsite, lay above the main settlement. It drew its name from the drum that controlled the incline that carried the railway down a 1 in 6 slope to the shoreline until the late 1950s. An unloading and drying facility

at Drumsite replaced it and a conveyor belt carried the phosphate to the wharf. Rail connection was via an extension from the marshalling yards at the top of the old incline, past the workshops and then over a high bridge crossing the main road to enter the drying shed. Another section of line was also worked in later times (probably in the 1960s or 70s) for about 1.5 kilometres east from Drumsite to a phosphate dump. Access to the dump was by another bridge over the road at the other end of the unloading shed. Presumably, phosphate, unloaded at the Phosphate Hill dump, was reloaded and worked back to the unloading shed when required.

In the 1920s, a two-foot gauge system also operated on Phosphate Hill and on the shoreline. The workings here made use of a number of internal combustion locomotives.

By the time of my visit, all trackwork at Settlement had gone. In earlier times, phosphate travelled to the works from the foot of the incline and, prior to that, from the bottom of a chute. A formation sighted at the back of the Malay Kampong area may well have been part of the system.

The railway travelled south-west from Drumsite, where the workshops and engine sheds as well as marshalling yards were found. Alongside the line at the Christmas Island school, about a kilometre from Drumsite, there was a platform and shelter probably to serve children travelling to and from South Point.

A phosphate dump was located about another kilometre along the line near the current power station. Here, rails embedded in the road curve off towards the facility where a loop passed across a raised phosphate dump trestle. Sleeper impressions suggest that there were sidings, probably to hold trucks waiting unloading, a short distance beyond the loop. It seems that this dump operated until the closure of the railway. A conveyor belt carried phosphate to the port from here.

The formation can be easily followed south-west from the power station alongside Murray Road. At times, it takes the



Loco 9402 (General Electric 17938 of 1943 ex NSWGR 7923) at the former Drumsite marshalling yards. Conveyor from Unloading Area and Drying Works near power station in background.

form of a high embankment or cutting into the hillside above the road on the south side.

Six kilometres from Drumsite, the railway turned to the south, away from Murray Road, to pass through dense tropical forest. A short distance into this section was a junction, which provided access to a branch to the west that travelled alongside the road leading to Murray Hill where phosphate mining took place in the 1970s. A loading facility for phosphate mined in this area was located near the East-West Baseline Road intersection



South Point railway formation close to East West Baseline Road. This section of line is passable to 2-wheel drive vehicles.

about three kilometres from the junction. The formation is evident over much of the route but other than footings most of the former loading facility has been removed.

The alignment south from the Murray Road branch junction is now a track navigable by car. For around four kilometres, you can drive over embankments and through cuttings dodging the native red crabs (ugly looking things!) along the way. The track emerges onto East-West Baseline Road but after passing through a former phosphate loading area, at one time served by a loop siding, the railway formation disappears into jungle on the other side. Maps of the island suggest that you can walk the remainder of the line to South Point but don't be fooled by them. It is well overgrown in a fashion that is unimaginable on the mainland. The jungle has reclaimed its own!

North-South Baseline Road takes you around to the site of the original South Point mining operations. Virtually nothing remains of the settlement and works here other than some concrete foundations; mining has destroyed all remnants. The exception is the former station site. It is a little tricky to get to and in wet weather you will have to walk but it is well worth the effort. Former South Point residents have preserved the station and partially restored it. Some rail track remains but at the end of the station platform all sign of the railway has been obliterated by mining operations. This activity has also destroyed all remains of the former two-foot gauge system that served the terminus.

A further kilometre along the formation lies the final terminus of the line. Here you can discern the remains of a loop siding and much of the old loading facility sits rusting on the ground.

Back at Drumsite, the line around to the former phosphate dump can be followed quite easily and some rail remains on the ground. The connection passed alongside the engine sheds and then through the unloading facility and dryers by means of high bridges towering over the road. The bridges have gone but, alongside the road, the piers remain. Below the cliffs at Settlement, where the wharf is located, few signs of the railway system remain.

The railway employed a range of steam locomotives including 70-ton Shays and a small fleet of diesel electric locomotives. The latter were mostly of Canadian Locomotive

Company and General Electric origin. (see LR 29, 140 and LRN 65). Two of these are still lying in an abandoned state there. The other four locomotives reported by Greg Stephenson in 1995 seem to have gone.

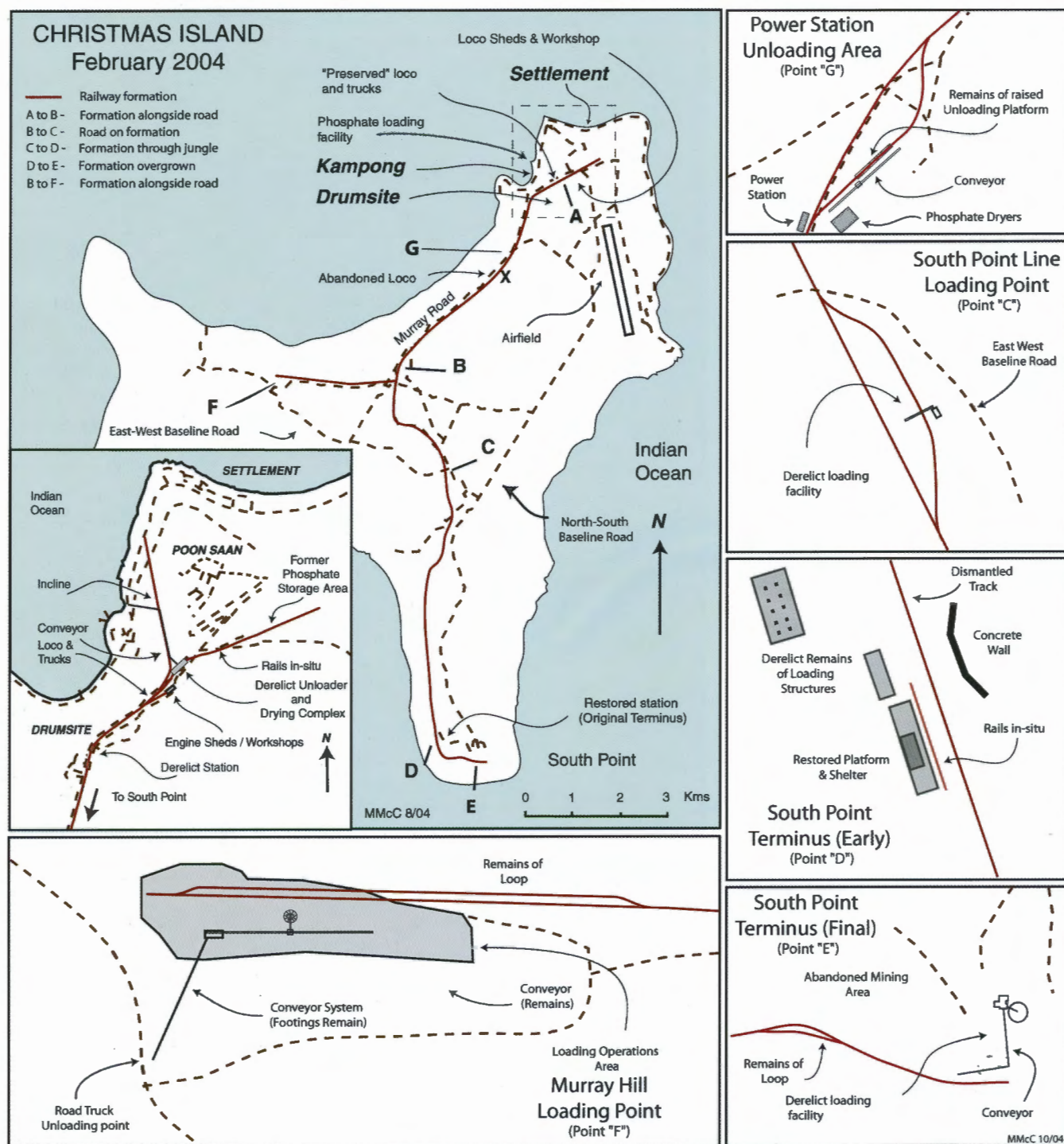
One locomotive (GE B-B DE 9402) is at Drumsite in derelict condition. It is on a short stretch of track with a number of equally worse-for-wear trucks. The second is alongside Murray Road about four kilometres from Drumsite. It has all but been consumed by jungle and appears to be a few metres off the main line on a siding that probably served as a storage loop for the former dumpsite nearby. Some rails stacked in the vicinity would suggest that this might have been a depot in use during dismantling.

The loco sheds and workshops are still in use at Drumsite servicing machinery. With the exception of the short stretch where the locomotive and trucks can still be found and a section on the extension to the phosphate dump east of Drumsite, all

trackwork has been removed. However, a number of track panels (i.e. sleepers and rails) are stacked outside the sheds. A former station shelter can be found a short distance from Drumsite adjacent to the school, and rails are still in roads at some former crossings.

The island is not a tropical paradise but it certainly has its attractions from a flora and fauna perspective. From the viewpoint of someone interested in railway activities there is plenty of interest but one would have hoped for more. I had hoped that its isolation might have meant that it would be a treasure trove of abandoned trackwork and equipment but unfortunately, this is not the case. Singaporean scrap merchants cleaned out much of the more interesting material long ago.

David Jehan is writing a comprehensive history of the railways on the island. Hopefully it will be available in the near future as I'm sure it will provide a great guide to discovering more of what remains.





Industrial Railway NEWS

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**Special thanks to contributors to the
Locoshed and Cane Trains e-groups**

<http://groups.yahoo.com/group/Locoshed>

<http://groups.yahoo.com/group/Canetrains>

NEW SOUTH WALES

THE MANILDRA GROUP

(see LR 178 p.18)

1435mm gauge

Goninan B-B DH MM04 (012 of 1961), ex BHP Newcastle, left Newcastle by road transport to Manildra's Gunnedah plant on 29 November, with its bogies transported separately. Modifications included the removal of buffers and adjustments to the headstocks to fit the standard NSW loading gauge. The locomotive had been repainted in attractive Manildra blue and yellow livery. MM03 (Goninan 015 of 1961), similarly treated, was scheduled for transport to the plant at Manildra two days later.

Brad Coulter 9/04, 11/04 (Trainsighters e-group);

Ed Tonks 12/04

QUEENSLAND

BUNDABERG SUGAR LTD, Bingera, Fairymead & Millaquin Mills

(see LR 180 p.18, 179 p.18 & 178 p.19)

610mm gauge

Applications have been made to the Federal Regional & Community Projects program for rail projects to facilitate cane transfers between the three mills. An application for \$430,500 has been made to modify the existing cane ferry operation at Fairymead to allow large tonnages of cane to be redirected across the Burnett River from Fairymead Mill to Millaquin Mill. Another application for \$1.437m has been made to upgrade the rail link connecting Bingera and Fairymead Mills to overcome restrictions imposed by steep grades, sharp curves and the level crossing of the QR main line at Meadowvale.

Steven Allan 12/04



Top: Manildra's standard gauge Goninan B-B DE MM04 (012 of 1961) loaded for transport to Gunnedah at the Goninan Broadmeadow plant, 29 November 2004. Photo: Ed Tonks. **Centre:** Moreton Mill's Com-Eng 0-6-0DH JAMAICA (B1112 of 1956) sits in solitary state in the remains of the loco shed at the mill, 19 December 2004. Photo: Carl Millington. **Above:** Babinda Mill's Clyde 0-6-0DH 20 (63-289 of 1963 - formerly Moreton Mill's MORETON) crosses the North Johnstone River light engine on 8 October 2004. Photo: Carl Millington.

Industrial Railway NEWS

BUNDABERG SUGAR LTD, Moreton Mill

(see LR 180 p.18)

610mm gauge

The interim heritage listing of parts of the tramway was soon largely lifted by the Queensland Local Government Minister, and track removal resumed. A heritage order has remained in place for the section of track set in the roadway from the mill gates to Howard Street yard and for the Maroochy River lifting bridge.

In late November and the first half of December, the main line was lifted from Bli Bli cutting back to Howard Street yard. In mid-December the demolition train was moved by road transport to the north side of the lifting bridge. It was turned around to continue the task of track removal north from Bli Bli cutting towards the river. By 22 December, the only main sections of track left were from Clarkson's (2 kilometres north of Bli Bli) to Dunethin Rock and the lifting bridge.

A number of locomotives were disposed of by tender in late November. EM Baldwin 0-4-ODH *MAROOCHY* (6/1064.1 11.64 of 1964) went to Clive Plater at Eudlo. EM Baldwin 0-4-ODH *VALDORA* (6/1258.1 6.65 of 1965) went to the Australian Sugar Cane Railway, Botanic Gardens, North Bundaberg. Malcolm Moore 4wDM *JIMPY* (1951 of 1943) went to the Australian Narrow Gauge Railway Museum Society, Woodford, with a navy carriage, a compressor wagon, two four-wheel tool wagons and a water tank wagon.

From mid December this left just EM Baldwin 0-6-ODH locos *BLI-BLI* (6/1257.1 7.65 of 1965) and *PETRIE* (6/2300.1 6.68 of 1968) on the demolition train and Com-Eng 0-6-ODH *JAMAICA* (B1112 of 1956) marooned at the site of the loco shed amid the wreckage of the mill yard.

Carl Millington 11/04, 12/04; Ross Driver 12/04; Clive Plater 12/04; Bob Gough 12/04; Frank Tybislawski 12/04

BUNDABERG SUGAR LTD,

Innisfail district mills

(see LR 180 p.19)

610mm gauge

South Johnstone Mill's Drewry 0-6-ODM 9 (Baguley 2395 of 1952) left the mill by road transport on 3 December on its way south for shipping to England. It has been purchased privately for use on the Lynton & Barnstaple Railway restoration project in south-west England where it will join the ex-Victoria Mill Drewry 0-6-ODM *LEICHHARDT* (2393 of 1952).

A fleet of 16-tonne capacity bogie bins with removable cane containers was constructed for South Johnstone Mill in 1995 to handle road-hauled cane the short distance through the mill yard between a transfer station and the tippler. It is believed that the transport of this cane, from areas south of Tully, will not continue in 2005. As a result it has been suggested that the large bogie bins will be used in normal traffic on



Top: South Johnstone Mill's Drewry 0-6-ODM 9 (Baguley 2395 of 1952) loaded on road transport for the first part of its journey to England and the Lynton & Barnstaple Railway, 3 December 2004. Photo courtesy Chris Hart. **Centre:** Racecourse Mill's Clyde 0-6-ODH 50 HOMEBUSH (55-88 of 1955) hauls Clyde 0-6-ODH 28 TE KOWAI (56-103) and its train at Cowley's Loops on 23 October 2004. TE KOWAI is still in the pre-amalgamation Pleystowe Mill livery. Photo: Carl Millington. **Above:** Shades of blue Macknade Mill steam locomotives! Macknade's truck shop shunter, Motor Rail 4wDM 10232 of 1951 looks very smart in freshly applied paint on 13 December 2004. Photo: Chris Hart.

Industrial Railway NEWS

the mill's tramlines. A "home made" style bogie bin of around 12 tonne capacity with the same type of long wheelbase bogies was noted in use at South Johnstone on 31 October. It may well have been on service trials.

An application for \$667,000 has been made to the Federal Regional & Community Projects program to construct or upgrade links between the Babinda, Mourilyan and South Johnstone networks at Wangan, Goondi Estate and Silkwood, and to modify the Babinda tippler to handle all regional cane bin types.

Carl Millington 11/04; Steven Allan 12/04

CSR LTD, Herbert River Mills

(see LR 180 p.20)

610mm gauge

Victoria Mill's Clyde 0-6-0DH INGHAM (64-382 of 1964) was in use for cane haulage at **Macknade Mill** from 31 October to 26 November (apart from one day) to cover loco breakdowns at Macknade. One notable casualty at Macknade was Clyde 0-6-DH 18 (DHL5 of 1954) which suffered an engine failure near the end of the season. It appears that this failure was terminal, as work began to strip the loco of all useful parts on 7 December. It seems that Macknade's raw sugar haulage loco, EM Baldwin 0-6-0DH 14 (6/2490.1 7.68 of 1968), will be fitted up as a remote shunting unit (RSU) for the 2005 crush. Testing for blind spots and clearances with sugar boxes was done at Macknade in December in preparation for the implementation of this project. There is also some talk of some cane haulage locomotives at Victoria being fitted up as RSUs next season.

Plane Creek Mill's Plasser 1982-built **LINECAR** was transferred to Victoria Mill in early November, but could not enter service as the wheelsets required reprofiling to suit local track standards. It was reported in mid-November that Victoria Mill's EM Baldwin 0-4-0DH **ALBANY** (6/1792.1 11.66 of 1966) had been purchased for use on a tourist railway, but it had still not been removed in late December.

Victoria Mill's preserved Hudswell Clarke 0-6-0 **HOMEBUSH** (1067 of 1914) was used to give rides for the social club Christmas Party on 4 December.

Work was under way in late December at the Victoria Mill loco shed to provide proper lifting facilities for the Walkers locomotives. Up until now, they have had to be lifted by a pair of cranes if the bogies needed to be removed.

There are plans to progressively retire 2000 4-tonne bins from service over the next few years, presumably to be replaced by new bogie bins.

Four cane railway-related applications totalling \$9.869m have been made to the Federal Regional & Community Projects program. \$900,000 is the amount requested to construct four large capacity passing loops and \$675,000 to modify 54 "fish tail" sidings to loop sidings.



Top: Loco transfer working at the end of the crushing season in Mackay. Clyde 0-6-0DH "clone" 15 MELBA (EM Baldwin 12512.1 7.85 of 1985) hauling dead attached Clyde 0-6-0DH locomotives BASSETT (67-596 of 1967), DEVEREAUX (67-568 of 1967), CONNINGSBY (61-232 of 1961) and HABANA (60-215 of 1960) with twin Gemco four wheel brakewagon BV2, at Peri No.2 siding between Pleystowe and Racecourse Mills. 3 November 2004. Photo: Carl Millington. **Centre:** With the demise of Moreton Mill's line in Nambour, only Mossman and South Johnstone Mills can now boast street running. Here Mossman's EM Baldwin B-B DH DAINTREE (7303.1 7.77 of 1977) heads down Mill Street with its loaded train, November 2004. Photo: Bill Kerr. **Above:** Almost the full range of liveries on display at the Port Hedland workshops of BHP-Billiton Iron Ore, with GM SD40-Rs, Goninan CM40-8Ms and a GE AC6000CW locomotive in view, 19 November 2004. Photo: Richard Montgomery

The two other projects are costed at \$4.694m and \$3.9m but specific details have not been made publicly available.

Chris Hart 11/04, 12/04; Steven Allan 11/04; 12/04; Peter Murray 11/04; Carl Millington 11/04

CSR PLANE CREEK PTY LTD

(see LR 178 p.21)

610mm gauge

Walkers B-B DH locomotives 2 *KARLOO* (630 of 1969 rebuilt Bundaberg Foundry 1995) and 1 *ALAN PAGE* (594 of 1968 rebuilt Bundaberg Foundry 1995) have been the regular performers on the Locotrol train on the southern cane railway, which normally operates in the day shift.

Com-Eng 0-6-0DH 4 (FA1037 of 1960) was the regular yard shunter in the 2004 season, shuttling cane bins the two kilometres between the storage sidings at Shannon's Flat and the mill yard. The remains of Com-Eng 0-6-0DH 2 (57-147 of 1957) are still to be found behind the mill, while the frame of Com-Eng 0-6-0DH 3 (FA1036 of 1959) is at Shannon's Flat. The Plasser 1982-built *LINECAR* was transferred to Victoria Mill in early November.

A regauged QR flat wagon was noted in use for sleeper transport in December. It has been modified minimally. The wheels have been pushed in on the axles which have a cog wheel and speed sensor bracket fitted to make them compatible with the ones used on the mill's brake wagons.

Carl Millington 11/04, 12/04

GYMPIE ELDORADO MINING PTY LTD

(see LR 178 p.21)

610mm gauge

It was announced in August that the liquidator had disposed of Gympie Eldorado Gold Mines Pty Ltd to this new consortium. The mine will continue in operation. It has 15 Gemco 5-tonne 4wBE locomotives, two 3.5 tonne 4wDH locomotives (one EM Baldwin, one Bermagui Foundry) and 30 Granby cars.

<http://www.gympiegold.com.au>; ABC News Online 16/9/2004; *Underground Mining 2004* via Ray Graf



Proserpine Mill's ex-Fiji Sugar Corporation EM Baldwin B-B DH locomotives 11 (7240.1 5/78 of 1978) and 12 (8290.1 4.79 of 1979) stored at On Track Engineering at Marayla, NSW, July 2004. Photo: Col Rough

HAUGHTON SUGAR CO PTY LTD,

Invicta Mill, Giru

(see LR 180 p.21)

610mm gauge

All five Walkers B-B DH units will be fitted up and operated as remote shunting units next year. In association with this, the telemetry systems on the brake wagons are being upgraded. It has been suggested that one or two of the 73-class units stored at Plane Creek Mill may be shifted to Invicta mill for conversion to cane haulage.

EM Baldwin B-B DH *BURDEKIN* (10215.1 7.82 of 1982) is to be fitted with brand new final drives and gearbox during the slack season and will return to day shift duty on the Dalbeg run next year.

The mill's 1987 Mitsubishi van/railcar conversion is still in service and was noted at the mill on 29 October. The entire fleet of several thousand 6-tonne bins will have wheelsets and bearings replaced during the slack season.

Jason Lee 11/04; Carl Millington 11/04

ISIS CENTRAL SUGAR MILL CO LTD

(see LR 180

610mm gauge

An application for \$437,500 has been made to the Federal Regional & Community Projects program to modify the existing fleet of 6 tonne bins to increase bin capacity by 10%.

Steven Allan 12/04

MACKAY SUGAR CO-OPERATIVE ASSOCIATION LTD

(see LR 179 p.21)

610mm gauge

The initial allocation of locomotives for the season saw some changes, with **Marian** Mill's Clyde 0-6-0DH 14 *ALEXANDRA* (61-235 of 1961) at **Racecourse** Mill by 16 October, apparently exchanged for Racecourse's EM Baldwin B-BDH *NORTH ETON* (6780.1 8.76 of 1976). In addition, **Pleystowe** Mill's Walkers B-B DH 38 *MICLERE* (664 of 1970 rebuilt Farleigh 1996) was noted working out of **Farleigh** in the second half of October. At Farleigh and Pleystowe Mills, the Walkers units haul cane hood leading, but at Marian they haul cab leading.

Industrial Railway NEWS

Com-Eng 0-6-0DH locomotives noted intact but stored out of use at North Eton on 16 October were 1 *CATTLE CREEK* (B1724 of 1957), *DALRYMPLE* (AL4892 of 1965) and 46 *BARCOO* (FB4383 of 1965). To supplement the 15-tonne bogie bins at Pleystowe, a number of 6-tonne height and end extended bins have been coupled in pairs. These paired bins are used with the 15-tonne bogie bins and have flaps fitted above the couplers so that the sensors at the tippler will regard them as such.

The ending of the crushing season saw some interesting movements, first for cane transfers and then locomotives being moved for slack season maintenance. For example, on 3 November Marian Mill's EM Baldwin 0-6-0DH *MELBA* hauled Clyde 0-6-0DH locomotives *BASSETT* (67-596 of 1967), *DEVEREAUX* (67-568 of 1967), *CONNINGSBY* (61-232 of 1961) and *HABANA* (60-215 of 1960) together with Gemco twin brakewagon BV2 from Pleystowe Mill to Racecourse. It appears that most bogie Baldwins were to be serviced at Farleigh, most Walkers at Pleystowe, and most Clydes (and possibly Eimcos) at Racecourse. Large numbers of 4-tonne bins were moved to Pleystowe for servicing.

The end of crushing also saw major track works commence with wholesale resleepering at many locations, including rail welding on Marian's line through the Messmate Range, and new rail between Pindi Pindi and Wagoora, Farleigh's northern terminus. A number of cane locos were redeployed throughout the district to assist.

The running numbers allocated to Mackay Sugar's track machines have now been confirmed and are as follows:

Tamping machines	B/n	Date	Model
TTAMP1 Plasser	246	1982	KMX-12T
TTAMP2 Plasser	101	1975	KMX-06
TTAMP3 Plasser	375	1990	KMX-12T
TTAMP4 Tamper	4375636	1976	SVT-JWL
TTAMP5 Plasser	376	1990	KMX-12T
TTAMP6 Plasser	112	1976	KMX-06

Ballast regulators

BREG1 Plasser	247	1982	PBR-201
BREG2 Tamper	1775577	1977	BESM1
BREG3 Plasser	431	1997	PBR-201

Resleepering machines

RSLEP1 Fairmont Tamper	926223	1994	TSR-TRS
RSLEP2 Gemco	521684004739-R41-85	1985	
RSLEP3 Tamper	825827	1987	TSR
RSLEP4 Fairmont Tamper	926213	1994	TSR-TRS
RSLEP5 Tamper	825988	1988	TSR
RSLEP6 Tamper	825998	1988	TSR
RSLEP7 Fairmont Tamper	926318	1998	TSR-TRS

Sleeper crane

TCRAN1 Harsco	226362	2002	TTH
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Carl Millington 11/04, 12/04

Industrial Railway NEWS

MOSSMAN CENTRAL MILL CO LTD

(see LR 177 p.20)

610mm gauge

At least 20 bogie canetainer bins were written off during the past season and up to 50 damaged ones were put aside for repairs. The mill produces one or two new sets of frames a week for replacements.

Recent sales of cane land within the mill area for residential and commercial development are not encouraging in terms of the long-term viability of the mill.

Corey Seaton 11/04; 12/04

THE MULGRAVE CENTRAL MILL CO LTD

(see LR 180 p.21)

610mm gauge

Walker's Line, a branch just over a kilometre in length close to the old Hambledon Mill site was lifted on 10 November, with Com-Eng 0-6-ODM 3 (A1003 of 1955) hauling the rail removal train. Many of the locomotives at Mulgrave are in poor external condition, with repainting very much overdue in many cases.

Rob Stanier 11/04; Carl Millington 11/04

PIONEER SUGAR MILLS PTY LTD,

Inkerman Mill

(see LR 172 p.22)

610mm gauge

Com-Eng 0-6-ODH ALMA (FE56110 of 1975) and Conquip KMX-06 ballast tamper 11 of 1971 still stand out of use in the navy yard.

Carl Millington 11/04

PROSERPINE CO-OPERATIVE SUGAR MILLING ASSOCIATION LTD

(see LR 179 p.21)

610mm gauge

Clyde 0-6-ODH locomotives 2 (56-91 of 1956) and 4 (59-202 of 1959) remain out of use at the loco shed.

The two ex Fiji EM Baldwin B-B DH locomotives 11 (7240.1 5.78 of 1978) and 12 (8290.1 4.79 of 1979) were noted stored on site at On Trak Engineering, Marayla, NSW in early July and are awaiting rebuilding.

David Rowe 7/04; Col Rough 8/04; Carl Millington 11/05

FOR SALE

Builder's Plates: Walkers 1899 from B15 No.39, Bundaberg Fowler No.7, Baldwin 69467 AC16, Morts Dock No.2, Baldwin 59 class, VR 1915 Newport, Baldwin DD 589, Perry 1922 Q class, ASG No.11, Rebuilt 1918, Walkers 1937 C63, also nameplate *DULCE* from 1907 Krauss 0-4-OT.

Additional plates available. For full details contact John 03 9570 3454

TULLY SUGAR LTD

(see LR 180 p.21)

610mm gauge

Two new Caterpillar engines are on hand to be fitted into two of the mill's rebuilt Walkers DH-class locomotives during the slack season. These units are still fitted with the original Caterpillar D353E engines. One of the new engines will be going into *TULLY-6* (653 of 1970, rebuilt Walkers 1993), which should also be receiving a new set of wheels.

The mill intends to build a new locomotive using parts from the two DH-class locomotives currently stored at the mill, DH36 (618 of 1969) and CC03 (643 of 1970).

On 7 November, the bogie brake wagon normally used on the El Arish run was at the mill, missing one of its bogies, and the brake wagon in use was the small one built at the mill in 1988 from Clyde 0-6-ODH DHI.4 of 1954.

It has been suggested that in 2005 Tully Mill will crush cane previously road trucked to South Johnstone Mill from areas south of Tully, and that a tramline extension towards the Kennedy area may be constructed to transport some of this cane.

An application for \$1.975m has been made to the Federal Regional & Community Projects program to build 12.5km of cane railway extensions including loops and sidings at four locations in the mill area.

Scott Jessor 11/04; Carl Millington 11/04; Steven Allan 12/04

SOUTH AUSTRALIA

AUSTRALIAN SOUTHERN RAILROAD, Whyalla

(see LR 170 p.21)

1435mm & 1067mm gauge

Standard gauge Walkers B-B DH DH1 (573 of 1962) was cut up for scrap at Spencer Junction, Port Augusta at the end of September. Built for steelworks use, it was the last of its type.

MotivePOWER 12/04-1/05

WESTERN AUSTRALIA

BHP BILLITON IRON ORE PTY LTD

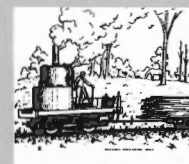
(see LR 180 p. 21)

1435mm gauge

A "Trackmobile" road-rail vehicle is stationed at the Port Hedland workshops for shunting duties. Thirteen General Motors Model SD70Ce Co-Co DE locomotives have been ordered from Downer EDI Ltd. They will be built in Canada by the GM Electro Motive Division at London, Ontario, and delivery is expected to commence in late 2005. Included in the contract is the option for the purchase of a further 17, to be delivered in late 2006. David Bromage 12/04; Richard Montgomery 12/04

CORRECTION

Sincere apologies to Chris Stratton, the contributor of the BlueScope Steel, Port Kembla, news and photograph in LR 180 (page 18), and to Chris Walters to whom they were credited in error.



LRRSA NEWS

MEETINGS

ADELAIDE: "A Review of our Activities"

There will be a discussion regarding Society activities planned for 2005.

Location: 150 First Avenue, Royston Park.

Date: Thursday 3 February at 8.00pm.

Contact Arnold Lockyer (08) 8296 9488

BRISBANE: "Indian Narrow-gauge"

Dr Ken Walker, known from his work with the Darjeeling Himalayan Railway, will give a talk on the narrow-gauge railways of the Indian Plains.

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 11 February at 7.30 pm. Entry from 7 pm.

HOBART:

Please contact Ken Milbourne on (03) 6272 2823 for details of the next meeting.

MELBOURNE: "SONG OF THE RAILS"

A special preview for members and friends of *Song of the Rails*, the South African video reviewed in LR, about the Sandstone Narrow Gauge Railway. See this recently built 14km-long, 2ft gauge railway performing real work during the wheat harvest, see the fascinating stud of locomotives and a snippet of archival film of Lawley 4-4-0's working on Zebedelia Orange estates. Not to be missed.

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

Date: Thursday 10 February at 8.00pm

SYDNEY: "TO BE ADVISED"

At the time of going to press, details of the Sydney meeting were not yet available.

Location: Woodstock Community Centre, Church Street, Burwood, (five minutes walk from Burwood railway station).

Date: Wednesday 23 February at 7.30pm.

COMING EVENTS

The LRRSA will be having a stand at the Healesville Timber Festival, Sunday 13th March 2005, at the Healesville Racecourse, Victoria. Gates open 9am to 5pm. (Melways Ref 269 J12) Family \$15 Adult \$5 Child \$3 Demonstrations, Displays, Truck Tug-of-war, Axemen and woodchopping, historical displays from bush craftsmen, food and craft stalls, seminars, etc, etc.

MEMBERS' ADS

FOR SALE

Ruston & Hornsby 44/48hp 2ft gauge diesel loco parts including complete engine, chassis, wheels, springs, etc. \$1500. Phone Clive 07 5445 0054 (a/h); 0408 713 093 (b/h) or write to Clive Plater, PO Box 111, EUDLO 4554

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

Built by Baldwin

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

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

\$44.00 Hard cover (LRRSA members \$33.00) Weight 1000 gm.

The Aramac Tramway

By Peter Bell & John Kerr

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

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

\$15.00 Soft cover (LRRSA members \$11.25) Weight 350 gm.

Focus on Victoria's Narrow

Gauge Beech Forest Line Part 1

Photographs by Edward A. Downs, published by Puffing Billy Preservation Society. Very high-quality landscape format book of duotone photographs dating from 1930s, but mostly from the 1940s. 48 pages, soft cover, A4 size.

\$35.95 (LRRSA members \$32.35) Weight 280 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

Focus on Victoria's Narrow

Gauge Gembrook Line Part 1

Photographs by Edward A. Downs, published by Puffing Billy Preservation Society. Very high-quality landscape format book of duotone photographs from the mid-1930s to the mid 1940s. 48 pages, soft cover, A4 size.

\$35.95 (LRRSA members \$32.35) Weight 280 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.

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.

Mountains of Ash

A History of the Sawmills and Tramways of

Warburton - by Mike McCarthy

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

\$59.95 Hard cover (LRRSA members \$44.96) Weight 1500 gm.

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 & 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.

John Moffat of Irvinebank

A Biography of a Regional Entrepreneur, by Ruth Kerr

Published by J.D. & R.S. Kerr

296 pages, 243 mm x 172 mm, 3 maps, 47 photographs, references, bibliography and index.

Not a railway history, but a history of an Australian mining magnate who was very much involved with associated railways and tramways in North Queensland. He was seen as a "monument to honesty".

\$45.00 hard cover (LRRSA members \$40.50) Weight 950 gm

\$30.00 soft cover (LRRSA members \$27.00) Weight 820 gm

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

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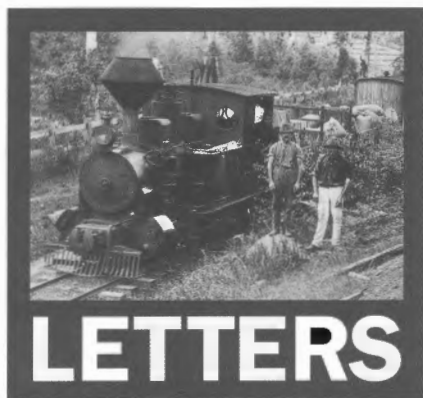
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Dear Sir,

Iluka Breakwater Construction Railway in 1876

I read with some interest in LR 179 that Jim Longworth is researching the railways associated with the Yamba breakwater. Your readers may be somewhat surprised to learn that the first steam locomotive to operate "on the Clarence River" did not commence work at Yamba at the Clarence Heads, but rather, across the river at Iluka (or North Head), on three miles of track between a quarry established at North Head and breakwater works undertaken on the northern bank of the Clarence. The standard gauge contractors' locomotive which was used, had been purchased by the NSW Government and shipped to the Clarence, and first operated there in early 1876, it evidently being driven by noted NSW Government Engineer, MH Moriarty on its ceremonial initial run!

A Mr T Fisher, a member of the deputation that had waited upon the Hon John Lackey, Minister for Works on 20 April 1875, regarding the proposed works at Clarence Heads, advised the Minister that "He understood that the rails and a locomotive and other plant had already been purchased by the Government, and he thought the wisest course that could be pursued would be to place them on the ground so that the engine could be used instead of manual labour." The Minister in turn, advised that, "... , the works were now under way... A considerable portion of the plant that had been purchased for the breakwater was now on its way to the Clarence, if it had not already arrived there."

From 1862, "a sleepy sort of attempt at work had been going on at Clarence Heads" and "after a little had been done at the southern side of the entrance some years ago," the Government had taken it "in hand to do something at the northern side," but after five or six years, nothing whatever had been done that would have effected any good. However, as of 1 October 1875, "Latterly preparations have been made for the laying of a railway from the river bank to the rocky promontory called the north head [Iluka], a distance of some three miles. The work has been and is going on very slowly, and at its present rate it would take many years to effect anything that could do any good."

In keeping with Public Works practice at the time, and the railway being either completed or nearly completed, the Government called in early January 1876

for tenders for the "Construction of the Breakwater at the North Head, Clarence River," these being due by 14 March 1876.³ Only a "day or two" before tenders fell due, the "first railway excursion on the Clarence" took place – "We are gratified to notice that the resident engineer (Mr. Moriarty) has made such progress with the railway at Iluka that he has been enabled, within the last day or two to give a preliminary trip to the North Head, on which occasion three trolleys were attached to the engine and a number of residents, including all the men employed at the North Head, had the pleasure of being safely driven to the end of the line. Three times three hearty cheers were given to Mr Moriarty, who was himself in charge of the engine, and the trip proved most agreeable."⁴

In a notice dated 16 May 1876, the Government advised that the tender of Mr D Macquarie for "the construction of the breakwater at the North Head of the Clarence River," had been accepted.⁵ The contract called for the construction of 1200 feet of

breakwater, 16 feet wide at the top, with the Government to provide the rails and sleepers etc, and "a locomotive engine," as well as the stone trucks, which it would haul.⁶ It was required that within three months of the signing of the contract, stone would be delivered to the breakwater at not less than 2500 tons per month.

Less than two years later, a clearly disgruntled visitor to the district, a passenger on a vessel that had come within a whisker of coming to grief on the Clarence Bar, advised that – "It is also well for those interested in the disbursement of public funds to learn that since 1862, about £50,000 has been expended at these heads – how, no one can explain; for all that is shown in the shape of work is a very few feet of seawall, a rickety locomotive, an unreliable tramway, and a useless quarry."

Although I stand to be corrected, it is my understanding that the by then "rickety locomotive" mentioned in March 1878,



Vale & Lacy No.1 abandoned in the bush in the 1930s. Photo: the late Bart Wiles, courtesy Alex Grunbach



Some idea of the general appearance of Vale & Lacy No.1, before the ravages of time and the elements took their toll, may be gained from this early view of sister locomotive B/N 4 of 1868, which worked at Bulli Colliery, on the NSW South Coast.

Photo: Late GH Eardley collection

which had first operated at Iluka in March 1876, is believed to have been Vale and Lacy 0-4-0 locomotive No. 1,⁸ constructed in late 1866 for contractors Larkin and Wakeford, who possibly used it initially on their permanent way contract on the Great Southern Railway, it being the first conventional locomotive constructed in the colony of NSW. It had 7½ inch x 15 inch cylinders and weighed when complete upon the line, 26 tons. It was being used on the Lapstone Zig Zag, Lapstone Hill by early April 1867 as part of Larkin & Wakeford's Penrith to Blackheath permanent way only contract on the Great Western Railway.

The locomotive may have seen service further along the GWR with Mr Watkins, but by mid-August 1868 it had been moved to A Amos & Co's Works and Per Way contract on the GNR for a 20 miles 26 chains section of the line between Singleton and Murrurundi, where Larkin and Wakeford had joined A. Amos and Co. to complete the latter's contract. In December 1870, Mr Lacy advised that "their first effort at locomotive construction" was then still at work "at Amos & Co's contract on the Northern Line," where it had worked well for the past two-and-a-half years.⁹ The final certificate for the section was awarded on 3 May 1871.

The decaying remains of this locomotive, which today would be regarded as a priceless heritage item, evidently survived in the vicinity of the Clarence Heads until World War II, when unfortunately, its remains were cut-up during the resulting years of desperate demand for scrap iron and steel.

References

1. *Sydney Morning Herald*, 21 April 1875, p3 - "Proposed Public Works in the Clarence District".
2. *SMH*, 4 October 1875, Monday, p3 - Letter to the Editor - "The Clarence River" by "JP".
3. *SMH*, 13 January 1876, Thursday, p6 - "Government Notices".
4. *The Clarence and Richmond Examiner*, 14 March 1876, Tuesday, p2 - "First Railway Excursion on the Clarence".
5. *Ibid*, 20 May 1876, Saturday, p2 - "Construction of the Breakwater".
6. *Ibid*, 25 March 1876, Saturday, p2 - "The North Head Breakwater".
7. *Sydney Mail*, 16 March 1878 - "A Disagreeable Sea Trip. [from our special correspondent.]
8. Informal conversations with Bruce Macdonald.
9. *Sydney Morning Herald* - 12 December 1870, Monday, p2 - "New Locomotive Engine".

Ron Madden
Wagga Wagga, NSW

Dear Sir,

Mystery I.C. Locomotives (LR 180)

It is always difficult trying to identify mysterious small internal combustion engined locomotives in Australia. Although we have reasonably complete information on nearly all locomotives imported new from overseas, it is a different story with second-hand imports, and we do not seem to have builder's lists for Australian builders that were active in the internal-combustion field before the 1950s.

The description provided to Arnold Lockyer for the two situated in Faulkner, Melbourne, in 1961 indicates a pair of reasonably sized locomotives. The driver's seat facing sideways,

chain drive to the axles and porthole windows suggest a pair of 2ft gauge Ruston & Hornsby 44/48hp locomotives, 183063 and 183064, built in Lincoln, England, in 1937. Originally fitted with the Ruston & Hornsby 4VRO diesel engine, they would have been large enough to justify being re-engined at some time with the 68hp Gardner 4LW. These two locomotives were supplied new to the Metropolitan Water, Sewerage & Drainage Board, Sydney, and are known to have been used in New South Wales at Woronora Dam, the Captain Cook Graving Dock, and Warragamba Dam. In 1967 they came to Collinson, a machinery merchant at Oxley in Brisbane, and were subsequently resold.

It appears that a number of locomotives were stored at Upton's Engineering, Corowa, over the years. These included the 3ft 6ins gauge Malcolm Moore 4wDM MAJOR, purchased for the Bellarine Peninsula Railway in 1978. There were also the remains of the regauged Caldwell Engineering 4wDM FLORA and the 600mm gauge USA-built Whitcomb 4wDM AUCKLAND (40521 of 1947), both purchased by Alan Stebbing in 1987, but not removed until a few years later. I do not think the photograph shows the Whitcomb, as this builder used a one-piece frame casting with curved ends.

I agree with Arnold that the photograph of the locomotive could be a Malcolm Moore, possibly 2ft gauge. As Upton's yard was visited by the purchasers of MAJOR in 1978 and by Alan Stebbing in 1987, I hope that further information may be forthcoming from sources such as these.

John Browning
Rockhampton, Qld

Dear Sir,

The Deep Lead ballast railway (LR 180)

I have some additional information regarding Mow Fong (see Note 4, p.11): Mow Fong, who owned the Junction Hotel, was a naturalised Chinese. Under Victorian law, it was necessary to be naturalised to own property in the colony of Victoria. The family now resides in Hong Kong, and retains contact with Stawell.

Following are some further reports from the *Pleasant Creek News*, giving some information on PHOENIX and SALE cum STAWELL.

Friday 18 October 1879.

The engine named "Sale" belonging to the railway contracting firm of Messrs D Leslie and Co., and which was running on the Horsham line during its construction, since the completion of the line has been undergoing repairs at the contractors shed, near the Agricultural Society's ground.

Friday 31 October, 1879.

The whole of the complex machinery was taken to pieces, and after having received a thorough overhauling, was put together again and repainted. The engine was turned out yesterday for the first time for a trial spin, and pronounced by competent judges to be in almost as good a condition as when first sent out from the workshop. The whole affair had also been repainted in a manner that is highly creditable to the party who undertook the job. The contractors paid this district a compliment by renaming the engine "Stawell". The fact that the old "Sale" has been turned out so creditably should be an additional argument in favour of the erection of Government railway workshops in this town, for convenience of the northern extension of the railway system.

Saturday 1 November 1879.

The contractors engine "Phoenix" has been put into the sheds at the Agricultural Show Grounds for repairs, the effecting of which will probably take a considerable time. Among those portions of the machinery that are in want of attention are the wheels, which require to have new tyres supplied them. In connection with this it may be stated as a somewhat singular circumstance that the tyres for the engine wheels cannot be manufactured either in this colony or in the sister colony of New South Wales, and that it has been found necessary to send to England for them, which will necessarily entail a delay of a few months. The "Phoenix", when the repairs are effected and the machinery thoroughly overhauled, will be turned out strong and fit for work for years to come.

Neil S Bennett
Stawell, Vic

OBITUARY

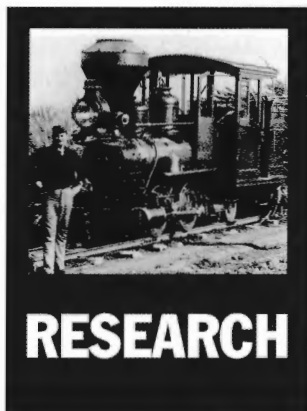
Geoff Murdoch

It is with great regret we record the death of Geoff Murdoch in December 2004 after a long illness. Geoff was a former member of the LRRSA and in the 1970s contributed to *Light Railways* with very detailed drawings of the Tasmanian Government Railways 2ft gauge G and J class locomotives.

Geoff's most notable contribution to Australian light railway history was his self-published book *Tasmania's Hagans*. In this, through his beautifully executed diagrams and plain English text he was able to explain the workings of this complicated locomotive in words that - for the first time - I was able to understand. It was a challenging subject, since much of the original information was in German, and Geoff was writing in Ipswich, Queensland, a long way from much original source material in Hobart.

Geoff built a large scale model of the J class Hagans locomotive, which is on display at the Zeehan School of Mines Museum, Tasmania.

Frank Stamford



WA industrial lines

Two new books covering working lives and the histories of industrial and narrow gauge railways will be of interest to *Light Railways* readers. *Orchard and Mill, the story of Bill Lee, South-West pioneer* by Lyn Adams (University of WA Press, 2004. ISBN 1920694242) tells the story of Bill Lee, who lived and worked at Bunnings' Argyle Mill from 1917. This book contains many reminiscences of railway operations around the mill and in the bush, illustrated by some photographs of train operations and the mill. The locomotives are well covered in photographs, with four of the Shay and others showing G11 and the 0-4-0ST *LEONORA*. *The West Pilbara; sail and teams to bulk carriers and bitumen* by DL Gordon (Hesperian Press, 2004. ISBN 0859053377) contains accounts by various people and aspects of Pilbara work, life, and history. Rail coverage includes the Whim Creek to Balla Balla copper ore railway, Point Samson jetty and the Roebourne-Cossack-Point Samson links. Both books are available for reference in the Battye Library (State Library of WA) while *Orchard and Mill* is also available in the WA public library system.

David Whiteford

Standard Waygood Ltd industrial locomotive, Clyde, NSW

John Shoebridge is seeking information about a possible electric locomotive that operated at an industrial siding at Clyde in Sydney. According to the 1934 NSWGR Metropolitan Division Local Appendix, the Standard Waygood Ltd Siding off the Clyde Up Marshalling Yard was connected to the Ammonia Company's Siding. NSWGR locomotives were not to proceed past the stop board at the Sydney end of the bridge over Duck River, the Appendix stating:

"The Company's Electric Locomotive runs between the works and the Stop Board, and must not pass the Stop Board."

To date, John has not been able to unearth any information regarding this locomotive. Any advice from readers would be much appreciated.

LRRSA Timber Firewood & Gold Tour

On the weekend of 20-21 November 2004, Peter Evans led an intrepid group of 18 Society members to Woods Point around 200km north-east of Melbourne on the second instalment of the *Timber Firewood & Gold Tour*, the first having been in December 2001 (see LR 164, p.26). Members took the Warburton road to Woods Point through the sacred timber milling sites of the Warburton district painstakingly detailed in Mike McCarthy's excellent book *Mountains of Ash*. What remains of the diverse sawmilling life in this district is today hidden by thick regrowth.

Further up the road, Woods Point is a quaint mountain settlement that belies its heady history as a frontier town. Established in the early 1860's as a result of the discovery of gold in the area, it was one of the most physically isolated towns in Victoria. Woods Point offers much for the serious historical researcher if you know where to look. Try the town's museum in the main street or the historical park opposite. In fact, check out the front yards of most houses in town, which are literally stuffed full of mining relics pirated from the surrounding bush.

Our leader had set a precedent for future tour guides by distributing the tour notes via e-mail before the tour commenced. This simple innovation allowed members connected to e-mail, to read the history of the area prior to arrival. In the field, he was a picture of sartorial elegance, replete in his 'Casey Jones' blue boiler suit as if he'd just stepped off the footplate at Alexandra. The group met on the Goulburn River at 9am for the walk eastward into Gooleys Creek and the Never-Mind and Franklin groups of mines.

We enthusiastically tackled the first crossing of the Goulburn River in various states of undress, at the foot of the Never Mind Spur. The spur runs approximately southeast past the Never Mind group up to the Franklin group of mines. We investigated a mining and firewood

tramway that connected the steep Never-Mind incline to the west and the Sir John Franklin in the east. The first section of the tramway was originally built in 1864 for the Never Mind, which was essentially a large open-cut operation with an underground ore pass to the tramway.

After exploring the battery boxes, boilers, cylinders and flywheels in the area, lunch was taken on the mullock heap at the Sir John Franklin. We then tackled another incline down to the Sir John Franklin battery on the Goulburn River. This incline was relatively steep with a passing loop halfway, but was luckily clear of undergrowth. At the bottom, we were rewarded with some of the most interesting relics of the tour. The remains of the Sir John Franklin battery and waterwheel lie in pieces close to the Goulburn River. The 45-ft diameter waterwheel was originally used at a mine at Glen Wills in Gippsland. Unfortunately fires have destroyed its wooden spokes and the battery foundations, but several substantial gear wheels and battery parts are easily visible at the site. Again the tour group

waded a fairly high Goulburn River to visit a pyritic gold recovery works on the north bank opposite the battery. Pity about the blackberries on those bare feet. Ouch!!

Next morning we started from Matlock and visited the Loch Fyne group of mines to the south towards BB creek. There were a number of adits in this group and obvious trenches where the reef had been followed down from ground level. We visited the 1863 battery site with a dry stonewall that once supported a Cornish boiler. The group then followed a firewood tramway eastward to Charleston Spur, which was also used to bring chemicals down to another treatment works on Ferntree Creek below the Loch Fyne group. Following lunch on the Spur, we climbed back up a recently widened logging path to the Walhalla Road. We arrived back at Matlock for afternoon tea and the end of a wonderful tour.

Special mention must be made of the plant gunzels, Owen Gooding and Barry Sheffield, who provided an interesting botanical explanation of the flora at lunch breaks and rest stops.

Simon Moorhead



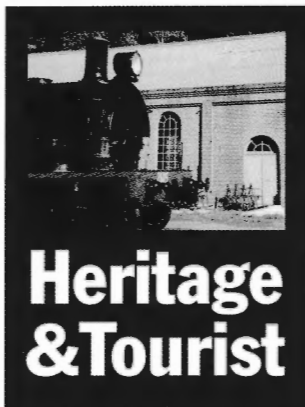
'Sir John Franklin 1': The Sir John Franklin battery and waterwheel in its heyday.

'Historic Places' photo courtesy Peter Evans



'Gear Gunzel': LRRSA Woods Point tour participant Digby Watson with the remnants of the Sir John Franklin battery and waterwheel on 20 November 2004.

Photo: Owen Gooding



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

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

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

NEWS

National

AUSTRALIAN NARROW GAUGE CONVENTION, Albury

The Seventh Australian Narrow Gauge Convention will be held at the Henry Nowick Centre of Charles Sturt University at Albury on 26-27 March 2005. In addition to a range of quality model railway layouts on display, the program includes a mix of lectures and hands-on demonstrations. There will be eight lecture-style presentations on topics such as the Stannary Hills & Irvinebank Tramways (Queensland) and the Welsh Highland Railway (UK).

For details and registration, please contact Laurie Green, PO Box 435, Sunbury VIC 3429 (Phone: 03 9744 5188 AH) or check the convention web site at:

<http://jeack.com.au/ngconvovz.htm>

Laurie Green

Queensland

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

The Australian Sugar Cane Railway was successful in purchasing the ex-Moreton Sugar Mill 0-4-ODH *VALDORA* (EM Baldwin 6/1258.1. 6.65 of 1965) with associated spares. The locomotive was shipped from Nambour to Bundaberg on Friday 19 November. It is in running order and has already been used in shunting

duties at its new home. The ASCR will refurbish *VALDORA* to its colour scheme when it finished service in 2003. It is planned to use the diesel for regular running on an additional day per week (possibly Wednesdays) and to keep alive the Moreton Sugar Mill name.

Restoration work on former Qunaba Sugar Mill 0-6-2T *INVICTA* (John Fowler 11277/1907) is continuing (LR 175, p.27). It is planned to have *INVICTA* ready for service some time in 2007 to celebrate its 100th birthday. The carriages are currently being converted to coil springing. An enthusiastic team that includes three fully qualified engineers, two fitters, two electricians, two boilermakers and a mechanic is undertaking these tasks.

Ross Driver, 11/04

BALLYHOOLEY STEAM RAILWAY, Port Douglas 610mm gauge

With the demise of regular steam train operations by the Port Douglas Steam Train Company in October 2003 (LR 174, p.27), a band of volunteers is being formed to get it running again on a part time basis. Track and rolling stock inspections have now been completed, and the locomotives were steam tested on 11-12 December 2004. On the Saturday, the 0-6-2Ts *BUNDY* (BF 2 of 1952) and *SPEEDY* (BF 6 of 1952) satisfactorily passed their steam tests and daily safety inspections. The 0-6-ODH *MOWBRAY* (Bauley 3378/1954) worked the track repair train to check the track, then a new train order was issued and the three locos set off for the Marina Mirage Station. From here, crew training was undertaken for the displaced steam crews from Cairns-Kuranda Steam Train Company to learn the road and the habits of small narrow gauge locomotives. The final phase of crew training with the cars attached and doing simulated runs along the line was undertaken on 18 December. It was hoped that passenger services would recommence in January 2005.

Michael Lee, via John Browning

BUDERIM-PALMWOODS HERITAGE TRAMWAY

762mm gauge
Further to the report in LR 180 (p.27), the Krauss 0-6-2T locomotive (B/N 6854 of 1914) was transported from a location in Pine Rivers Shire to Wise's Farm at Buderim on 30-31 October 2004. The Buderim Palmwoods Heritage Tramway Inc.

was formed in June 2003 to restore a 1.6km section of the tramway formation as a heritage walking track and to recover and restore artefacts associated with the tramway. The cosmetic restoration of the Krauss locomotive for display in Buderim is now the major goal of the group. The BPHTI Committee is seeking information about and artefacts relating to the tramway. If you can assist, please contact the Society at PO Box 136, Buderim QLD 4556; phone (07) 5445 3441 (w), or Vice-President Garth Fraser on (07) 5445 4913.

Buderim Chronicle, 6 November 2004, via Carl Millington

CLIVE PLATER, Eudlo

610mm gauge

We have not had a report on this private collection and line since LR 159 (p.27). Bundaberg Sugar Ltd

recently accepted Clive's offer for the ex-Moreton Sugar Mill 0-4-ODH *MAROOCHY* (EM Baldwin 6/1064. 1.11.64 of 1964) and its move from the mill loco shed to Eudlo was carried out on Friday 19 November 2004.

Clive Plater, 11/04

GYMPIE & DISTRICT HISTORICAL & MINING MUSEUM

1067mm gauge

Ex-Proserpine sugar mill 0-6-ODH No.1 (Clyde Eng B/N DHI-7 of 1955) formerly at the Dreamworld Gold Coast Railway, Coomera (LR 167, p.27), was acquired by the museum in October 2003. A belated report indicates that museum volunteers were undertaking refurbishment work on the locomotive and hoped to have the engine in running order in early 2004. Further reports most welcome. *Gympie Times*, 18 October 2003, via Ruth Kerr

Coming Events

FEBRUARY 2005

6 Wee Georgie Wood Railway, Tullah, TAS. Narrow gauge steam train operations, 0930-1600. Also on 12-13 and 26 February. Phone: (03) 6473 2228 or 6473 1229 (AH).

12 Cobdogla Irrigation Museum, SA. Open day with narrow gauge train rides (diesel-hauled) and heritage engines. Phone (08) 8588 2323.

19-20 Puffing Billy Railway, Gembrook, VIC. *Day Out With Thomas* - a family attraction at Emerald town with Thomas and friends. Also on 26-27 February. For information, phone (03) 9754 6800.

MARCH 2005

6 Wee Georgie Wood Railway, Tullah, TAS. Narrow gauge steam train operations, 0930-1600. Also on 13 and 27 March. Phone: (03) 6473 2228 or 6473 1229 (AH).

5-6 Puffing Billy Railway, Gembrook, VIC. *Day Out With Thomas* - a family attraction at Emerald town with Thomas and friends. Also on 19-20 March. For information, phone (03) 9754 6800.

11-13 10th National Vintage Machinery Rally, Naracoorte, SA. To be held at the Naracoorte Racecourse, the Rally brings together machinery, tractor, vintage and veteran vehicle and motorcycle and engine enthusiasts across Australia and throughout the world. Coordinator Julian Price on 0429 622 163.

26-28 Alexandra Timber Tramway & Museum, VIC. Easter Steam Festival with narrow gauge railway operations, steam engines and vintage machinery, 1000-1600. Information: Rohan Millard 0409 941 884 or Peter Evans 0425 821234.

26-27 Seventh Australian Narrow Gauge Convention, Albury, NSW. At the Henry Nowick Centre of Charles Sturt University at Albury. Information: Laurie Green (03) 9744 5188 (AH).

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

APRIL 2005

3 Wee Georgie Wood Railway, Tullah, TAS. Narrow gauge steam train operations, 0930-1600 [last operating day of the season]. Phone: (03) 6473 2228 or 6473 1229 (AH).

15-17 Hunter Valley Steamfest, Maitland, NSW. A celebration of steam to mark the 150th Anniversary of Railways in NSW, including 50 steam train rides to Newcastle, Singleton and Dungog, street steam, steam equipment rally, steamboats, market stalls and entertainment. Phone: (02) 4931 2877; Web: www.steamfest.com.au

16-17 Richmond Vale Railway, Kurri Kurri, NSW. Two steam trains operating for *Steamfest 2005* - adults \$15, concession \$10, children \$7. Drive to the museum or take free bus from Maitland railway station. Phone: (02) 4937 5344 (weekends).

24 Cobdogla Irrigation Museum, SA. Open day with narrow gauge steam train rides and heritage engines. Phone (08) 8588 2323.

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

Heritage & Tourist

STANNARY HILLS TRAMWAY,

Mareeba Shire 610mm gauge
Queensland Government Gazette
No. 25 (1 October 2004) gives notice of intention to enter the formation of the Stannary Hills to Boonmoo and the Stannary Hills to Irvinebank tramways on the Queensland Heritage Register. Any objections to this proposal were to be lodged within 20 days of the notice.

New South Wales

ILLAWARRA TRAIN PARK,

Albion Park 610mm gauge
Illawarra Light Railway Museum Society

December was a busy month, with a number of groups booking the site and railway for their annual Christmas Parties. A graffiti attack during the night of 6 December generated additional work to clean up Yallah station, the dining carriage and the Gemco trolley wire locomotive. Good progress is reported with several construction and restoration projects. The building of a new Shay locomotive (LR 169, p.29) has taken a major leap forward with both wheelsets now put under the chassis, which has been painted, so there is now a rolling Shay loco chassis at Albion Park. The last few months has also seen the 'green Ruston' 4wDM (Ruston & Hornsby 285298/1949) take shape, with the motor and drive chain works completed and the modifications to the loco cab. The unit was prepared for repainting in mid-December and a return to service is possible early in the New Year.

Brad Johns, 12/04

RICHMOND VALE RAILWAY,

Kurri Kurri 1435mm gauge
Richmond Vale Preservation Cooperative Society Ltd

A work group has completed the restoration of a wooden underframe 10-ton capacity non-air hopper built by the Newcastle Engineering firm, A Goninan & Co. at their Broadmeadow works for the Abermain Seaham Collieries in the early 1920s and numbered 1022. It would have originally seen service carrying coal between the three Abermain collieries over the South Maitland Railway and the NSWGR mainline to Port Waratah. When Abermain Seaham Collieries merged with the J&A Brown Company to form J&A Brown Abermain Seaham Collieries Limited (JABAS) in 1930, the Abermain hoppers were incorporated into the J&A Brown fleet, retaining their old numbers, with the new company's 'B' markings being gradually added. B 1022 worked on the Richmond Vale Railway until late 1984 when it was purchased by the railway for preservation. Restoration of this hopper was a long-term project, with work carried when labour was available from other tasks. With several original Brown's hoppers at the RVR, it was decided to re-paint No.1022 into its original markings with the word 'Abermain' on the hopper sides.

Graham Black 11/04

NAMBUCCA RIVER TOURIST PARK

610mm gauge
Two ½-ton rail tubs that were formerly used in the oil shale mines at Newnes in the Wolgan Valley were on display at this caravan park in November 2004. One had been fully restored and was located on an extended section of 610mm gauge track. The other was on a single track section near the workshop awaiting restoration.

Peter MacDonald, 12/04



Restored Newnes rail tub at Nambucca, Nov. 2004. Photo: Peter MacDonald

TIMBERTOWN HERITAGE

PARK, Wauchope 610mm gauge
Timbertown Steam & Oil Engine Club

John Fowler 0-6-0T *GREEN HORNET* (B/N 12271/1910) has been in storage at Timbertown for some years (LR 161, p.29). In December it was advertised for private sale with a current steam ticket at \$40,000. Also of interest in the same magazine is an advertisement for two 15-inch gauge steam locomotives, rolling stock, rail, hand trolleys and two partially built steam locomotives. The complete locomotives are an American-style 2-6-0 built in California and a free-lance 4-4-2 with some loose NSWGR features that was built in Wauchope. Enquiries to Frank at 0418 230221. *The Old Machinery Magazine*, Dec 2004-Jan 2005

Victoria

KERRISDALE MOUNTAIN RAILWAY

610mm gauge
Andrew Forbes

Two of the ex-St Helena Island Tramway carriages received in September 2003 have been refurbished for the KMR (LR 176, p.28), while the other two have gone to another railway. When received the carriages had 75mm reinforced concrete floors, which added 675kg dead weight to each unit, a distinct disadvantage on the steeply graded KMR. In addition, the concrete floor had been hung over the bowed chassis frames of the former sugar cane trucks by about 100mm each side, which made the carriages look too wide for their length. The concrete flooring was replaced with treated tongue and groove flooring and the bodywork was cut and shut to improve the aesthetic appearance. KMR standard fully compensated four-wheel brakes were fitted to the previously unbraked carriages and rubber blocks were inserted above the roller bearing hubs to provide springing for passenger comfort. The results have proved most satisfactory.

Extensive works have been undertaken at the 'summit' over the past year to transform the former two-head shunt into a valuable passing loop for operational purposes, which leads across a level crossing into the Summit Station platform area. The track has been built up with 100 cubic metres of

spoil from the bottom points. Another improvement has been the development of an improved point indicator. Former VR point indicators were previously used, which had green and red panels and cat's eye lenses. When placed on a curve, these were not satisfactory at night. The new indicators have laser cut arrows backed with translucent opal Perspex and have proved excellent by both day and night. Activities at the Bottom Points include the construction of a crib room and toilet block after much excavation. A new high-bay locomotive shed, with a travelling overhead crane, has been erected on the second road. The Ruston Hornsby 4wDM locomotive (B/N 285301) purchased from ILRMS has been re-engined and returned to service. Work has commenced on the next major project, the construction of a geared steam locomotive, which will have rack and adhesion drive – unique in the world of 2ft gauge. At this stage, axles, wheels and coupling rods have been made and the engine, which is similar to a Climax, is steadily being re-fitted.

Andrew Forbes, 10/04

KOO WEE RUP SWAMP

LOOKOUT, Gippsland Highway
1067mm gauge

A set of industrial railway wheels displayed at this location has a unusual heritage. According to the accompanying plaque, the wheels are from a Lubeker steam-driven bucket dredge imported from Germany in the early 1900s at the instigation of Carlo Catarni, the Chief Engineer of the Public Works Department. The 80-ton dredge moved slowly along a line of rails, which were laid and then removed as it progressed. Firewood was fed into the firebox from small rail carts running alongside the dredge.

Ian Cutter, 11/04

PUFFING BILLY RAILWAY

762mm gauge

Emerald Tourist Railway Board

Friday 10 December was a big day on the Puffing Billy Railway with five locomotives in steam. Beyer Garratt G42 was rostered to run the Luncheon Special and three NA 2-6-2T locomotives were in steam for regular PBR passenger trains, while NA 2-6-2T 14A was prepared for a trial run following major overhaul of its valve gear, rocker boxes and suspension. NA 12A was



Former Moreton Sugar Mill 0-4-0DH MAROOCHY (EM Baldwin 6/1064.1.11.64 of 1964) at its new home at Eudlo, 19 November 2004. Photo: Clive Platter



The 'Red Ruston' (Ruston & Hornsby 185298 of 1949) with the recently assembled chassis of the new Shay geared locomotive on the main line at Albion Park in early December. Photo: Brad Johns



The Richmond Vale Railway has recently completed the restoration of wooden underframe 10-ton capacity non-air hopper 1022, built by A Goninan & Co at Broadmeadow in the early 1920s. Photo: Graham Black

rostered for the first train of the day and the opportunity was taken to line up the other four locomotives on adjacent roads for a historic photograph. The 1030 passenger train to Lakeside/Gembrook is normally double headed, but on this occasion 14A joined 6A and 7A for a memorable triple-header operation. Green 6A headed Canadian Red 14A and green 7A to make a colourful consist.

The Minister for Tourism, John Pandazopoulos, officially opened the PBR workshops extension at Belgrave on 14 November 2004. He highlighted the state-of-the-art 12-tonne travelling crane, which workshops manager Alan Gardner then demonstrated by lifting a side tank from locomotive 14A.

Narrow Gauge 175, 12/04; Peter Ralph, 12/04

Tasmania

BUSH MILL, Port Arthur

381mm gauge

Further to the report in LR 178 (p. 28), the auction of the railway and plant at Bush Mill on 28-29 November 2004 attracted some 600 registered bidders, mostly from Tasmania, but with several from 'the mainland'. Most of the 1000 lots were sold at the auction, but negotiations for the railway and locomotives were continuing after the event. The owner, Alistair Matheson, expressed disappointment that there was no bid for the whole operation, but said that the main items had "gone to people who will be preserving them and exhibiting them in future."

The Mercury, 30 November 2004 via Barry Blair

IDA BAY RAILWAY

610mm gauge

Further to the report in LR 178 (p.28), a visitor to this site in November 2004 found the railway station and adjacent buildings in disrepair and the track given over to weeds and rust. Apart from a few miscellaneous items of rolling stock, no locomotives or carriages were on the site. A real estate agent's sign announced the tourist train was for sale at \$250,000 ONO, an optimistic ask. A phone call to the Hobart contact brought the advice that: "the train was not running, but would resume in 2005 when new owners would take over."

JMB Wane, 11/04

A DAY WITH G42

The day started out like any other, with a good breakfast, then my wife Kate and I were on our way to spend the day with G42. We had planned to enjoy the outing by travelling on the Luncheon Train, scheduled to leave Belgrave at 1220 hours. A couple of stops, heavy traffic and plenty of those blasted red lights continued to dog us in getting to the Luncheon Train on time. After much frustration, we finally arrived at the Puffing Billy car park but, as we made our way to the ticket office, I realised that stupid me had left the camera in the car. I returned to the vehicle to collect it, while Kate continued on to the ticket office. Unfortunately, when I caught up with her, Kate informed me that G42 and the Luncheon Train had gone!

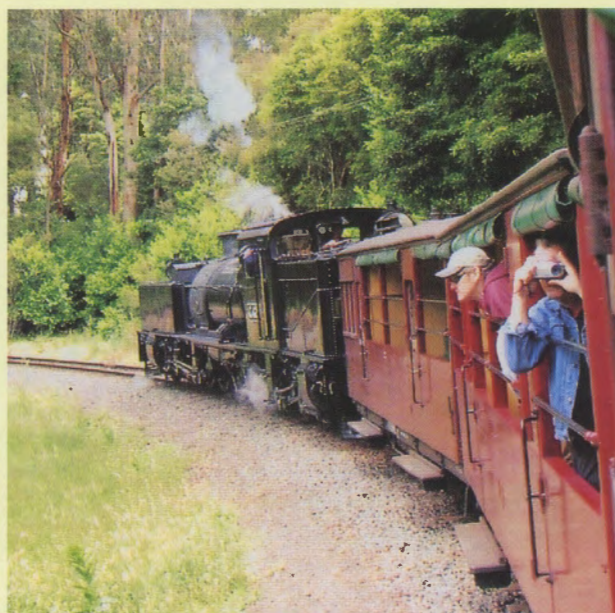
By this time I was ready to turn around and drive back to Geelong but after speaking with the Station Master, John Tunk, a solution was found. John offered to drive us to Menzies Creek, where we would be able to catch up with G42 and its train. We took him up on his offer and, before we knew it, we were there. The story now goes back 42 years, for as a seven year old boy, on a school trip to Gellibrand down in the Otways, I stood next to G42. There, I spoke to Les Ogden, a neighbour from just up the street where I lived. Asking if it was OK to climb into the cab, I received approval, and what a joy it was. This was an experience I would never forget. Sadly, the next thing I knew, the line had been closed and G42, along with all the rolling stock, just seemed to disappear.

Over many years, I often wondered what had happened to G42, but it was not until about 1995 that I found out G42 had been resting quietly in the care of the Puffing Billy Preservation Society. Having this small piece of information started a journey that was to end just shy of ten years later.

The next information to come my way was in 2002, when the people of Beech Forest held the 100th Anniversary of the official opening of the Colac-Beech Forest line. Books and videotapes of G42 ended up in my hands, but the highlight of the day was when someone told me that G42 was being restored to running order. I just could not believe it.



G42's cab was visited again, after 42 years. Photo: Philip Dandy



*Almost like being back in the Otways, 42 years ago. The view from the Luncheon Train as G42 rounds a left-hand curve on its way to Lakeside.
Photo: Philip Dandy*

In 2004, I finally tracked down Les Ogden once again, and spent around an hour and a half talking to him about G42 and his time on the Colac-Beech Forest line.

Returning now to Menzies Creek; as we entered the car park, I got just a brief glimpse of something large and black. I did not have to be told who or what it was. After walking just a few paces, and a time span of 42 years, there she was, G42, standing before me. It was like the return of a long lost friend, and seeing her being admired by so many people, young and old, brought much joy to me.

Finally departing Menzies Creek, G42 took us on to Lakeside, where she halted prior to returning the train to Belgrave. This was my chance to have a really good look at her. Standing there in the sunlight, she glistened like a treasured gem as her crew fussed over her. My mind flashed back to that day back in 1962 when, in complete contrast, she had looked tired, dirty and in some ways neglected.

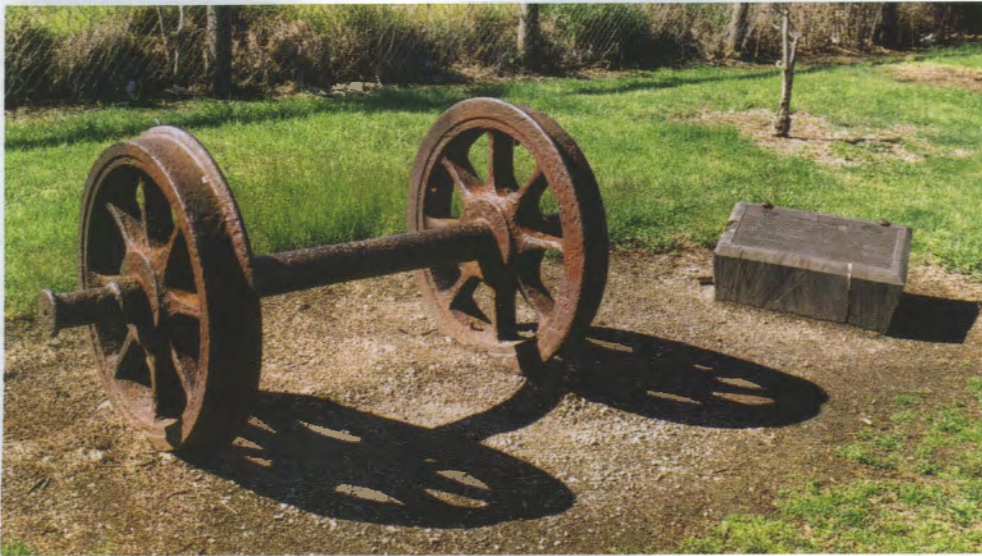
Eventually, 1435 hours arrived and G42 was soon making its run back to Belgrave. I sat and listened to her working, relatively easily, and at one stage along the line rounding a curve, as I looked through the trees it was almost as if we had transcended time and returned to the Otways. It felt uncanny to me but, alas, the Otways will never again hear the squeal of G42's pea whistle, unless it's on audio tape or CD.

Kate and I were enjoying ourselves immensely. However, all good things must come to an end, and so it was that Belgrave was reached, and so the end of our trip, though my day with G42 was not yet quite over. Having spoken with the Station Master about G42 and my long wait to see her again, I was granted permission to enter G42's cab once again, this time not as a little boy of seven but as an adult about to turn 50.

It is said that dreams do come true, but sometimes you have to be patient and wait a while. For me, I may have had to wait all those years, but my wish to see G42 run again has been granted, thanks to the Puffing Billy Preservation Society.

May I say that each and every person on the Puffing Billy Railway with whom my wife and I had contact could not do enough for us. For me personally, they really made my day special and I just cannot show my appreciation enough by merely saying "thank you". This is one person who will most certainly be back to ride the rails with G42.

Philip Dandy



Wheelset from a Lubeker steam-driven bucket dredge preserved at Koo Wee Rup Swamp lookout, on the Gippsland Highway.
Photo: Ian Cutter



The triple-header on the Puffing Billy Railway with newly out-shopped 14A sandwiched between 6A and 7A crossing Monbulk Creek trestle on the 1030 service to Gembrook on 10 December 2004. Photo: Peter Ralph



West Coast Wilderness Railway fireman Caroline Hodge fills the tanks of ABT 0-4-2T No.1 (Dübs 3369 of 1896) at Rinadeena in November 2004. As more and more women discover the joys of railroading, scenes such as this are becoming increasingly common.
Photo: Catherine Burke

South Australia

COBDOGLA IRRIGATION MUSEUM 610mm gauge

Cobdogla Steam Friends Inc.

The Bagnall 0-4-0ST (B/N 1801/1907) 'died of wounds' during the 11 November operating day, caused by a bullet hole in the copper steam delivery pipe. Evidently the hole had been inflicted sometime between 1922 and about 1960 when the loco was in storage. It had been patched during the restoration and a new smoke box fitted so there were no external signs of the damage. The loco began exhibiting apparent priming problems, probably as the patch started leaking, and on the operating day, the fireman could not keep up steam when the loco was moving. The patch had finally dropped off causing the loco to be failed. The copper pipe has since been repaired. Construction work continues on the new carriage and loco shed (LR 178, p.28). The shed will have two tracks and is long enough to store the Bagnall and three carriages on one line and the Simplex, section car and three carriages on the other.

Denis Wasley, 11/04

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 2 October was a great success and was financially rewarding for the Society. Crowd numbers at Whiteman Park were so large that virtually every parking area was utilized, while the 'Farmyard Experience' at Mussell Pool kept children occupied while they waited for a train back to Whiteman Village Junction. Tom Berry, in the guise of the Fat Controller, was the focal point for ensuring everything ran smoothly. On October 17 a passenger train hauled by ex Whiteman's Brick FC Hibberd "Planet" 4wPM YELLOW ROSE (2055 of 1937) became the first train to pass a working order upper quadrant signal in Western Australia since 1966. Earlier in the day WALRPA volunteers had carried out the final testing of the semi-automatic signal that had been carefully restored and installed as an operating safe-working device. Bennett Brook Railway Worker, 12/04

CANE RAILWAY MAINTENANCE

The slack season, in the first half of each year, is the time when the cane railways are maintained in preparation for the forthcoming crushing. Carl Millington captured a variety of scenes during the 2003 'slack'.

Clockwise from left: Mackay Sugar's Harsco Track Technologies self-propelled sleeper crane (226362 of 2002) between Jumper and Moondaba sidings near Calen, 12 June. □ Isis Mill's EM Baldwin B-B DH 11 (10130.1 6.82 of 1982) departing the mill with the rail welder train, 23 April. □ Millaquin Mill's Com-Eng 0-6-0DH 47 (AH2967 of 1963) with ballast plough and hoppers near Karlson's Loop, 25 May. □ Plane Creek Mill's Plasser KMX-08 tamping machine (415 of 1995) near Ilbilbie on the southern cane railway, 12 June. □ Kalamia Mill's Com-Eng 0-6-0DH DELTA (FD5094 of 1965) at McDesme No.3 siding, 29 May. □ CSR's Herbert River mills' Plasser GWS-75 spot tamper (434 of 1997) and KMX-12T track tamper (445 of 1998) in the Victoria Mill navy yard, 21 April.

