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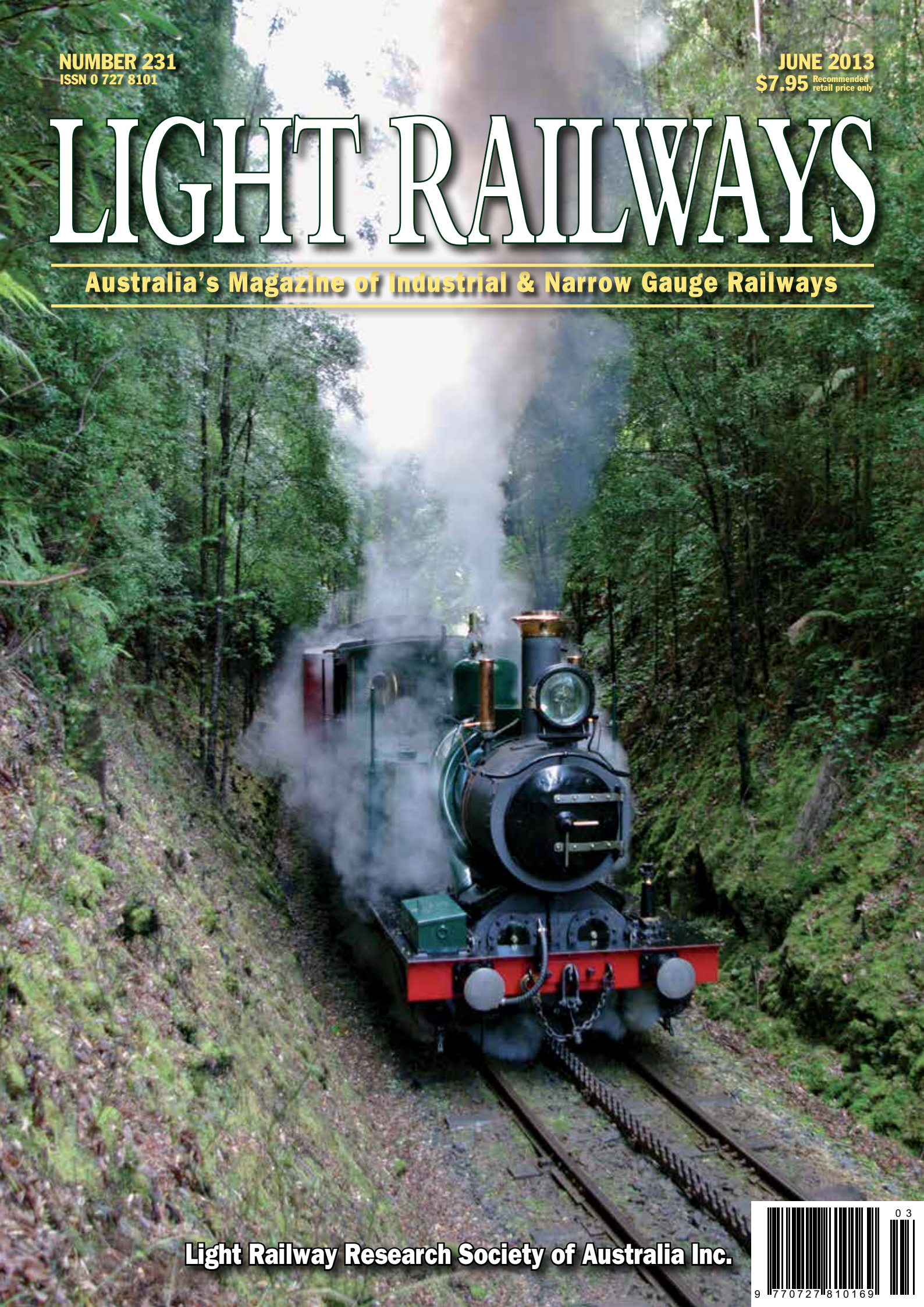
Australia's Magazine of Industrial & Narrow Gauge Railways



Light Railway Research Society of Australia Inc.

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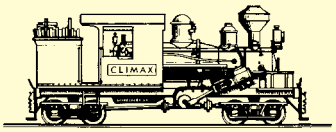

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Imperial to metric conversions:

1 inch (in)	25.4 millimetres
1 foot (ft)	0.30 metre
1 yard (yd)	0.91 metre
1 chain	20.11 metres
1 mile	1.61 kilometres
1 ton	1.01 tonnes
1 pound (lb)	0.454 kilogram
1 acre	0.4 hectare
1 horsepower (hp)	746 Watts
1 gallon	4.546 litres
1 cubic yard	0.765 cubic metres
1 super foot (sawn timber)	0.00236 cubic metre

Contents

Comment

The convoy of eleven ships, known as The First Fleet, that set out from England on 13 May 1787 bound for Botany Bay under the command of Captain Arthur Phillip, was a shambolic affair; underprepared, poorly equipped and ill-disciplined. The 2-6-4-0T 'J' Class Hagans Patent locomotive built in 1900 for Tasmania's North East Dundas Tramway was a costly failure. The last of the four 0-4-0T Krauss locomotives built for service on the 2ft gauge Burrinjuck Tramway was named *ARCHIE*.

What do the three statements above have in common? For decades, all three were widely accepted as fact. However, as it transpired, none of them is true. We know this because of the diligent work of a few historians who refused to accept the status quo. When pieces of the evidence just didn't seem to add up, these seekers of the truth painstakingly researched original documents and images to discover the real story.

This is not to say that the historians of the past were negligent. In the days before what we call the 'Information Age', records were harder to access, photographs more rare and difficult to obtain, and the veracity of stories less easily checked. I've been given some insights in recent years by our 'elder statesmen' into what it was like to be a railway historian in the 1940s and 50s, struggling to track down the sort of information I could now access literally in seconds. As a result of the difficulties these pioneer researchers faced, the writings of the past inevitably contained a certain quotient of well-intentioned assumptions.

The search for historical fact is a never-ending saga, but one that has its own rewards – who knows what facsinating discovery may be just around the corner? Never be afraid, though, to question what is already 'known'. As my father always drummed into me; "just because something has always *been* a certain way, doesn't mean that it's the *right* way!"

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.

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 proviso that the Society has the right to reprint, with acknowledgement, any material published in Light Railways, or include this material in other Society publications.

Front Cover: *On 17 April 2013, West Coast Wilderness Railway Abt 0-4-2T* MOUNT LYELL No.5 *(North British 24418 of 1938) puts on a show for the photographer shortly after commencing the 1 in 16 climb from Halls Creek to Rinadeena. Photo: Scott Gould*

In 1962, a number of Victorian enthusiasts visited the Shannon Mill and for a trip using veteran 2-6-0 SSM No.7 (James Martin 117 of 1895) a WAGR RA class open truck was deployed for the transit. Here the short train clatters along in the more open terrain closer to the WAGR interchange siding at Terry. *Photo: E Woodland, courtesy of ARHS WA Division*

The Shannon Mill railway

by Rod Milne

Introduction

Western Australia has a heritage of private railways serving timber and firewood interests that is second to none, with the lower south west of the state criss crossed at one time by a plethora of private railways. While all of these lines have a story to tell, a couple hold a particular personal fascination because of their rather short lives and their relatively late construction. In the immediate post Second World War era, several lengthy branches were constructed to serve new mills spawned by the post-war housing boom. One of these lines is the subject of this article: the Terry to Shannon Mill railway in the Manjimup Pemberton region.

The great stands of karri that existed along the Shannon River south of Manjimup remained virgin until the 1940s. Karri, a tall white trunked eucalypt (Eucalyptus diversicolor) occupied the higher areas, but significant stands of jarrah (Eucalyptus marginata) were also found in the area on swampier lower lying terrain south and west of the Shannon River. Interestingly, the Shannon River honours a British naval ship, the HMS *Shannon*, which reputedly acquitted itself well in the American War of Independence.

Following the end of the Second World War, a significant demand for timber for housing existed in WA, and Australia more generally, with the return of servicemen to civilian life. While the Quinninup mill of Millars opened in 1948, the State Sawmills Department owned some of the largest assets and was a key player in the expansion of timber milling in the south west of WA in the 40s. The principal timber milled was jarrah, used widely in building, with blackbutt and karri also milled in other stands.

Although the Shannon River stands of magnificent karri had remained virtually untouched, until the 1940s, a rapid post war increase in demand for building timbers resulted in the State Sawmills Department approving the state's largest sawmill (albeit briefly) in that area. A new line was built in conjunction with the new State Sawmill at Shannon River as a lengthy offshoot of the Pemberton-Northcliffe section of the WAGR which had opened 14 years before, in 1933. In essence, the new mill line would be comparable to a new branch in terms of both length and construction.

Survey work for the new branch was conducted in 1947 by Mr RH Bevan. Reputedly 21 miles exactly from the junction to the company store at Shannon, the line took some time to complete, with initial earthworks undertaken in the more open areas using only eight men with picks and shovels. A single mens' camp was set up at Boorara to house the men, and as work proceeded in the heavier karri country, a bulldozer and driver were employed from February 1948. Removing large karri trees from the rail corridor was particularly challenging with the bulldozer being deployed to cut around the roots. On one occasion, a karri tree fell on the cab of the dozer but fortunately the driver was not injured. Small deviations to the survey line were reputedly made to avoid large karri stands and to ease the lot of the construction crews, with war time rationing making the task a longer one to complete than one would expect. Petrol and materials were in short supply, and the actual work gang was a small one. By August 1949, it was reported that the formation work was complete to Shannon, and the rails were five miles away from the proposed terminus.

In October 1949, the track was laid into the Shannon township, and the track was formally completed, though the mill itself took more time to construct. The smoke stack for the mill was delivered by rail in three sections, though a local

road truck service was initiated early on to ferry basic supplies to the small community from the nearby towns of Manjimup and Pemberton. It was reported in August 1950 that the first two sections of the mill stack completed by the State Implement Works had arrived by rail with the third to follow.

Description of the line

Diverging from the interchange siding (formally named 'Terry' in 1949 after an early surveyor in the district), the Shannon Mill railway ran generally east for most of the way, crossing the main road north from Northcliffe not far from Terry and then taking an alignment not far north of Middleton Road. In places, the alignment was right beside the road, but initially at least, it curved away in places to negotiate a number of small watercourses. Timber bridges were used, and there was a short length of relatively deep cutting existing where the line dropped down to Boorara Brook at the western end.

As far as Bashford Road, the Shannon Mill line ran through a mosaic of dairy farms and timber lands, but then, the jarrah and karri forests thickened and the route became more typical of the timber railway in WA. For some distance too it ran a little further north from Middleton Road to get around an area of rising country, and to cross two decent streams in the form of the Gairdner River and Boorara Brook.

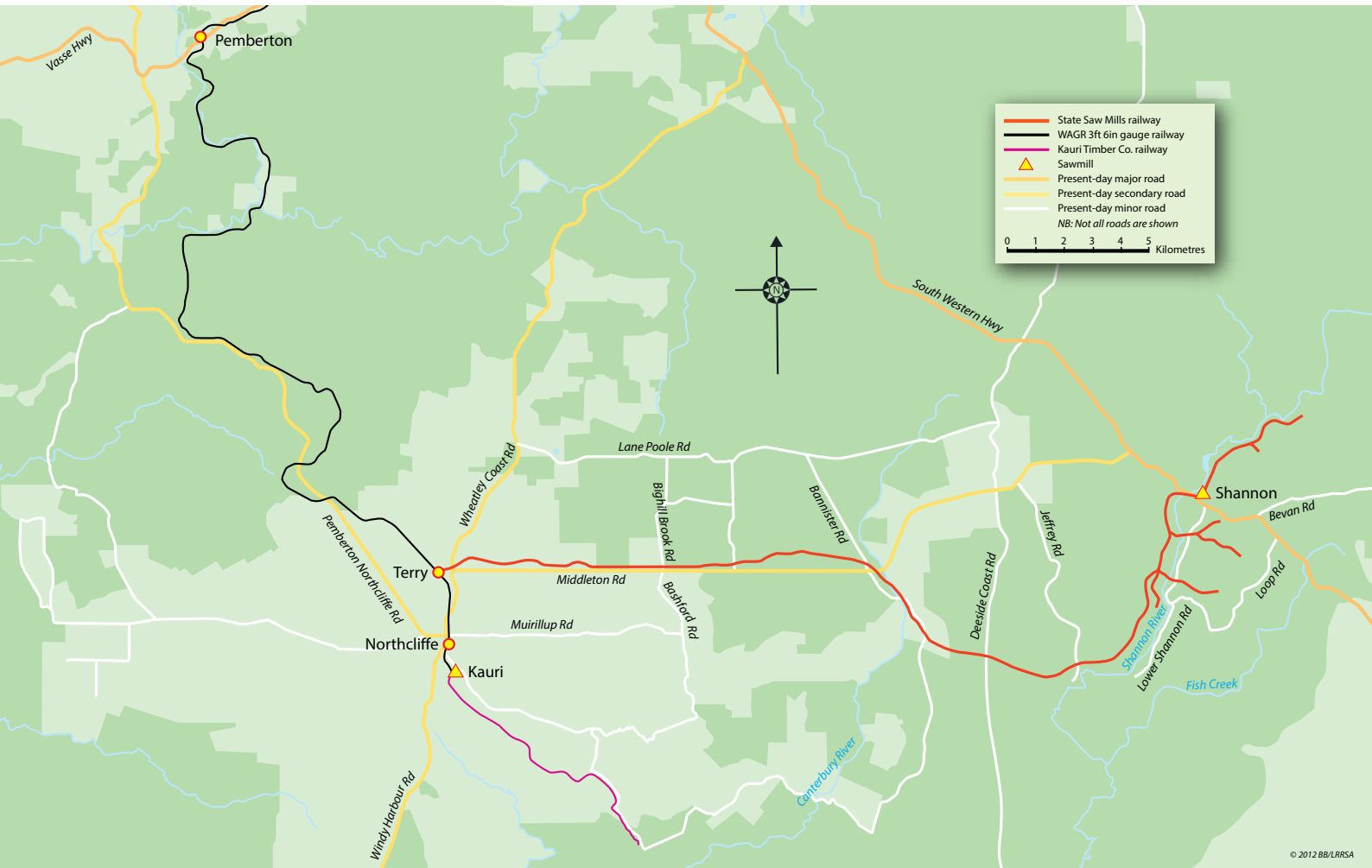
Dropping down through a cutting, the rails then crossed Boorara Creek before rising into the forested country beyond. Initially, the track ran beside Middleton Road, but a left hand curve directed the mill trains away from this alignment to circumvent low hills Indeed, where the line crossed the timber track named Pony Road, it was some distance north of Middleton Road

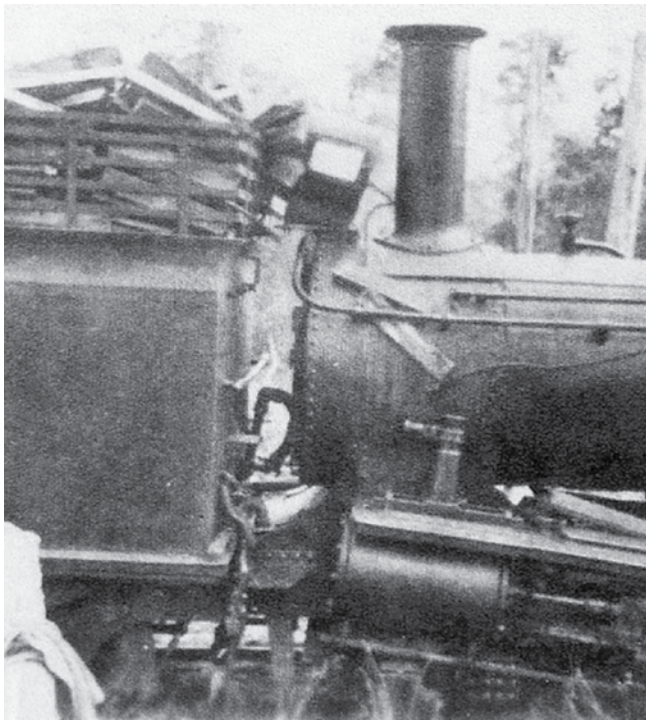
Near the West River Road turnoff, and on the western side the road crossing of the tiny Canterbury River, the line crossed Middleton Road on the level and swung sharply to the south east at a point over half way along the length of the line. A small bridge then carried the track over the Canterbury River south of the road bridge on Middleton Road. The rails then ran through bush, not far away from Preston Road, but on the other side of the stream.

Some of this coastal country included jarrah and scrub but after the crossing of the Deeside Coast Road near the famed Boorara Tree, the line was mainly amongst the karri stands. The Westcliffe camp was not far away as the line ran slightly above swampier lands to the south, where the Shannon River meandered towards the coast. Both the Westcliffe Fire Trail and Jeffrey Road were forestry tracks in this area, just prior to the final change in direction north up the Shannon River valley towards the mill site.

On a narrow ledge beside the river, the line curved steadily back to the north, running near the Lower Shannon Road during the last few miles to the terminus. This was arguably the prettiest part of the journey, amongst the tall stands of karri that supported the State Sawmill. On the final approaches to Shannon River, four logging spurs ran east of the main line, the last one as a back shunt for trains coming up from Terry siding. None were particularly long, but before log jinkers became the norm, they saw use by logging trains coming out from the mill. In this vicinity, the Shannon River was crossed, for the townsite and mill were on the southern side of the stream.

The Shannon mill and townsite were picturesquely sited south of the river itself. The town was west of the later alignment of the main road and the mill to the east of some





In April 1953, the locos working the shunt train to Terry and the log train collided just west of Shannon Mill and both were damaged. Perhaps as a direct result, log haulage quickly moved to road transport thereafter. Photo courtesy Peter Johnston Shannon Times

Karri stands surrounded the broad clearing along the river which enclosed the mill and its office buildings, the ground rising towards the east. North east of the mill and town site, a stunning granite outcrop (Mokares Rock) rose east of the highway, making a scenic landmark. One of WA's earliest towns to benefit from town planning, the town of Shannon was designed and surveyed in a U shape, with input from the surveyor and the Town Planning Board.

The terminus yard was surprisingly commodious, and constructed in two levels; a higher level south of the mill, and a lower level on the northern, or river side of the mill. On the Terry approach to the mill, a turnout led off to the lower level where a double loop was provided continuing on to the main line beyond. On the higher level, there was another loop on the northern side by the mill serving the logging yard, as well as a dead end into the mill proper. On the southern, or town side, of the main line, a long loop (with adjacent dead end) ran through the workshops and a large wooden goods shed, the latter doubling as a loco depot. At the eastern end of the dead end, a gravel yard existed presumably for maintenance purposes on mill tracks and perhaps the railway line..

Shannon was an isolated mill community when the line and mill opened, so that a certain degree of self sufficiency was required, with mill housing provided for workers as well as a mill store, workers' club and other facilities. Provision was made in the design of the township for 90 mill houses above the mill and rail yard, and a dam was constructed in 1949 upstream of the town to ensure a continuous water supply. At its peak, Shannon boasted a nurse's station, post office (opened in 1955), hall, bakery, butcher's shop (opened 1953) and general store as well as the school and mill office. The Shannon River Mill general store was actually operated by the State Sawmills Department, a large central park existing in the subdivision layout. Below the railway back to Terry, and on the western approach to the mill, the town oval was sited on the river flat, a cricket pitch being in use for sporting events.

The mill line didn't end at Shannon Mill. Instead, it continued on across the route of the South Western Highway adjacent to the river bridge to run as a logging line beyond. There were a number of logging spurs close to the mill (including four to the west – not shown on the map – as well as those to the east), though it is reported that these did not operate long after the railway opened in 1949. In the late 40s, as petrol rationing was lifted and trucks began more readily available, sawmills in general in south-west WA moved away from logging railways and used timber jinkers to haul logs to the mill.

In April 1953, a rather spectacular collision occurred just west of the mill when a shunt train taking five trucks of sawn timber over to the siding at Terry collided with a log train coming in from the log spurs. That Thursday lunch time was a notable one in the brief history of Shannon, the shunt train loco being quickly repaired but the other not so. It seems that the accident marked a watershed for the line, with log trains not running thereafter.

The Shannon mill, however, continued to use rail to despatch its sawn timber and receive heavier freight from distant places. By the late 1950s, the lines east of Shannon River over the highway were moribund, though the main branch back to the WAGR interchange at Terry remained in use for the daily haulage of processed timber.

That daily trek by SSM No.7 to Terry and back continued until mid 1963, when use of the railway was discontinued following the sale of the former State mill to Hawker Siddeley Building Supplies. Thereafter, road haulage was used for all of the traffic generated by the mill and townsite at Shannon Millr. Despite losing its sole traffic, Terry remained as a WAGR siding until 1970, closing seven years after the mill interchange stopped. The mill itself at Shannon closed in 1968, five years after the railway was shut down, at a time when the woodchip industry was being established in the South West.

Looking east along the formation of the line towards the crossing of the Canterbury River in January 2010. Photo Rod Milne

Above: *Logs on the mill landing, seen from the town side, showing the yard and goods shed and mill beyond. Photo courtesy Peter Johnston* Shannon Times
Left: *Men loading a flat wagon with sawn timber at Shannon Mill for conveyance by shunt loco to the interchange siding at Terry on the WAGR Northcliffe line. Photo courtesy Peter Johnston* Shannon Times
Below: *An overview of the mill yard at Shannon looking down towards the river over the terminus yard towards the sawmill at a lower level in the 1950s. Photo; Late Bob Moss collection courtesy of ARHS WA Division*

Locomotives

At ShannonMill, there was a small loco depot, with engine SSM No.7 being associated with the branch line at the end of operations, as well as in 1953. This locomotive was built in 1895 for the WAGR as G 53 (James Martin 117 of 1895). It was sold in 1942 to the Commonwealth Railways and worked in the Northern Territory before making its way to Shannon River mill after the war ended, being purchased by the State Sawmills Department where it gained its new identity as SSM No.7. It received a plate to this effect, which was carried till the last services in the 1960s. The timber engine shed at Shannon Mill featured two tracks, the northernmost one being a through line.

SSM No.7 was reported to be at Pemberton mill in 1960, and there was obviously swapping of locos from time to time, using the WAGR Northcliffe branch line between Terry and Pemberton. Given the fact that the use of the logging branches around Shannon River ceased early on in favour of road timber jinkers, SSM No.7 would have coped easily with most daily tasks at Shannon River, centred around hauling wagons of sawn timber west to Terry and bringing empties and wagon loads of heavier items back. WAGR wagons were allowed to run on the mill line to Shannon Mill, so that there was no need to tranship traffic at Terry.

In April 1953, a head-on collision between the Terry shunt train and a logging train just west of the mill yard saw damage to both locos in use at the time, and it seems logs were thereafter hauled by road jinkers as an economy measure. Jeff Austin has advised that there are no details of the other loco used at Shannon Mill when the log trains ran, and the collision in 1953 seems to have ended those services for good. Photos exist of the mill log wagons, which were primitive vehicles indeed, essentially of the jinker format. The other traffic running between Shannon Mill and Terry utilised WAGR rolling stock in general, with timber bogie wagons of the QBB/QBC types being used for sawn timber, and open WAGR trucks used for other loading. When the Victorian Division of the ARHS ran a tour to the mill in 1962, a WAGR RA class bogie open truck was used to convey the passengers behind SSM No.7.

There is an interesting aspect to locomotive working on the Shannon Mill–Terry line, with the local community expressing some concern as to the potential for collisions at the main road crossing just west of the mill site itself. This crossing was an open one protected by the usual warning boards, but the community proposed a novel way of providing more warning for motorists on the road to Denmark and Albany - the locos and trucks could be painted red(!), it being claimed that the normal hues the locos and trucks carried blended a little too well with their karri forest backdrop. Nothing came of this idea.

In a safeworking sense, the Shannon Mill line was somewhat unique, as it made a junction with the Northcliffe line at a point that was never a permanent staff station dividing the Pemberton-Northcliffe staff section. What made the arrangement even more curious was the fact that the Shannon Mill line rivalled the Pemberton-Northcliffe line in length as a significant branch line in itself. As the mill loco generally ended and commenced its journey in the siding at Terry, the staff was perhaps not necessary, with the WAGR trains pausing at Terry to collect timber and place empties en route. However, when it was necessary to run mill locos between Pemberton and Shannon mills for workshop attention, other arrangements applied.

In 1963, when the line fell into disuse, mention was made of Terry in the General Appendix of the WAGR. It was described as being the junction for the branch to Shannon River mill, then in the ownership of Hawker Siddeley Building Supplies, who had taken over the former State Sawmill. Surprisingly, the General Appendix included no specific instructions as to how the branch junction would be worked.

On 20 September 1962, 2-6-0 SSM No.7 (James Martin 117 of 1895) is seen at Terry while working an excursion on the line for the ARHS Victorian Division. *Photographer unknown; ARHSnsw Railway Resource Centre*

Left: SSM No.7 hauling a WAGR RA class open truck loaded with happy excursionists, pauses at a loading platform in the bush during the 1962 ARHS visit. Photo: E Woodland, courtesy of ARHS WA Division

As Shannon Mill was located on the South Western Highway linking Perth, Bunbury and Albany, it enjoyed relatively good road passenger services for most of the mill's life. Indeed, the famed 'King Karri' WAGR bus ran this way, with services timed to call if required for passengers at Shannon from 1950. This service also allowed for parcels and perishables. The mill train to Terry was also available for transport, but offered a less direct route to everywhere bar Northcliffe. After 1948, WAGR road buses replaced the tri-weekly passenger trains on the Pemberton-Northcliffe line.

Conclusion

Despite being built to relatively good construction standards, the Shannon Mill line had a remarkably short life, operating for a mere 16 years. In the early 60s, two enthusiast trips ran on the line, perhaps in expectation of the mill railway's demise. The 1962 one ran behind SSM No.7 hauling an RA wagon for the benefit of the Victorian Division of the ARHS, while in June 1963, the WA Division ran a similar excursion. By 1963, the railway was out of use, with the Shannon River mill closing five years later. In 1988, after the mill houses and settlement were removed, Shannon River was declared a National Park, with many of the trails following old timber lines. The Shannon line had some tough grades for the diminutive and aging G class locomotives clattering along, the haul from Boorara up to the ridge at Shannon being a testing one indeed, albeit only with empties from the shunt train at Terry. It must have been quite a sight to witness former WAGR G class SSM No.7 trundling along beside Middleton Road on the lengthy line.

In January 2010, the forest and bush had grown to such an extent that traces of the Terry to Shannon line were not easily discernible, except to the so-called "trained" eye. Often times old mill lines end up becoming de facto logging and bush tracks, the formation of lines being gobbled up in some areas or merely falling to the silent invading bush.

Overall, not much is left of the Shannon Mill line apart from the odd cutting and low embankment. Because the formations were constructed by mechanical plant, the track bed seems wider than normal, and with the earthworks not as well finished as in traditional branch lines. Here and there, the sleepers remain, heaped to one side, and there are of course telltale signs in the form of shallow cuttings.

Not all is gone, but most is; SSM No.7 survives, preserved at Pemberton, less than 60 km away from the site of the scenic railway through the karri forest it worked for most of its latterday life. By the time it got to Shannon Mill, the little loco had certainly travelled; through much of WA and the North Territory before enjoying a quiet 'semi retirement' in the South West.

Acknowledgements and References

I would particularly like to thank Peter Johnston for his wonderful book on the history of the Shannon Mill and town which is thoroughly recommended to everyone as a source of further information, Also I wish to thank the ever reliable Jeff Austin for his assistance with locomotive details on SSM No.7. Graham Watson from the WA Division of the ARHS is owed a debt of gratitude for providing a number of photos from the collection, some credited to the late Bob Moss.

The following are principle sources of information relating to the text:

- *Shannon Times* by Peter Johnston
- *Rails Through the Bush* by Gunzburg and Austin
- Townsite Plans for Shannon River (1956)
- WAGR Weekly Notices
- WAGR Commissioners Reports
- WAGR Working Timetables
- WA National Parks

Following the closure of the Shannon Mill railway in 1963, SSM No.7 was transfered north to Pemberton Mill, where it worked for a further seven years. It was later preserved in a park at Pemberton, where Jeff Austin photographed it on a sunny 1 October 2012.

North British 27096 hauls a loaded train from the Hermitage Colliery tunnel. *Photo: Harry Wright, courtesy Jim Longworth*

Lithgow Valley underground diesels

by John Browning

This article came about as a result of Mrs Gwen Reynolds noticing a photograph of the Lithgow Valley Colliery North British locomotive in a newsagent copy of Light Railways *202. She took it home to her husband, Bob, who very kindly provided the author with some reminiscences of his time at the colliery. Ross Mainwaring provided his research materials to fill out the story and Fred Foye added his excellent personal recollections.*

The Lithgow Valley Colliery Company Ltd was initially formed in 1872 to open the colliery of the same name. Just four years before, the Hermitage Colliery had opened, and from 1884 the two were in common ownership. They faced each other across the Farmers Creek valley not much more than three-quarters of a mile apart, with the town of Lithgow lying between them, Hermitage to the north and Lithgow Valley to the south. Both were tunnel mines, so at each coal could be hauled out from the Lithgow Seam workings to the surface on the level.[1]

The first diesel: Hermitage Colliery

Following the Second World War, the two collieries were overdue for mechanisation. Hermitage Colliery installed mechanical mining units in 1950 and 1951 but its plan to use a diesel locomotive to haul coal could not commence immediately and a temporary conveyor was installed. New steel 6-ton drop-bottom skips on 3ft 6ins gauge were brought into use, replacing small 14 cwt skips, initially hauled by a battery-electric locomotive. The skips were possibly supplied by Thirwell & McKenzie, with others to a similar pattern subsequently being built in the colliery workshops by a Bathurst contractor.[2]

A 1950 report had stated that a diesel locomotive was on order from Ruston & Hornsby for delivery in April 1951.[3] However, nothing further is known about this and from 10 February 1953, coal haulage was taken over by a new North British 0-4-0DH 100hp locomotive (27096 of 1952), tended with pride by Freddie Foye, leading hand fitter/welder, with Tommy Hampton the driver and Tony Nightingale the shunter. A Jeffrey battery-electric locomotive continued to be used for loading in the mine.[4]

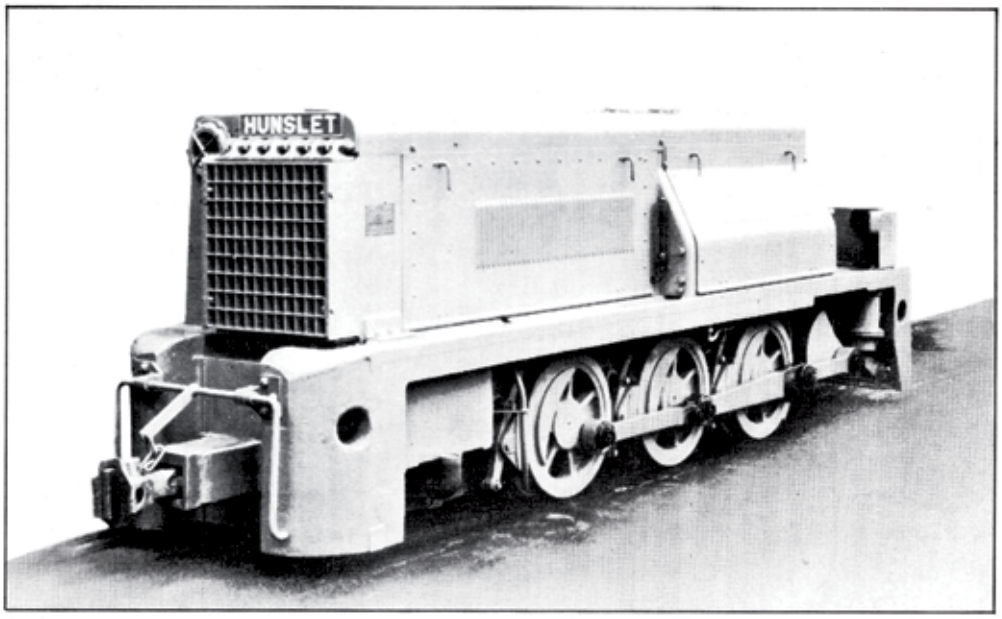
By 1957, the North British locomotive was hauling rakes of between seven to ten cars a distance of about half a mile. A 10-ton battery locomotive was used for man transport hauling cars each holding 20 men. During the shift the battery locomotive was also used to shunt the cars for loading at the conveyor which led from the face.[5]

The original arrangement had been for the locomotive to run around its train at each end of its run using the loops provided. This arrangement proved troublesome and the method resorted to was for the locomotive to haul the empties into the mine and propel the full ones out. On reaching the surface, the skips were run over a coal hopper. The latch back door of each skip was tripped and they unloaded automatically with each door being reset in similar fashion. Thus it was only necessary to check that each door was properly closed before setting off into the mine again.[6]

The second diesel: Lithgow Valley Colliery

In 1951, an endless rope system was in use at the Lithgow Valley Colliery to haul coal to the surface, with horses and manual labour being used to move the small skips to the endless rope. A 10-ton Jeffrey type battery-electric locomotive was used to haul the men underground in special cars each with a capacity of 12 men.[7] Mechanisation was introduced at the start of 1955 with 1-ton skips in sets of ten being attached to the endless rope and hauled approximately 1½ miles to the surface. In 1957, the battery locomotive used for man haulage was driven by the man in charge of the steam engine for the endless rope system.[8]

THE HUNSLET ENGINE CO. LTD *Engineers* LEEDS ENGLAND



0-6-0 TYPE
100 H.P. "HUNSLET" DIESEL LOCOMOTIVE
FOR UNDERGROUND WORKING

Gauge of Railway (can be modified to suit requirements)	2 ft. 6 in.
Dia. of Coupled Wheels	2 ,, 0 ,,
Wheelbase	5 ,, 3 ,,
Height Overall	5 ,, 4 ,,
Width Overall	3 ,, 11 ,,
Length Overall	15 ,, 8 ,,
Length over Buffer Beam Faces	14 ,, 3 ,,
Maximum Power and Speed of Engine	100 h.p. at 1,700 r.p.m.
Speed 1st Gear	4 miles per hour
,, 2nd Gear	6·1 ,, ,, ,,
,, 3rd Gear	9·4 ,, ,, ,,
,, 4th Gear	14·6 ,, ,, ,,
Fuel Capacity	18 gallons
Weight in Working Order	15 tons 0 cwts.
Maximum Axle Load	5 ,, 5 ,,
Maximum Tractive Effort 1st Gear	8000 lbs.
Tractive Effort 2nd Gear	5,200 lbs.
,, ,, 3rd Gear	3,400 lbs.
,, ,, 4th Gear	2,200 lbs.
Ratio. Adhesive Weight ÷ Tractive Effort	4·2 to 1
Minimum Radius of Curve Locomotive will traverse without train	60 ft.
Weight per Yard of Lightest Rail advisable	28 lbs.

	Level	1 in 100	1 in 50
Load Engine will start and haul in 1st Gear	430 tons	180 tons	110 tons
,, ,, ,, haul in 2nd Gear	410 ,,	130 ,,	75 ,,
,, ,, ,, ,, ,, 3rd Gear	260 ,,	80 ,,	45 ,,
,, ,, ,, ,, ,, 4th Gear	165 ,,	45 ,,	20 ,,

Loads hauled are based on 18 lbs./ton Starting Resistance and 12 lbs./ton Running Resistance

Code Word—**BRAND**

Above: *Hunslet Engine Co catalogue sheet for the 100hp 0-6-0DM mines locomotive. The heavy cast frame provided significant adhesive weight.* *Author's collection.*

Right: *General arrangement drawings for the North British 100hp 'Miner' 0-4-0DH locomotive with Voith transmission.* *Author's collection.*

By the end of 1958, plans were well advanced for the introduction of a diesel locomotive for coal haulage and a 100hp Hunslet 0-6-0DM locomotive (4059 of 1950) was acquired for this purpose.[9] Maker's records indicate that this locomotive was purchased new by Commonwealth Portland Cement, but nothing has been discovered yet about where (or if) it was used before coming to Lithgow Valley.[10]

In preparation for the introduction of diesel haulage, a number of new 'turns' (sets of points) were required. Fred Foye and a colleague, Jim Crane, were commissioned to manufacture sets of points in their own time, with all materials provided, and were paid £80 per set for this work.[11]

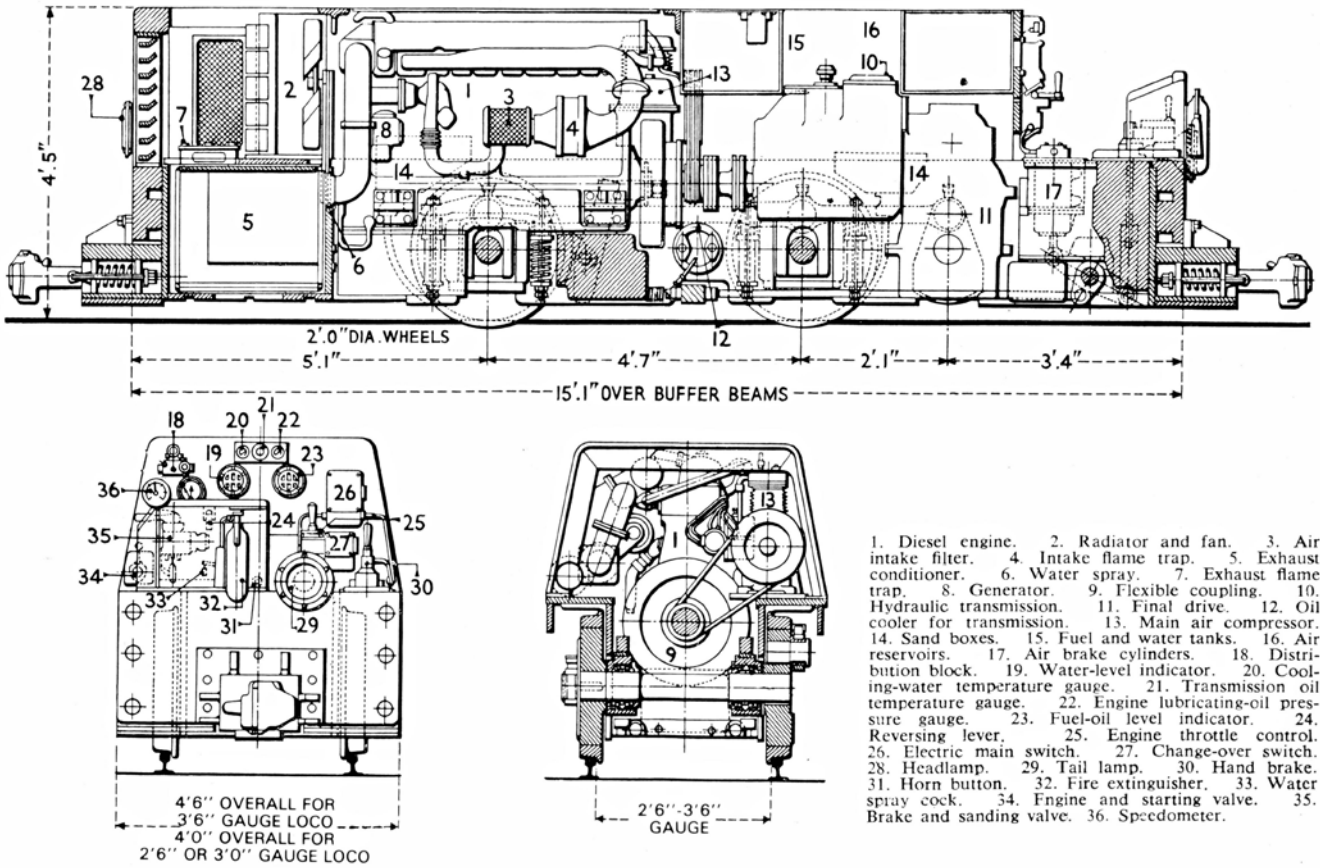
The new arrangement would require the use of the diesel on day shift for coal haulage with 6-ton drop bottom cars while a battery electric locomotive would be used for man haulage and for moving skips for loading underground. A battery locomotive would also be used for materials haulage on the afternoon shift.[12] There was some contention between the Federated Engine Drivers & Firemen's Association and the Miners' Federation (formerly the Australian Coal & Shale Employees' Federation) as to who should drive the locomotive. An adjudication by the Local Coal Authority was made that Jack Francis, the FEDFA driver of the stationary engine who had been employed at the colliery for 38 years, should drive the diesel with a Miners' Federation member to drive the battery-electric locos.[13]

Fred Foye from Hermitage Colliery was deputed to train Jack Francis, which he found to be a challenging task for a number of reasons including that there was no documentation accompanying the Hunslet locomotive. To make matters worse, the locomotive's air system was not fully effective, resulting in difficulty engaging the gears. A serious accident occurred when the colliery manager offered to relieve Fred Foye temporarily from his training duties in accompanying Jack Francis on a trip to the loading point. On its return the train ran away and the colliery manager suffered what were described as "serious head injuries" as a result of a fall from the locomotive.[14] Within a few days Fred Foye realised what the problem had been when another runaway was narrowly averted. There was a slight downgrade at the point where the locomotive started the full skips away and Jack Francis released the brake thinking that the locomotive was in gear. In fact, the lack of air pressure had resulted in it not being put into gear and a further disaster was prevented by an emergency brake application on the loco and manually setting the handbrakes on the skips, at the cost of some panic and flat wheels. Mr Francis vacated his role as driver of the Hunslet a very short time afterwards, and was replaced by Jack Wray. The flat wheels on the locomotive were repaired by building up the metal with weld and then turning them on the lathe.[15]

Locomotive details

The 15-ton Hunslet locomotive was built in Leeds, England. It had a one-piece cast steel frame and was powered by a 6LW Gardner engine of 100hp at 1700rpm. The transmission was a 4-speed crash box with an air operated manual clutch, allowing a top speed of 14.6mph. The air assisted clutch and gear change operation used a single lever and incorporated a sliding gear for forward and reverse. The 125 pounds per square inch (psi) air system also operated a starter motor and the Westinghouse brake system.[16]

The 15-ton North British locomotive was built in Glasgow, Scotland. It had a fabricated steel frame and was powered by a 100hp Paxman 6RQE engine with indirect injection using a Ricardo combustion chamber. The starting air system was 400psi reduced to 125psi for the Westinghouse brakes. Before starting, a hand oil pump was used to ensure that lubrication was available immediately the engine turned. Engine starting was achieved by a camshaft-driven compressed air distributor directing air flow to an air injector on each cylinder to get the engine turning.



1. Diesel engine. 2. Radiator and fan. 3. Air intake filter. 4. Intake flame trap. 5. Exhaust conditioner. 6. Water spray. 7. Exhaust flame trap. 8. Generator. 9. Flexible coupling. 10. Hydraulic transmission. 11. Final drive. 12. Oil cooler for transmission. 13. Main air compressor. 14. Sand boxes. 15. Fuel and water tanks. 16. Air reservoirs. 17. Air brake cylinders. 18. Distribution block. 19. Water-level indicator. 20. Cooling-water temperature gauge. 21. Transmission oil temperature gauge. 22. Engine lubricating-oil pressure gauge. 23. Fuel-oil level indicator. 24. Reversing lever. 25. Engine throttle control. 26. Electric main switch. 27. Change-over switch. 28. Headlamp. 29. Tail lamp. 30. Hand brake. 31. Horn button. 32. Fire extinguisher. 33. Water spray cock. 34. Engine and starting valve. 35. Brake and sanding valve. 36. Speedometer.

At 150 revolutions per minute the fuel injector pump took over and the locomotive could move off. An automatic Voith-North British Type L22 transmission was fitted, incorporating a torque converter for starting and slow speeds, and a hydraulic coupling for normal speeds, with a sliding final drive gear for forward and reverse. Top speed was 12½ mph. The exhaust conditioner was mounted at the front of the locomotive and the radiator fan drove air forwards over it instead of the more conventional reverse arrangement. [17]

Fred Foye summed up his view of the difference between the two types of locomotive: "*The North British was a Rolls-Royce of a machine while the Hunslet was more like a Mack truck*."[18]

Both locomotives had to pass stringent requirements to be used in a coal mine. They were flameproofed so that they could not emit a spark, and the exhaust had to be treated to remove particulates and harmful gases. They had received the 'Buxton Certificate' signifying approval from the British Ministry of Fuel & Power and also had to receive local approval from the NSW Mines Department before they could be used underground. Flame traps were required on both inlet and exhaust, and engine adaptations made to prevent any flame escaping via any joint. The exhaust was passed through a water bath scrubber which removed irritant gases, and because carbon monoxide is not water soluble the engine power output was limited to a level at which significant amounts of this gas were not produced. The exhaust gases also passed through a flame trap consisting of grille plates two inches wide spaced one fiftieth of an inch apart to prevent the escape of any sparks. Electrical equipment was kept to a minimum with lights fed from a flameproofed dynamo using armoured cable. The use of air starting eliminated the need for electric starter motors.[19]

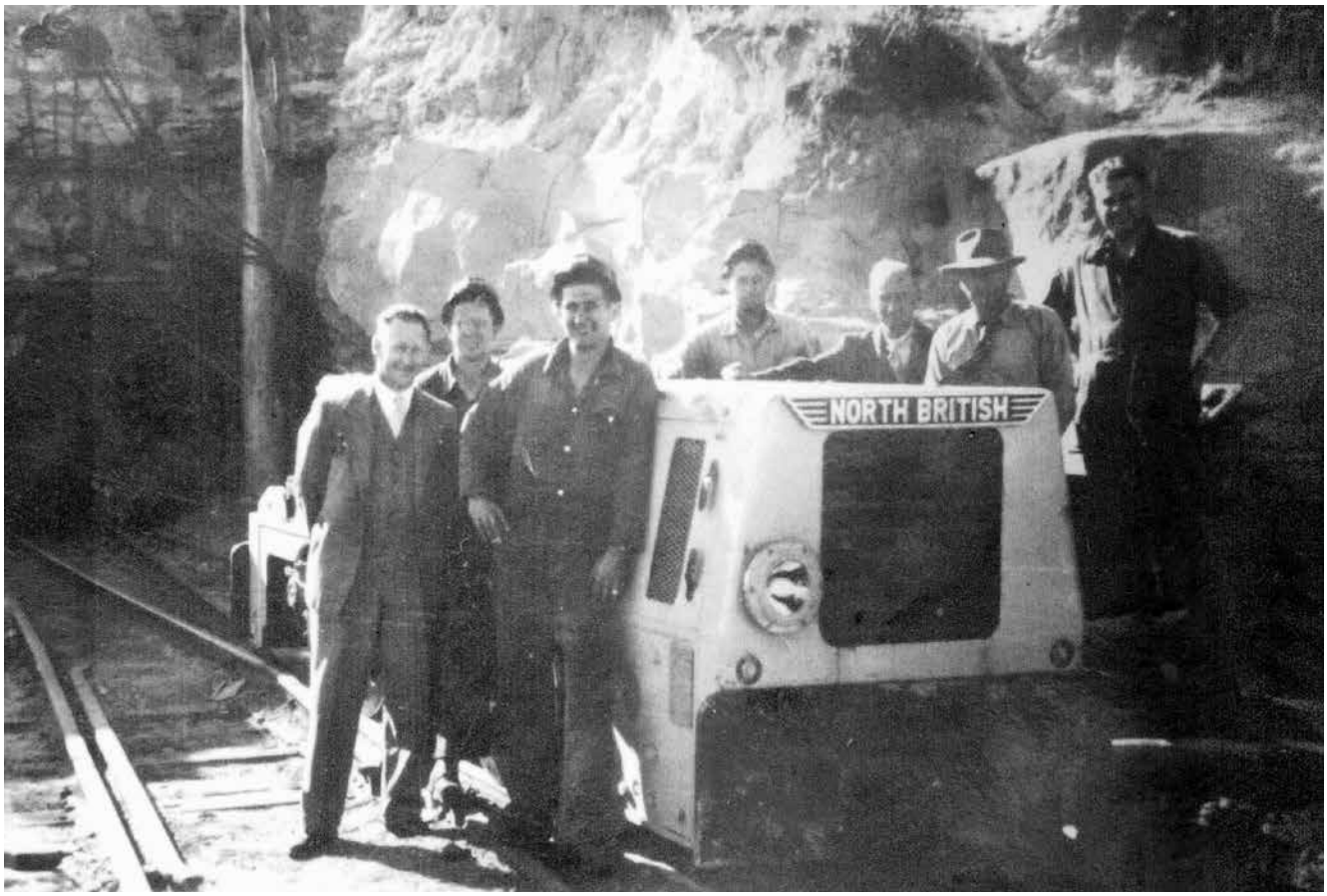
Neither type of locomotive had a canopy over the driving position, and the driver's seats were not built for comfort. The only place for the shunter to travel was in the cab, which was not really large enough to accommodate a second man, making conditions cramped.[20]

The battery locomotives used by the Lithgow Valley Colliery all appear to have been 10-ton units built in Sydney by Gibson Battle & Co Ltd under licence from the Jeffrey Manufacturing Co, Columbus, Ohio. The optimum charging cycle required the batteries to be allowed to discharge almost completely before recharging. More frequent recharging reduced battery life. Five of these locomotives were present at Lithgow Valley on closure in 1978, which is enough to account for those that served at Hermitage and Lithgow Valley. In 1964, two similar locomotives from Kandos No.2 Colliery were purchased from Kandos Collieries Pty Ltd for use at Lithgow Valley, and it is assumed that they were included in the total of five.[21]

Fred Foye

Fred Foye was a diesel mechanic who had worked on buses in the Lithgow district. In 1952, he became aware of a vacancy at Hermitage Colliery for a man to maintain the new diesel locomotive that was expected there. He started work about six months before the North British loco arrived and this provided enough time for him to become familiar with colliery personnel and operations, and to obtain the necessary reclassification as a tradesman that the then restrictive industrial relations arrangements required.

An engineer arrived with the locomotive to commission it and stayed for about a week while this took place.
During the course of his instruction on the locomotive, Fred was asked for his comments and stated that he thought the engine had a fault. The noise from the engine had led him to suspect that there was a loose gudgeon pin on No.3 cylinder. An investigation followed and the gudgeon pin was replaced, resulting in the elimination of the problem.



A proud group of employees pose with North British 27096 close to the tunnel entrance at Hermitage Colliery. Photo: Fred Foye Collection

A Jeffrey type 4wBE locomotive built by Gibson Battle, carrying battery box number 4, photographed at Lithgow Valley Colliery on 3 January 1979, following the mine's closure. Note the link and pin coupling. *Photo: Ross Mainwaring*

Once the locomotive entered service, Fred had the job of maintaining it. Commencing work each day a little earlier than the production workers, he would check and replenish the exhaust scrubber water bath, fuel, water, oil, and sand, check the air filter, adjust the brakes if necessary, and give it a quick test drive. The water in the scrubber tank was replaced approximately weekly, and the cast-iron brake blocks would last about three months. The rail track running into the big shed/workshop had an elevated track about four feet high, which made access for maintenance easy.

The locomotive's inlet flame trap required little attention but the stainless steel baffle plates in the exhaust flame trap required cleaning twice a week by being boiled in laundry detergent. This removed grease but had little effect on the carbon deposits that built up. As a result the plates were periodically dismantled to receive attention from a wire brush on the work bench.

At Christmas 1954, Fred stripped down the engine and overhauled it, fitting new piston rings and valves. This necessary work was repeated every few years as it was essential for the locomotive to be reliable in service without breakdowns.

A brand new 100hp North British, 27297 of 1953, of the same type as at Hermitage Colliery, was stored 'in mothballs' in the cable shop at Newcom Colliery, Lidsdale, about 8½ miles north of Lithgow. A locomotive filling this description had been offered for sale in the *Commonwealth Engineer* of 1 June, 1953, with The Secretary, GPO Box 2159, Sydney given as the contact details. Fred Foye visited Newcom in around 1956 to provide assistance as the locomotive had never been successfully started since its arrival. After he successfully demonstrated this art, it was started up from time to time to keep it operational. This proved to be beneficial, for when the loco at Hermitage ran over a stray metal object and broke the sump and an oil pump, Fred was able to go over to Newcom and borrow the parts off their locomotive until replacements arrived from overseas.

Fred Foye worked at Hermitage Colliery until 1958, when he moved to Newcom where he served as a fitter, deputy and safety coordinator.[22]

Bob Reynolds

Bob Reynolds grew up in Lithgow and at the age of 17 he took up an apprenticeship with the Gardner diesel distributors in Sydney. In 1956 he got married and returned to Lithgow with no intention of entering underground mining. In about 1960, he heard through a friend that the Lithgow Valley Colliery was having trouble with its Hunslet Gardner-engined underground locomotive. It would frequently break down during the shift and apparently was about to be banned from underground work because of the fumes it produced.

Bob spent a week-end servicing it and gave it a good tune-up, with 'life saving' results according to the Mine Superintendent, Alf Dixon. After many weeks of negotiating with the Electrical Engineer, Jack Pay, Bob agreed to work at Lithgow Valley Colliery as diesel engineer, from 3pm to 11pm Monday to Friday.

It was agreed that his sole responsibility was to be the Hunslet and that he would never be asked to work underground. He answered only to Messrs Pay and Dixon. He had a man under him, Jack Francis, the unfortunate first driver of the Hunslet, who greased, watered and fuelled the locomotive and also cleaned the exhaust and intake flame traps.[23]

In mid-1960, plans were well advanced for a major transfer of coal production from Hermitage Colliery to a new section at Lithgow Valley, although the washery at Hermitage would continue to process Lithgow Valley coal. The move was delayed for a while, reportedly because the North British locomotive, which would need to be transferred to Lithgow Valley for the additional coal haulage requirements there, was out of commission awaiting spare parts. In fact, the locomotive's transmission was in Sydney being overhauled by Sonnerdale at Stanmore and management was seeking another diesel to serve as a spare unit.[24]

The requirement was met when the North British locomotive at Newcom Colliery was purchased for use at Lithgow Valley, being put into use towards the end of 1960. It became No.2 while the ex-Hermitage Colliery unit became No.1.[25]

At Lithgow Valley Colliery, the North British locomotive worked to the west, where there was a very long upgrade hauling empty skips. It used to bring around ten 6-ton skips to the surface. With the torque converter designed to provide no retarding at speeds of less than 5mph and with brakes only on the locomotive, there was heavy wear and tear on the braking systems through working on the down grade. The Hunslet locomotive worked to the east with a long uphill drag against the load, pulling between eight and ten skips. It had plenty of power for these duties.

The transmission for the Hermitage North British locomotive was eventually returned and Castrol spent many days trying to come up with the appropriate converter oil. Eventually *Hyspin AV* did the job but the transmission continued to give trouble. As a result, Bob Reynolds stripped it down and completely rebuilt it. '*I knew nothing about the mechanics involved and had only the vaguest of drawings to work from. I sorted out all of the problems and poor workmanship of the previous repair. I learnt a lot and it was a long-term trouble free outcome*.'

The Hunslet's complicated air system had suffered badly from the previous neglect of draining condensate from the air tanks. In addition, oil from the compressor had played havoc with the air valves and pistons. One Christmas, Bob completely dismantled the Hunslet transmission, drew a precise diagram of the transmission air system, cleaned out all the verdigris and oil, freed up the valves and pistons, re-raced the gearbox, final drive and clutch, and did some work on the engine. In his view, there is no doubt that the Hunslet workmanship and design was second to none.

At this point of time, the flame traps on the locomotives were soaked in phenol and washed out every day. One of the early discoveries Bob made was that this was a waste of time as in spite of this treatment they had to be completely dismantled and cleaned out regularly. The exhaust gas analyst took exhaust readings each month and this was found to be the best yardstick for preventative maintenance. Over a period of time Bob was able to develop a maintenance program for the locomotives which eliminated any loss of haulage time. However, all did not always go to plan. '*I remember many snowy nights in my haste putting a loco off the tracks and having to put it back on by myself with the wallaby jack*.' At this time, there were also two battery locomotives in use which did not come into his area of responsibility.

The three diesel locomotives were painted in various shades of cream or yellow. In 1963, the North British locomotives had black wheels, underframes and headstocks. No.1 was cream and No.2 yellow. The Hunslet had red jackshafts, connecting rods, and headstocks. In 1964, the Governor-General, Viscount De L'Isle, made a visit to Lithgow and his party undertook an underground tour. One of the North British locos, No.2, was repainted for the occasion, and appeared in mid-green with red trim on the side frames.[26]

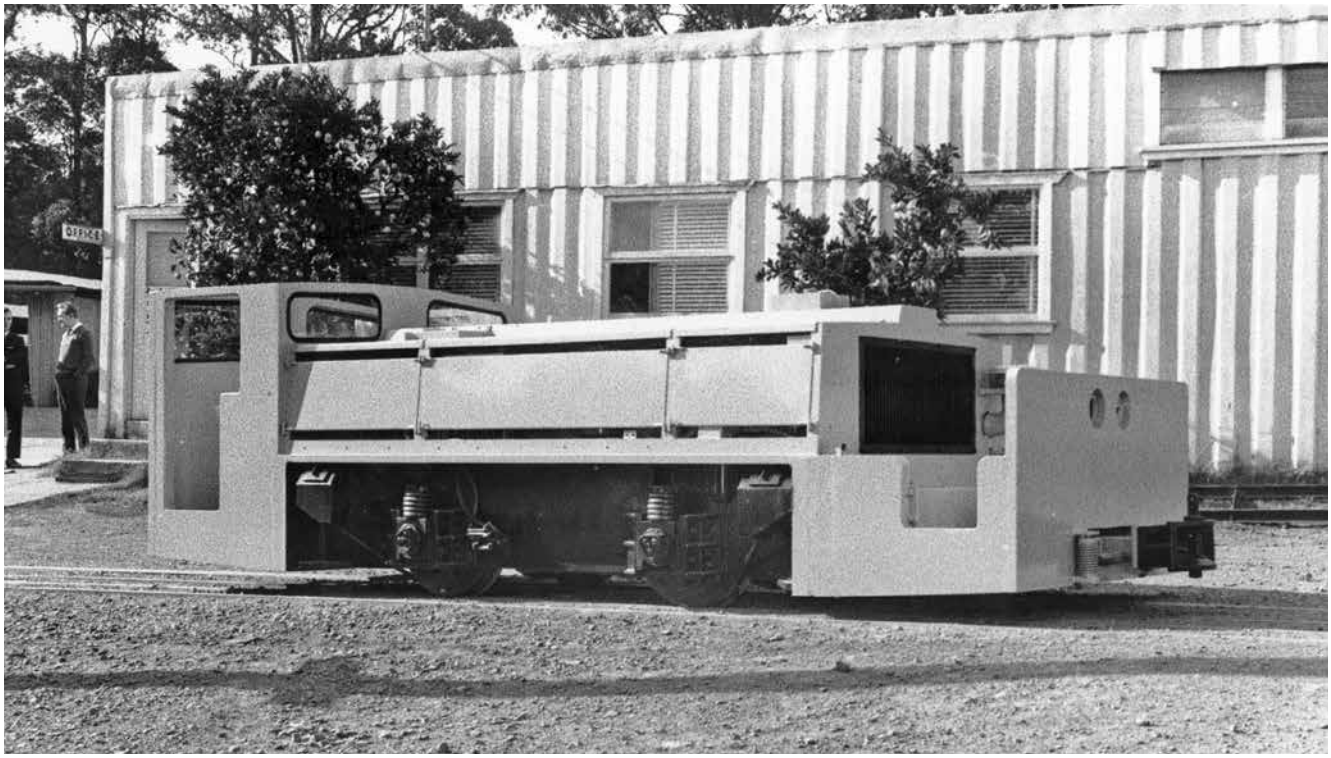
After four years Bob left Lithgow Valley Colliery. He understands that the locomotives were fairly trouble free for the next 12 months but then started to deteriorate again.

Later years at Lithgow Valley Colliery

It appears that the original North British locomotive had departed the scene by 1968. In March of that year it was reported that locomotives now pushed sets of ten 6-ton skips to the surface from the middle flat in the mine. The Hunslet diesel was in working condition but the remaining North British diesel was not in use, with a battery locomotive taking its place. However, a new EM Baldwin 150hp diesel was reported to be on order at a cost of $44,000, with delivery expected in April for commissioning during the Easter shutdown.[27]

Motorcycle outriders of the NSW police stand to attention on 23 March 1964 as the Vice-Regal train departs for an underground tour of Lithgow Valley Colliery with its load of VIPs, hauled by North British 27297. Note the rear door on the skip, which has been converted to a passenger car. *Photo: Bob Reynolds*

Above: *The three diesels on the maintenance line at Lithgow Valley Colliery in February 1963 with a youthful Bob Reynolds in attendance. North British 27297 ex Newcom, No.2, is on the left, with No.1 in the centre and the Hunslet on the right. The buildings behind the Hunslet were the lamp cabin and surface crib room. Behind the North British locos was the diesel workshop and servicing area. Photo: Bob Reynolds*
Left: *Hunslet 4059 outside the workshop at Lithgow Valley Colliery with one of the North British locos in the background. Photo: Harry Wright, courtesy Jim Longworth*
Below: *North British No.1, ex Hermitage Colliery, with a rake of skips on a clear Lithgow day in February 1963. Photo: Bob Reynolds*



EM Baldwin 4wDH 6/2350.1 6.68 pictured at the maker's Castle Hill works. The specified task was to haul trains of ten skips to the surface tipping station. Frank Baldwin somewhat indelicately referred to the shunter's platform as the 'mother-in-law's seat'. Photo: Frank Baldwin

The 16-ton Baldwin 4wDH locomotive (6/2350.1 6.68 of 1968) was not delivered until 20 June 1968. It had a Cummins NHH220 165hp engine, and the transmission consisted of Lucas IP3000 DB2 hydrostatic pumps with Staffa Mk.7S axle-mounted motors. Unlike the earlier diesel locomotives it had a cab with front and rear windows (albeit roofless) and a 'mother-in-law's seat', a shunter's platform, at the non-driving end.[28]

In July 1968, the Lithgow Valley Colliery Ltd was taken over by Slater Walker Securities Australia Ltd and became part of Coalex Pty Ltd.[29] The Hunslet did not remain in regular service long after the introduction of the Baldwin. The mine was reduced to one section, requiring the use of only one haulage locomotive, so that by February 1969, the Baldwin was the only diesel in use. This prompted another inter-union dispute. Jack Wray, a FEDFA member and employee of 23 years who had replaced Jack Francis as the Hunslet's driver in 1958, had lost his job as a result of the withdrawal of his locomotive. He successfully applied for reinstatement as the driver of the Baldwin to the disadvantage of a Miners' Federation member, and it was made clear that he should also be allowed to drive a battery locomotive should the Baldwin break down.[30]

The track suffered badly with the introduction of the new locomotive. In March 1969 it was reported that the main haulage road to the surface had deteriorated significantly due to the 8-ton axle load of the Baldwin being greater than the locomotive previously used.[31]

The locomotive haulage of coal did not last much longer. A conveyor from the face to the surface was being installed in December 1970 with commissioning due to take place on the Australia Day weekend at the end of January 1971.[32]

In April 1971, Coalex Pty Ltd unsuccessfully advertised for sale the Hunslet diesel, a North British diesel, and three Gibson Battle (Jeffrey type) battery electric locomotives, one without battery, together with 60 7-ton bottom dump coal skips. On a visit in May 1973, the Baldwin and a Gibson Battle 4wBE, No.2, were noted serviceable, and there was another battery electric unit in use. Hunslet 4059, North British 27297, and three battery electric locomotives were stored out of use.[33]

The Baldwin locomotive was retained for use on materials haulage until 1976 by which time mining operations were scaling down and it was placed in storage. The Lithgow Valley Colliery finally closed on 27 October 1978.[34]

After closure

A visit by Tony Weston on 20 December 1978 revealed the Baldwin and two battery-electrics, numbered 4 and 5, stored under cover. Subsequently, these three locomotives appear to have been sold. The Baldwin found its way to Liddell Colliery where it was numbered 2604. It was finally scrapped by Westfalia Ltd in 1990, its engine being recycled for use by Bellambi Coal at South Bulli. The two battery locomotives, presumably the ones purchased from Kandos No.2 in 1964, went to Coal & Allied Industries Ltd at Stockrington No.2 Colliery.[35]

Tony Weston observed the Hunslet and North British diesels and a battery-electric numbered 3 with a Gibson Battle builder's plate (B/n.88004) in the open. They were made available to the Rotary Club of Lithgow for preservation and the last two at least were moved to *Northbrook*, a property at Pipers Flat. By February 1982, the Hunslet was on prominent display in the Rotary Park in Main Street West, Lithgow. The North British had been cosmetically restored by 1985 and was later placed in the Portland-Wallerawang Rotary Picnic Area adjacent to Lake Wallace at Wallerawang. By 1995, the Gibson Battle battery locomotive was at the Lithgow Mining Museum at the former State Coal Mine site.[36] It was later disposed of as surplus to the needs of the museum's collection and scrapped.[37]

Bob Reynolds states: '*I have only ever visited the North British once, but we never drive past the Hunslet without passing our respects to it - it was a great machine. These diesel locos hold a special place in my family's lives. I owe them a great deal for the knowledge and experience gained. Oh what memories!*'

Locomotives of The Lithgow Valley Colliery Company Ltd

3ft 6ins gauge

No.1	0-4-0DH	North British Locomotive Co Ltd	27096	1952	15 tons	(a)
	0-6-0DM	Hunslet Engine Co Ltd	4059	1950	15 tons	(b)
No.2	0-4-0DH	North British Locomotive Co Ltd	27297	1953	15 tons	(c)
	4wDH	E.M. Baldwin & Sons Pty Ltd.	6/2350.1 6.68	1968	16 tons	(d)
1	4wBE	Gibson Battle & Co Ltd (Jeffrey type)			10 tons	(e)
No.2	4wBE	Gibson Battle & Co Ltd (Jeffrey type)			10 tons	(e)
3	4wBE	Gibson Battle & Co Ltd (Jeffrey type)	88004		10 tons	(f)
4	4wBE	Gibson Battle & Co Ltd (Jeffrey type)			10 tons	(g)
5	4wBE	Gibson Battle & Co Ltd (Jeffrey type)			10 tons	(g)

a) Ordered by agents Knox Schlapp Pty Ltd. Supplied new to Hermitage Colliery. Transferred to Lithgow Valley Colliery, c.1961. Sold or scrapped by 1968.
b) Originally supplied to order of Commonwealth Portland Cement. Obtained second hand for Lithgow Valley Colliery, 1958. Preserved at Rotary Park Lithgow, 1982.
c) Ordered by agents Knox Schlapp Pty Ltd, for Commonwealth Collieries Pty Ltd. Delivered new to Newcom Colliery, Lidsdale but never put into use there. Obtained second hand for Lithgow Valley Colliery, 1960. Preserved at Portland-Wallerawang Rotary Picnic Area, Lake Wallace, c.1986.
d) Supplied new for Lithgow Valley Colliery. Sold to Coal & Allied Operations Pty Ltd, Liddell Colliery, 1979.
e) Presumed supplied new for Hermitage or Lithgow Valley Colliery. Sold or scrapped by 1978.
f) Presumed supplied new for Hermitage or Lithgow Valley Colliery. At Lithgow Mining Museum by 1995 but later disposed of and scrapped.
g) Obtained second hand for Lithgow Valley Colliery from Kandos Collieries Pty Ltd, Kandos No.2 Colliery, 1964. Sold to Coal & Allied Operations Pty Ltd, Stockrington No.2 Colliery, 1979.

Right: *In latter years, North British 27297 acquired an ugly-looking 'cab'. Photo: Harry Wright, courtesy Jim Longworth*

Below: : *A Jeffrey type 4wBE locomotive built by Gibson Battle on a rake of skips at Hermitage Colliery. Photo: Harry Wright courtesy Jim Longworth*

Acknowledgements

Many thanks to Bob Reynolds, whose reminiscences provided the stimulus for this article, to Fred Foye, who added to them, to Ross Mainwaring who generously made available his file notes on the Lithgow Valley and Hermitage collieries, to Jim Longworth who made available photographs taken by the late Harry Wright, and to the staff of the Lithgow City Council Lithgow Library Learning Centre. The Harry Wright collection of photographs is now held by Newcastle Library.

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Proudly displayed for more than 30 years by the Rotary Club of Lithgow, Hunslet 4059 stands as a reminder of the district's mining heritage in Main Street West, Lithgow. Unfortunately, the plaque on the loco incorrectly states it was built in Scotland, so it has been mixed up with the North British diesels. *Photo: Adrian Compton*

New from LRRSA Sales ...

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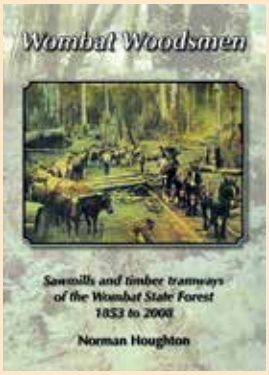

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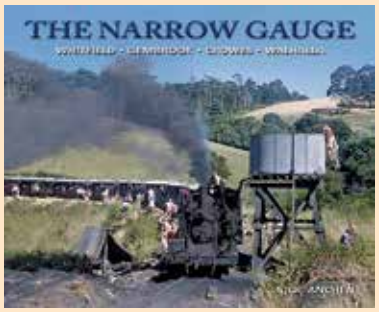

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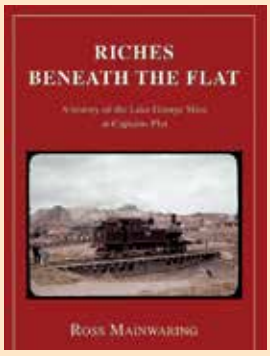

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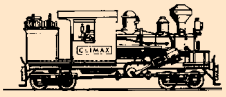

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Special thanks to contributors to the LRRSA and Locoshed e-groups, the Railpage Australia forums and the Sugar Cane Trains/ Navvy Pics 2ft Facebook page.

LOCOMOTIVE, ROLLING STOCK & EQUIPMENT MANUFACTURERS/SUPPLIERS

IBS ENGINEERING SUPPLIES PTY LTD, Innisfail, Qld
(see LR 228 p.20)
610mm gauge
Ex-Millaquin Mill Clyde 0-6-0DH 591 *ASHFIELD* (65-441 of 1965), being rebuilt for Fiji Sugar Corporation, will be fitted with a Cummins 6CTA engine and an Allison 3200SP automatic transmission, mounted in a demountable pod to make maintenance of the locomotive simpler.
IBS Engineering Supplies 3/13

NEW SOUTH WALES

GLENCOE AGRICULTURAL TRAMWAY, Southern Tablelands
(see LR 221 p.22)
610mm gauge
In February 2013 the Glencoe Agricutural Tramway reached its northern terminal. From here, at 662 metres above sea level, the adhesion worked line rises 18 metres in the 900 metre run to the southern extremity on a ruling grade of 1 in 20 (not continuous), with standard curves of 30.5 metre radius. The maximum trailed load has been 10 tons, and from a standing start on the ruling rising grade, the Tulloch 4wDM (003 of 1959) lifted the load without sand or wheel slip. Most wagons are fitted with mechanical brakes and these are wound on before descending a grade, depending on the load.
The Days 0-4-0 PM ex Cheetham Salt, Laverton, is operational and the 10/20 McCormick Deering tractor engine that powers it is now running on power kerosene. These four-cylinder engines were capable of running on kerosene or petrol, and all that is involved is turning two plates on the manifold system. No other adjustment was required and the engine has at least the same amount of power as before, but the exhaust appears to be quieter. Even so, fuel efficiency is not a feature of these engines, which may explain why most tramway operators stopped using them by mid last century.
In the last issue of LR, Lynn Zelmer, in his most informative article, mentioned that portable railway track 'generally only exists in museums in Australia'. This tramway is an exception as it is all laid on 14lb/yd rail, with approximately one third of the overall length (approximately 1100 metres) comprising portable panels. The rail was collected over many years from the highlands of PNG (ex sawmills), Queensland and NSW, and includes a variety of manufacturers: BHP, Decauville, and the British Standard Machinery Company (Sydney). Due to a scarcity of panels the last 26 metres of rail was from two old cattle grids, obtained locally. Structural tests by the tramway owner indicate that the rail is around Grade 350 and can safely carry the 2.2 tonne axle load from each locomotive at low speed. The steel sleepers comprise both the riveted and bolted types, of varying cross section and end profile.
via Editor 4/13

SSRE PTY LTD, Lithgow, NSW
LITHGOW STATE MINE RAILWAY LTD
1435mm gauge
SSRE Pty Ltd operates a locomotive workshops that exists at the interface between a tourist & heritage railway and a potential industrial railway, with ex-industrial locomotives involved. SSRE is a joint venture between Elderton Engineering Services and Southern Shorthaul Railroad (SSR) that provides maintenance and servicing for SSR's fleet of locomotives. Locomotives travel over the 3km Lithgow State Mine Railway (LSMR) to the workshop for maintenance and back again to the Eskbank LSMR siding, where they are stored until required

for service. An SSR track crew has upgraded the line to the workshop and the extensive sidings at the State Mine Museum site.
The workshops shunter currently in use by SSRE is ex-BHP Port Kembla English Electric (Australia) B-B DE D23 (A.036 of 1960), from the Lithgow State Mine Railway Limited, and two others from the same stable, D20 (A.041 of 1960) and D21 (A.042 of 1960) are also on site. Arrangements are being made for the transfer of LSMR's English Electric (Australia) Co-Co DE D34 (A.197 of 1969) to Lithgow from Port Kembla, where it has been in store for a number of years.
It is reported that Hansen Quarries is planning to open a sand quarry in the Blue Mountains National Park behind Clarence Colliery. Construction of a private railway line from the Clarence Colliery balloon loop is under consideration and should this eventuate, D34 is expected to be used to haul the sand trains.
Bob McKillop 3/13

UGL RAIL PTY LTD, Broadmeadow
(see LR 176 p.21)
Seen shunting 'Oscar' units on 21 March was a newish yellow Trackmobile road/rail shunting unit. It is a 'Hercules' type (16 tonnes, 165hp) fitted for remote control operation and it carries a sticker saying it was supplied by Motive Traction Pty Ltd.
John Kramer 3/13

Left: *Glencoe Agricultural Tramway's Tulloch 4wDM (003 of 1959) just about to depart from the northern terminal. The bogie well wagon carries a 4-tonne load of timber recovered from a neighbouring property.* ***Top:*** *The 'Hercules' Trackmobile shunting unit at UGL's Broadmeadow works in Newcastle moves a new Sydney 'Oscar' set on 21 March. Photo: John Kramer* ***Above:*** *A far cry from the west coast of Tasmania. Cairns Kuranda Rail Services ex-Emu Bay Railway Walkers B-B DH 1101 (638 of 1970) at the head of a train of cement tankers in Portsmith yard at Cairns on 20 March. Photo: Carl Millington*

QUEENSLAND

BUNDABERG SUGAR LTD,
Bingera Mill & Millaquin Mill
(see LR 230 p.20)
610mm gauge
Millaquin Mill's Strathdees line connecting the mill with the Burnett River ferry will not be repaired in time for the 2013 crush and the cane will be rerouted into the old Qunaba Mill line behind Sloping Hummock. About $15m of damage is estimated to have been done to the sugar milling business in January's floods and the crop size has been reduced.
News-Mail 4/4/2013, 11/4/2013

CAIRNS KURANDA RAIL SERVICES
(see LR 202 p.17)
1067mm gauge
Two ex-Emu Bay Railway Walker B-B DH locomotives, 1101 (638 of 1970) and 1105 (642 of 1970), are used on a regular service in Cairns conveying cement wagons between Portsmith Yard and the Queensland Cement depot in Dutton Street.
Carl Millington 3/12, 4/12

ISIS CENTRAL SUGAR MILL CO LTD
(see LR 230 p.20)
610mm gauge
As a result of the overpass works on the Burnett Highway, EM Baldwin B-B DH 10 (7267.1 6.77 of 1977) with ballast wagons, the rail welding car, the Plasser KMX-12T tamping machine (414 of 1995) and the Gemco sleeper replacement machine (521885005295 R853 87 of 1987) were all stationed on the eastern (Childers) side of the highway to allow for ongoing track maintenance works.
Shane Yore 4/13

MACKAY SUGAR LTD, Mossman Mill
(see LR 229 p. 21)
610mm gauge
Com-Eng 0-6-0DH *MOSSMAN* (B1719 of 1957) was noted in the loco shed in early April with a demountable platform mounted behind the cab for tree pruning duties. The carcass of ex-Cattle Creek Mill Com-Eng 0-6-0DH *CATTLE CREEK* (B1724 of 1957) mounted on line bogies, with wheels and the top of the cab missing, was noted at the mill in early April.
Following a dispute with MSF Sugar over sugar marketing arrangements, it was announced that the Atherton Tableland crop of 700,000 tonnes would be diverted to Mossman Mill from 2014. However, questions were raised about the economics of the lengthy road transport and frequent truck movements required.
Luke Horniblow 4/13; *Cairns Post* 18/4/2013

MSF SUGAR LTD, Mulgrave Mill
(see LR 230 p.21)
610mm gauge
Interesting information has been published about the innovative use of the Allison 3000SP electronically controlled automatic transmission to replace the traditional torque converter in

locomotives at Mulgrave Mill. The road truck transmission has been adapted and specially programmed for the railway application. Advantages claimed included greatly reduced capital and maintenance costs, and improved fuel efficiency. RSC Diesels of Cairns, the local Allison dealer, is now promoting this solution for locomotive use throughout the Queensland cane industry.

The rebuild of Com-Eng 0-6-0DH *DEERAL* (AD1453 of 1962) with a Scania 5-cylinder diesel engine, Allison automatic transmission and a new cab was nearing completion during April. Clyde 0 6 0DH 13 (64-316 of 1964) was noted stripped down in preparation for becoming the next one to be rebuilt.

Significant work has continued to upgrade the main line between the mill and Babinda. At the old Babinda mill site, some track has been ripped up in the yard and demotion work has begun on the mill buildings.

Luke Horniblow 4/13; Andrew Sues 4/13; Chris Stephens 4/13; http://www.truckworld.com.au 19/9/2012; *Cairns Post* 4/4/2013

MSF SUGAR LTD,
South Johnstone Mill

(see LR 230 p.21)

610mm gauge

Track upgrading work, particularly on the main line connecting with Babinda and on to Mulgrave Mill has been continuing. The ex-Pleystowe Mill Gemco sleeper renewer (521684004739 R841 85 of 1985) and the ex-Moreton Mill track jack (R916-93 of 1993) were at work at Mitchell's in March, in the former Goondi mill area.

Also during March, the two EM Baldwin brake wagons (6575.1 5.76 and 6575.2 5.76 of 1976) were noted stored in the old Mourilyan Mill locomotive shed.

It is reported that the Bradken plant at Boogan is supplying 100 new 6-tonne bins to the mill.

Luke Horniblow 3/13; Erik D'Urso 3/13

SUCROGEN (HERBERT) PTY LTD,
Herbert River Mills

(see LR 230 p.21)

610mm gauge

Sucrogen is planning to invest more than $6.5 million on its cane transport assets in the Herbert River district this year.

$200,000 will be spent on Victoria Mill's cane railway crossing at Herbert Street, with overhead flashing lights to be added. Traffic islands will also be constructed and the existing flashing lights located onto them, so that they are raised and closer to the roadway. In addition, parking bays that previously limited visibility will be removed. The redesign of the crossing will allow for boom gates to be added at a later stage, should this be required.

The almost 400 new 8-tonne bins will cost $3.5m and another $1.2m is being spent on replacing wheel sets and bearings on the fleet of 4-tonne bins.

The rebuild of Clyde 0-6-0DH *PERTH* (69-682 of 1969) is budgeted at $280,000. The retarder

Top: *Placed on shop bogies, the sad remains of Mackay Sugar's Com-Eng 0-6-0DH* CATTLE CREEK *(B1724 of 1957) at Mossman Mill, where it has been sent to supply spare parts, 1 April 2013. Photo: Luke Horniblow* ***Centre:*** *Mackay Sugar's Walkers B-B DH* WALKERSTON *(672 of 1971 rebuilt Pleystowe Mill 1994) hauls 107 empty 6-tonne bins and bogie brake van BV1 (built Marian Mill 1996) at Mandurana 5 siding on its way to Farleigh on 13 February as part of the slack season maintenance program. Photo: Scott Jesser* ***Above:*** *MSF Sugar is engaging in a major program of track upgrading at its northern mills. Here at Mitchell's, South Johnstone Mill's Gemco track jack (R916-93 of 1993) and Gemco sleeper renewer (521684004739 R841 85 of 1985) await their next duties at a section laid with new concrete sleepers, 8 March 2013. Photo: Luke Horniblow*

Contrasting Com-Eng locomotives. ***Top:*** *Inkerman Mill's Com-Eng 0-6-0DH* KOOLKUNA *(AM4993 of 1965) ready for the 2013 season on 29 March following its recent rebuild. Inkerman's locomotives are height restricted by the low clearance under the Burdekin road bridge. Photo: Luke Horniblow* ***Centre:*** *At Kalamia Mill, Com-Eng 0-6-0DH* DELTA *(FD5094 of 1965) on ballasting duties on the main line close to the mill on 16 March 2013. Photo: Luke Horniblow* ***Above:*** *On Easter Sunday morning, 31 March, Tully Mill's* TULLY-18 *(AO60113 of 1977), the last of its type to be built, waits with the ballast plough at El Arish for duties to commence after the holiday break. Photo: Hayden Quabba*

on EM Baldwin B-B DH *RYNNE* (5423.1 9.74 of 1974 rebuilt N+P 2009) has failed and will be discarded. The transmission and torque converter as well as the transmission oil cooler and pump are being overhauled as a result of the retarder failure.
Chris Hart 4/12; *Herbert River Express* 17/4/2013 via Chris Hart

SUCROGEN (PIONEER SUGAR) PTY LTD, Inkerman Mill
(see LR 228 p.22)
Com-Eng 0-6-0DH KOOLKUNA (AM4993 of 1965) emerged from the loco shed after its rebuild with a large black air filter mounted prominently on its right and hand side and an air conditioning unit on the left. The right hand front sandbox has been painted white with black spots to resemble a dice.
Luke Horniblow 3/13

THIESS PTY LTD,
The Narrows LNG Tunnel, Gladstone
(see LR 230 p.22)
762mm gauge
The 277-tonne tunnel boring machine (TBM) was assembled over a 6-week period and tunnel boring commenced on 15 April. During the initial phase, only 38 metres had been excavated by 3 May. The TBM needs to bore about 50 metres before being fully serviced by rail. It appears that four-wheel Granby style muck wagons will be used for muck removal.
Thiess Pty Ltd; Philip G Graham 4/13; *Gladstone Observer* 15/4/2013; *Logistics & Materials Handling* 3/5/2013

TULLY SUGAR LTD
(see LR 229 p.25)
610mm gauge
It is reported that the Bradken plant at Boogan is supplying 125 new 10-tonne bins to Tully Mill.
Luke Horniblow 3/2013

SOUTH AUSTRALIA

GENESEE & WYOMING AUSTRALIA, Whyalla
(see LR 207 p.27)
1067mm & 1435mm gauge
Little has been reported on this operation in these pages as they are run by a main line railway company. However, its continuing character as a largely self-contained industrial operation serving Arrium Ltd (formerly OneSteel), including the recent arrival of new purpose-built locomotives, provides a justification for its inclusion.
With greatly expanded production due to haematite ore exports to China, the narrow gauge railway from the Middleback Ranges to Whyalla is busy with up to five ore trains operating on the main line. Four ex-BHP Clyde

Bo-Bo DE locomotives rebuilt by Morrison Knudsen Australia are still in operation as follows:

1301	Clyde	56-109	1956	reb.MKA	93-BHP-004	1993
1302	Clyde	56-116	1956	reb.MKA	93-BHP-006	1993
1303	Clyde	56-122	1956	reb.MKA	93-BHP-005	1993
1304	Clyde	61-236	1961	reb.MKA	93-BHP-003	1993

There is also a mixture of nine ex-government railway locomotives available for ore haulage as follows:

CK3	Clyde	67-500	1967	ex VR T405
CK4	Clyde	67-501	1967	ex VR T406
CK5	Clyde	68-623	1968	ex VR T407
847	Goodwin	G-6016-01	1969	ex SAR
901	Goodwin	G-6016-03	1969	ex SAR 849
902	Goodwin	83723	1960	ex SAR 832
904	Goodwin	83721	1959	ex SAR 830
907	Goodwin	83826	1960	ex Silverton Tramway 27 & SAR 874
1907	Clyde	72-764	1972	ex WAGR DA1577

On the standard gauge are:

CK1	Clyde	67-496	1967	ex VR T401
GM38	Clyde	66-447	1966	ex ANR
903	Goodwin	83730	1960	ex SAR 839

The latest arrivals for iron ore haulage are Co-Co DE units of the new GWN class built by Downer EDI at Maryborough (Model GT42GUAC). GWN001 to GWN004 had arrived by late April with the first two on trial and GWN005 expected to arrive before too long. GWN003 carries builder's number 12-2592 of 2013.

Once the new locomotives are commissioned, it is expected that they will run the ore trains in combination with the 1300 class, and some of the other locomotives will be transferred for use elsewhere.

Tom Marschall. 3/13, 4/13; Andrew Rosenbauer 4/13; 'mr jones' 4/13; Peter Knife 4/13

TASMANIA

TASMANIAN SPECIAL TIMBERS PTY LTD, Bradshaw's Sawmill, Lynchford

1067mm & 762mm gauge

Found at this sawmill were the remains of two locomotives. One is a rail tractor with a steel frame designed for use on spar rails. It is believed that this was obtained post-World War II for use on a projected on a 3ft 6in gauge tramway in the Joyce Creek area, south-east of Queenstown, but never used.

The other locomotive is a 2ft 6in gauge 4wPM built by RA Lister & Co, of Dursley in England, 12720 of 1939. It is a rare Model RT, powered by a JAP V-twin engine, and was imported by Tasmanian agents AG Webster & Co. It is understood that this originated from a Hydro Electric Commission project and was never used for logging or sawmill purposes. The locomotive is in two pieces, with the chassis in one part of the yard and the engine compartment in another.

Ross Mainwaring 3/13; Editor 4/13; Bern Bradshaw 5/13

VICTORIA

MELBOURNE WATER, Alphington Replacement Sewer

Another tunnelling job will be undertaken on behalf of Melbourne Water and would be expected to use narrow gauge rail haulage. A tunnel boring machine will be used for a distance of approximately 800m at a depth of up to 21 metres between Coate Park and the Latrobe Golf Course at View Street, Alphington. The project is expected to commence in late 2013.

http://www.melbournewater.com.au/content/current_projects/sewerage/sewerage.asp via Scott Gould 3/13

WESTERN AUSTRALIA

BHP BILLITON IRON ORE PTY LTD

(see LR 230 p.22)

1435mm gauge

Twelve further new Model SD70ACe/Ici Co-Co DE locomotives numbered 4403 to 4414, from Progress Rail, Muncie, Indiana (20118685-001 to 20118685-012 of 2012) were reportedly to be delivered in April/May 2013.

BHP Billiton was fined $130,000 and ordered to pay $300,000 in legal costs following the death of employee Andrew McLaughlin in July 2008 after he was crushed by heavy machinery at the Nelson Point rail workshop.

MotivePOWER March/April 2013; *The Australian* 20/3/2013

THE PILBARA INFRASTRUCTURE PTY LTD

(see LR 230 p.25)

1435mm gauge

FMG has completed commissioning of new rolling stock and now has 11 fully operational rakes comprising two locomotives and 240 ore cars each. Two further rakes are due for delivery during the December 2013 quarter. The Nunna and Cloudbreak duplications have added further flexibility in rail operations as iron ore production grows. A new 6 million litre diesel fuel facility

Arrium ore train No. DW28 approaches Whyalla on 23 April 2013, with a typical mixture of ageing motive power at the head, comprising MKA unit 1304, Goodwin/Alco 904 and Clyde/EMD CK3. 1304 is a 1993 MKA rebuild of 1961-vintage ex-BHP Clyde/EMD locomotive DE 07. Photo: Andrew Rosenbauer

at Kanyirri has been commissioned and handed over, together with the new train control centre and locomotive provisioning yard. Signalling works have also continued with several new communication and trackside control sites completed and put into operation.
Two new Model SD70Ace Co-Co DE locomotives from Progress Rail, Munice, Indiana, numbered 711 and 721, were due to be delivered by the end of May. They will be builder's numbers 20118796-001 and 20118796-002.
It is predicted that Atlas Iron Ltd will throw in its lot with Fortescue Metals Group for the transport of its iron ore to the port. This is in spite of Atlas being involved in a feasibility study with Brockman Mining and Aurizon Holdings into the construction of a separate new iron ore railway.
MotivePOWER March/April 2013; BusinessDay 23/3/2013; FMG Quarterly Report 31/3/2013

COCKBURN CEMENT LTD, Parkeston
see LR 218 p.31
1435mm gauge
Ex Newcastle steelworks Goninan Bo-Bo DE 49 (013 of 1961) continues to be used for daily shunting operations at Parkeston of bulk cement wagons delivered from Perth. The locomotive takes six wagons at a time from the exchange sidings up to the plant for unloading.
Walter Lowe 3/13

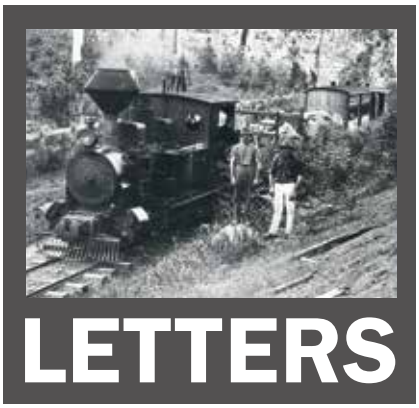
PILBARA RAIL
(see LR 230 p. 25)
1435mm gauge
A $180m contract won by NRW Holdings for further development work at Rio Tinto's Nammuldi iron ore mine includes a train loading facility and a link to the existing railway.
A further order, worth $15m, has been placed with Wabtec for electronically-controlled pneumatic braking equipment, including software, for locomotives and ore wagons.
Herald Sun 30/4/2013; Railway Gazette 1/5/3013

ROY HILL INFRASTRUCTURE PTY LTD
(see LR 214 p.32)
1435mm gauge
Samsung C&T have been awarded a $5·9bn contract to build the Roy Hill iron ore project in the Pilbara, including the construction of a 342km railway, pending the finalisation of financial arrangements later this year. Ore production is expected to begin towards the end of 2015, building up to 55 million tonnes a year.
The Roy Hill mine is approximately 25km southeast of the Christmas Creek mine operated by Fortescue Metals Group (FMG). The Roy Hill railway will loop north of the Christmas Creek deposits and run westwards along the south side of the Chichester Range, closely paralleling FMG's existing railway past the Cloudbreak mine. After crossing the range, it will run to the west of the FMG and BHP-Billiton Iron Ore railways for almost 200km to reach Port Hedland. According to the promoters, the Roy Hill mine, railway and port will be largely automated, managed from a remote operations centre near Perth. The independently owned and operated single-track line is expected to handle five ore trains per day, each consisting of three locomotives hauling 232 wagons with a total payload of 31 450 tonnes.
As part of the project, Decmil Australia Pty Ltd has secured a $56.6m contract to design and construct the rail terminal buildings.
Sydney Morning Herald 30/3/2013; *Railway Gazette* 5/4/2013; *Herald-Sun* 11/4/2013

Top: *A remarkable Tasmanian survivor – Lister 2ft 6in gauge 4wPM 12720 of 1939 at Bradshaw's Sawmill, Lynchford, with the chassis found in one part of the yard and the engine unit (inset) in another, 8 April. Photos: John Browning* ***Above:*** *Fiji Sugar Corporation's ex Millaquin Mill Clyde 0-6-0DH* MARGAM *(57-159 of 1957) parked outside the shed at Lautoka Mill's Navo depot, south of Nadi, on 7 May. Photo: Brian Smith*

OVERSEAS

FIJI SUGAR CORPORATION
(see LR 230 p.25)
610mm gauge
Consideration is being given to reinstating the tramline link from Lautoka Mill to Cuvu and Sigatoka if farmers in the area commit to increased production. Many growers left the industry after the line was cut back in 2009. Such a move would be consistent with the general policy to reinvigorate the rail system as the acknowledged most economical form of cane transportation. Another aspect of this redevelopment of rail transport under consideration is the possible establishment of transloading stations which would allow road transport to feed into the cane railway system.
Fiji Times Online 13/3/2013 & 5/4/2013



LETTERS

editor@lrrsa.org.au
PO Box 674, St Ives 2075

Dear Sir

Two Number Fives (LR 230)

Graham Black's contribution to LR 230 dealing with the 'Mersey Tanks', which immigrated to Australia, was of interest to me.

My association with them began about 1949 when a colliery visit with Giff Eardley led us to the Fodder Shed and the locomotives therein, among which were two tank engines, the likes of which I had not seen before. I was immediately taken with the outside frames and motion. They were No.5 and No.8 and were very derelict. No.8 had evidence of vandalism with the theft of its boiler tubes.

I revisited the shed a number of times subsequently and my employment with EM Baldwin brought me in contact with Engineering Management at Coal & Allied. The Chief Engineer was Joe McHarg, who was also a bit interested in railways, and a friendly relationship was established.

During a visit in 1967 he told me that they were making a start on cutting up the locos in the Fodder Shed. I expressed the wish that No.5 be saved, but he said that the arrangement had already been made with Balcom, the scrap metal dealer, and suggested I talk to him. This I did and Joe Balcom told me "if Joe gives me another loco it is alright with me". I told Joe McHarg this and in June I received a letter from Coal & Allied stating that No.5 was to be kept, with any relevant spare parts from No.8, which was to be cut up. I had asked that the driving axle of No.8 be kept because of the possibility of it being needed in the future for No.5, as they had a history of breaking driving axles and I had the hope (forlorn, as it turns out) that No.5 would be restored to working order one day.

No.5 was eventually purchased by the NSW Rail Transport Museum, but the lack of conservation treatment is disappointing as it is the only example of an outside frame large locomotive in Australia. I wonder if it is because it doesn't have four big brass numbers on it.

An opportunity could have been taken in the rationalisation of exhibits to at least get it back to Newcastle, and maybe the RVR Society may have picked it up.

Bruce Macdonald
Chapman, ACT

Dear Sir,

The Glenrock Colliery railway (LR 200, 201, 209, 210)

As a long time non-member reader of *Light Railways*, over the years I have enjoyed reading many of the articles, in particular those authored by John Shoebridge, especially when he strays into the territories of my idle youth when I lived in The Glebe, the little enclave suburb within Merewether. Like much of Newcastle, the Merewether area was once a hive of mining activity, its pits being served by some unique railways, tramroads and tramways. Today the Glebe lines are only evidenced by the historical relic-within-a-relic of Railway Street '(the eponymous railway having been diverted circa 1890 to make way for the 1894 Glebe steam tramway), and odd little alignments of kerbing and other fragments. Railway Street is now truncated by the creation of City Road, aka the Pacific Highway, that penetrates this once secret and secluded mining valley. Even in my youth, although abandoned sidings and mining 'stuff' abounded, the days were long gone of the great Glebe A Pit that once employed 600-700 souls, and filled this little valley with its clamour.

We kids could, and did, drop bricks down the disused A pit upcast shaft, just to wait ages for the sound of the splash. Nowadays, when driving on City Road I often ponder as to whose house now might be built over the site. A year or so ago I attempted to photograph the valley to collate the new with my old memories, and also with the excellent historical photographs in BR Andrews' *Coal, Railways & Mines of Newcastle*. Unfortunately without much success, it's all so treed and suburban now.

Likewise there is now scant evidence of the Glebe electric tram that terminated civilisation in Railway Street (aka City Road) at Alice St; beyond lay cart tracks and chitter heaps, some a-burning and a-reeking of sulphur and of the Devil. Traffic lights now control the restless traffic at that Alice Street intersection. And to think that I used to play there in the middle of the road, running my scooter up and down the grooves of the trams tracks, being dinged off by the service trams when they appeared! However the little triangular park still exists—created on the land where the Downes Steam 'Jumbos' were turned. These juggernauts were a combined steam 'power unit' and passenger car. Possibly a worthy idea in theory, but having failed miserably in Sydney, the doubledeckers were decapitated and dumped in Newcastle on the Glebe line, where they also failed. Phoenix like, one of the Jumbo motor units eventually transformed itself into the Coffee Pot locomotive, a sort of travelling chookshed that ran south from The Junction on the

In the 1970s, some remaining wagons and rail steadily decay at the site of Glenrock No.2 Colliery. Photo: Stuart Thompson, Graeme Mowat Collection

Glenrock Line through the tunnels past Merewether Baths. Its last days before the scrapyard were spent as a mystery object to we kids, rusting beside The Junction School, festooned by malodorous aniseed bushes and clambered on, in flagrant disobedience of the Headmaster's edict.

By the 1950s all the mining activity that remained was some two-men ratholes into Glebe Hill, evidenced present-day by minuscule subsidences where the said Highway crosses the course of the tunnels, and lying on the opposite side of the Glebe Valley the Hillside Colliery, the last active 'real' mine, (maybe worked by three men?). As "A Patch in Time" in John's latest article (LR 229 Feb 2013 p15), he illustrated the derelict mine bin on the single-track headshunt which curved down to the Hillside. That illustration really struck a chord, for we kids also used to play on and around that structure, although it wasn't quite as derelict then. T'was there I discovered—to my disgust—that the full skips were manoeuvred and tipped into the bin from a water-lubricated skid plate; 'disgust', for to my jejune mind, the proper attitude for all rail vehicles was to remain on rails for all of their functions.

The whole Glebe Valley is now covered by smart suburban houses.

The venerable loose-coupled, wooden hopper wagons, in that golden youth were always within sight and/or sound being trundled around Newcastle on the Government and private lines which threaded the city and suburbs. In places the remains of those lines may yet be discerned, labelled as Railway Streets now remote from any rails, or presenting as unusual street curvatures or constructions, such as Bridges Road New Lambton, and the bumps in contiguous Northcott Drive and Park Avenue near the commercial complexes in what was once called Kotara South. Most Novocastrians would probably opine that The Junction 'suburb' derived its name from the local tangle of roads. Not so—the confluence of the four coal railways/tramroads bequeathed the moniker.

The Glebe Line enmeshing Merewether engendered my abiding interest in matters rail. It was truly a matter of imprinting, for some of my earliest childhood memories (ie younger than 4 years of age) when living in Merewether Street are of the excitement of watching a grimy black locomotive erupting veritable volcanoes of smoke and steam as, with a modest load of about 20 wagons or so, it struggled to surmount the equally modest grade from The Junction up to the Glebe Valley.The engine was almost invariably a 19-class (not that I knew it then) that invariably stalled and had to divide the train. It probably had hollow worn tyres matching the worn bullhead track (the only example thereof known to me in Australia, others will know of other such examples). Given the effort the crew expended, these days I surmise that some of the drivers were having an unofficial competition to see who could get furthest 'up the hill'. I always felt sorry for the guard clinging to the last hopper of the amputated train as it slinked off in seeming shame. Up in the Valley in later years, kind crews might acquiesce to importuning for rides on the loco, or the brakevan (as consolation prize).

Those loose-coupled hoppers were integral to my earlier life. They met me or passed beside school at The Junction and at Tighes Hill; at Uni, Tighes Hill; The Gully line at Lambton; the Wallsend lines at Birmingham Gardens; the Glenrock Line at Merewether Beach and Baths; and the Lambton and Gully Lines at Georgetown. (Moved to an aside, I have often wondered if the penchant for the 'The' in locality names was particularly a 'Newcastle thing', eg The Hill, The Junction, The Gully Line, The Nine Ways, The Crossroads, et al.)

In my secondary and tertiary education I sat many an exam at Tighes Hill, set to the background clangour and clash of the hoppers as the loose couplings changed tensions from taught to slack and back to taught again, on the urgings of the asthmatic Standard Goods locos. Indeed, late on a warm summer's night that clangour changed to a gentler far-off tinkle from the Morandoo Sidings and Coal Wharf tracks. These sounds could be almost musical, although I doubt that the sweating shunters thought so.

Graeme Mowat
(via email)

Dear Sir

Oliver/Markham VB Locomotive (LR 175)

In the article 'The Vertical-boilered Locomotive at Tasmanian Transport Museum' in *Light Railways* No.175, I suggested that it was probable that when this engine was imported from England it went to Tylers' Tramway at Ida Bay. Thanks to some splendid research by Colin Harvey, this suggestion can now be confirmed.

Colin supplied a copy of a report in the August 1890 edition of *The Australasian Ironmonger* which states "*Messrs. Tyler & Bros., of Ida Bay, have imported from Markham & Co. Ltd., Chesterfield, England, a forest locomotive, to draw logs down their tram line to the sawmill. That engine is of 20 h.p., geared type, and has worked well superceding the horses*".

The report also refers to a steam log-hauler built by Kennedy & Sons of Hobart for Tylers. Although primarily intended to haul logs to the tramway, the two-cylinder engine could also propel itself along the tramline. Whilst the uncertainty concerning the earliest use of the VB locomotive has been removed, questions regarding the subsequent use of the log-hauler/locomotive now await answers.

Ken Milbourne
Montrose, Tas

Dear Sir,

Xstrata Zinc, Mount Isa (LR220)

I was interested to see that electric locomotive haulage at the Mount Isa lead smelter has been replaced by diesel locomotive haulage. The Mount Isa lead smelter was commissioned in 1931, and soon modified because of problems with the original design. Lead concentrates were fed to the sinter plant and the lumps of sinter and coke transferred to one of the three blast furnaces by three 3ft 6in gauge Brownhoist self-propelled charge-cars. These had double compartments, a five-ton capacity and were powered through trolley lines at 440 volts dc.[1] A photo shows one of the charge-cars receiving a charge from the sinter plant with the trolley lines guarded at the discharge points but unguarded elsewhere in the photo.

The molten lead from the blast furnaces flowed into four tonne capacity cast steel ladles on 2ft gauge trucks, which were moved by a small battery locomotive into the crane bay. The crane then carried the ladles to storage kettles for removal of impurities by drossing. The lead smelter as originally built had small battery locomotives for handling molten lead and slag. The slag transport was replaced by 3ft 6in gauge steam locomotives and 60 cu ft capacity four-wheel slag cars, and the molten lead handling was apparently partially replaced by the crane mentioned above.

By 1966 the self propelled charge-cars had been replaced by an electric loco-driven charge car having two bottom dump hoppers.[2] I visited the smelter about 1980. A 1993 description of the Mount Isa lead smelter referred to a sinter and coke charge being transferred to the top of the blast furnace by a two-compartment charge-car attached to a manually operated electric locomotive.[3] This operation was illustrated with an excellent photo showing a long charge-car running on two four-wheel bogies with inside bearings, and an underground mining style electric locomotive.

1. Forward, F A, 1933, *Sintering and smelting mixed lead carbonate – lead sulphide concentrates at Mt Isa, Queensland*, Proceedings AusIMM, No 90, pp 125-190
2. Woodcock(editor), 1966, *The Australian mining, metallurgical and mineral industry*, AusIMM, p 82.
3. Ramus, K, and Clift, N, 1993, *Lead smelting at Mount Isa Mines Limited*, in *Australasian Mining and Metallurgy*, AusIMM, pp 554-559.

Tony Weston
Melbourne, Vic

Dear Sir,

Forster's Butter Factory Railways (LR 146)

I have recently been revisiting railway related matters at Forster and had cause to refer to Jim Longworth's short article in LR 146. References in Jim's article to 'Porters Sawmill' and 'Wright Park' clearly demonstrate that the butter factory and associated tramways described by Jim were actually located at Tuncurry, not Forster. His article was accompanied by a map that shows the route of the Tuncurry butter company tramway and the butter factory itself erroneously drawn on a map of Forster.

The Cape Hawke District Co-operative Dairy Company, Limited called for tenders to build its butter factory and ice works at Tuncurry in July 1918.[1]

1. *Sydney Morning Herald*, 6 July 1918, p10.

Ron Madden
Wagga Wagga, NSW

Field Reports

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

The British Australian Timber Company Tramway, Coffs Harbour, NSW. (LR 86)

A short stopover in Coffs Harbour last year provided an opportunity to look for surviving remnants of the British Australian Timber Company's (BAT) logging tramway.

The BAT operated a big hardwood sawmill near Coffs Harbour Jetty from 1907 to 1913. Their 3ft 6in gauge (1067mm) logging tramway crossed the mouth of Coffs Creek, just seaward of the present day railway bridge, and headed north up the coast. The first section traversed two kilometres of sandy coastal flats just behind Park Beach. Given the terrain and the explosive urban development in Coffs Harbour over the years, it was not surprising that no trace of the old line was found in this area.

At the north end of Park Beach is Macauleys Headland, a 45m high rocky outlier of the coastal range that juts into the sea. The BAT tramway survey indicated that the line crossed just behind the headland before curving west to an initial log depot a short distance up Jordans Creek. A period photograph found in the Coffs Harbour City Library collection shows a lengthy embankment and a nice curved cutting on the climb up the southern flank of this headland.

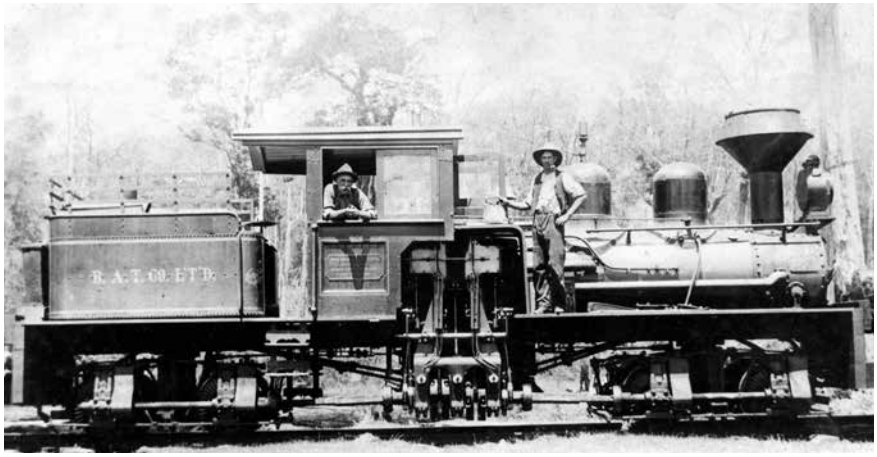
Most of Macauleys Headland is an undeveloped public reserve, so it was hoped that some of the earthworks there might have survived. And some had! A short walk from nearby Richmond Drive into the trees on the southern flank was rewarded by finding the curved cutting climbing up the inland side of the headland. It was still fairly well preserved and was up to two metres deep at one point. It could be followed northwest for some 150 metres before disappearing into local residents' back gardens. On the downhill side of the cutting some traces of the approach embankment could be made out but most of what is seen in the photograph has disappeared.

200 metres north of the cutting, Richmond Drive crosses the saddle behind Macauleys Headland. Here the tramway formation could be discerned coming up out of the scrub above the aforesaid back gardens, cutting through the saddle by means of a two metre deep side cut, and then heading downhill to lose itself in the extensive residential area behind Diggers Beach.

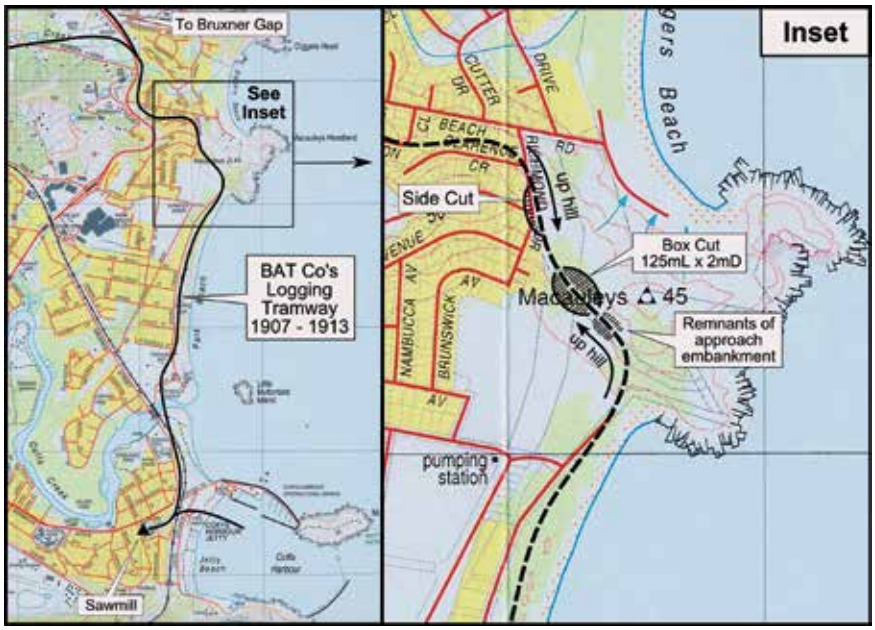
The next section checked out was Bruxner Park Road which leaves the Pacific Highway one km north of Macauleys Headland and climbs west up to Bruxner Gap. This narrow road was built on the formation of the BAT 1909 tramway extension and faithfully hugs the hillside contours as it climbs steeply through road-side banana plantations. The line was reportedly built with two-chain curves on 1:25 grades, and the BAT purchased a 25-ton A-class Shay locomotive (2135 of 1909) to work it.

Three kilometres up Bruxner Park Road is Bruxner Gap, a natural saddle in the coastal range. The main line of the tramway traversed the Gap and descended on gentler grades into the valley of

The BAT Hunslet locomotive – formerly TMLR No 6 (117/1874) – poses with the some of the locals, circa 1908. *Photo: John Kramer Collection*



The BAT A-class Shay locomotive (Lima 2135 of 1909).
Photo: Ted Downs Collection, ARHSnsw Railway Resource Centre 022828



The BATCo's timber tramway at Macauleys Headland, Coffs Harbor c1910. The line climbed up from the coastal plain on the right by means of a substantial embankment and a deep cutting. The embankment is long gone but the cutting could still be found (in 2012) amidst trees on the southern face of Macauleys Headland Reserve. *Photo: Coffs Harbour Regional Museum*

Bucca Bucca Creek. No traces are evident here and the formation is most likely buried under Bruxner Park Road.

At the Gap itself, a marked walking trail heads due south. This narrow trail is on the formation of a 1 km branch line which went up into the headwaters of Bucca Bucca Creek. The trail descends fairly steeply at first to reach the creek itself, then follows the hillside contours to remain some 20 metres or so above water level. After the first 500m the trail becomes progressively overgrown and little used – probably most casual walkers turn back at this stage. Pushing on however, with some judicious assistance of a machete, two fairly substantial bridge sites over side creeks were found. Both have the decayed remnants of some fairly massive bridge timbers partly in situ.

The formation was heavily overgrown after the second bridge, and not being adequately attired for heavy bush work, I turned back after a brief struggle. (It's also prime leech territory and I wasn't sufficiently protected against them either.) Marrying up GPS readings with the topographical map back at the motel, it seemed unlikely the line could have continued much further up the creek which begins to climb very steeply a short distance past my turn-back point. Also, as BAT operated a steam log hauler, they should have been able to log the rest of the way upstream without needing to extend the tramway.

It is tempting to speculate the reasons for the substantial earthworks on Macauleys Headland, much heavier than would be expected for a logging tramway. BAT did have deep pockets – they were set up by the giant pastoral company Dalgety & Co – and they went into Coffs Harbour in a big way. So initial expense was probably not an issue.

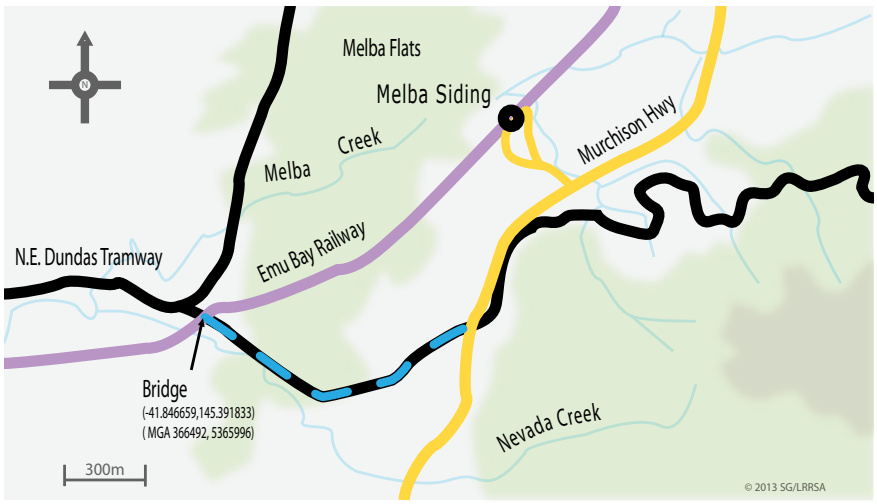
But curiously this largesse didn't seem to extend to their initial choice of motive power. An elderly Hunslet 4-6-0T ex the Tasmanian Main Line Railway Company, converted to a 4-4-0 wheel arrangement, was landed on Coffs Harbour Jetty in January 1908. This was TMLR No 6 (HE 117/1874). Its prior conversion to a 4-4-0 probably enabled the loco to navigate tighter curves, but at the expense of increased axle weight. According to contemporary local newspaper reports the loco was cumbersome and spread the rails on several occasions. Within 18 months it had been replaced by the new A-class Shay, reported to be "half the weight of the Hunslet."

The Bruxner Park Road and Bruxner Gap extension of BAT tramway feature less prominent earthworks, steeper gradients and sharper curves than the earlier Macauleys Headland section, and appear to reflect the upgrade in motive power from the old Hunslet to the new A-class Shay.

Ian McNeil

North East Dundas Tram / Emu Bay Railway, Melba Flats, Tas (LR 91, 128, 146, 148, 150, 158) 610 & 1067mm gauges

On 14 April 2013 while travelling from Launceston to Strahan, I stopped to walk to the bridge where the Emu Bay railway crossed over the North East Dundas Tram using Geoff Thorpe's map published in LR 128 as a guide. The NEDT opened from Zeehan to Williamsford in 1898, while the EBR line was extended from Roseberry to Zeehan in December 1900. The bridge is a small single opening with one concrete abutment, spanned by girders with decking and ballast on top. There is very little to show that the line beneath the bridge ever existed – the roadbed has been cleared to form a logging road, although I did find one dogspike. The EBR line is still relatively intact, despite the last train having run from Zeehan on August 13 1965. A short length of track has been lifted over the bridge, but resumes immediately after. The lightly constructed line with 61lb rail and spartan ballast sharply contrasts with the



line north of Melba Flats to Roseberry which was upgraded with heavier rail and well ballasted when that section of line was reopened in 1970. Approximately 40 metres further on towards Zeehan, the timber bridge once spanning Nevada Creek has been burnt out, leaving the rails suspended across the gap.

Access to the site is easy; when heading south from Rosebery on the Murchison Highway, approximately 600m beyond the Melba Flats siding access road, a dirt track leads off to the right hand side (west) of the highway. There is a locked gate approximately 100m further on, so don't worry about driving too far. Following this logging track, (the former NEDT which is shown as the blue dashed line on the map) for 950m, ignoring the side roads will bring you to the bridge at MGA reference 366492/5365996 or -41.846659,145.391833. The area beyond the bridge has been logged and replanted with the road deviating off the formation making it hard to follow any further.

S. Gould

North East Dundas Tram / Emu Bay Railway, Zeehan, Tas (LR 27, 35, 90, 93, 189)
610 & 1067mm gauges

On the same day Zeehan was also visited, and although the station yard has been built over for many years, the site of the Emu Bay Railway triangle is still clearly visible. Most of the rail has been lifted, but a row of spiky bushes marks the legs of the triangle. The broader EBR formation is clearly visible, with the line from Melba Flats still intact to within 500m of the triangle. The narrower NEDT formation now forms a driveway with no hint of its former use.

Both lines, and the former Dundas line can be seen clearly on Google Earth. The triangle coordinates are: -41.884635,145.346342 or MGA 362802,5361724.

S. Gould

Institute of Foresters of Australia Field Day – Batemans Bay, NSW

On Saturday 23 March 2013 the Institute of Foresters (IFA) held a Field Day in the Batemans Bay area to inspect the remains of two of the early timber tramways which served the NSW South Coast timber industry in the late 1800s and early 1900s.

The event was organised by IFA and LRRSA member Ian Barnes, a retired forester with a wealth of experience derived from his long career with the NSW Forestry Commission. Some 24 people attended, the majority IFA members plus attendees from the Australian Forest History Society, Macquarie University and LRRSA.

The morning was spent inspecting remains along the 16km Bawley Point horse tramway that once hauled logs from the Brooman State Forest to a seafront sawmill at Bawley Point. The line and sawmill date back to the early 1890s and were constructed by Francis Guy, a prominent local businessman and timber merchant.

The tramway was a wooden railed line with a nominal track gauge of 985mm. Preserved rail lengths up to 8 metres long have been found with cross-sections measuring 95mm wide by 80mm deep. Surviving sleepers 2200mm long are spaced 880mm apart. Hand-forged iron nails, 200mm long by 10mm diameter, spiked the wooden rails – mostly turpentine – to sleepers. The light earthworks are indistinct in many areas but are more clearly seen on some of the steeper side slopes. Elsewhere larger timber artefacts including bed logs and key logs mark old bridge sites.

A highlight of the morning's inspection was the old zig-zag formation that elevated the tramway out of Cockwhy Creek valley to climb the low Murramarang coastal range on the way back to Guy's sawmill at Bawley Point. Remnants here included wooden rails, sleepers, iron rail spikes and a rare find of part of a wooden rail frog.

The group enjoyed a well-catered bush lunch near "Old Blotchy", a magnificent spotted gum of enormous proportions in the Kioloa State Forest. The writer was assured by a knowledgeable forester that it was the largest tree of its species in the known universe and was exactly 457 years old. [Memo to LRRSA tour organisers – request the IFA handle your catering – they do a magnificent job!]

The afternoon's inspections focussed on the 10km Benandarah Tramway a little further south. This was also a wooden-railed horse line which was used to haul sawn timber from Francis Guy's sawmills at Benandarah and later at East Lynne down to a wharf on Cullendulla Creek near Batemans Bay.

Less is known of this line but it appears to have been one of the earliest in the area and is known to have been operating by 1887. At the shallow tidal inlet of Cullendulla Creek, sawn timber was loaded onto punts for the short journey to the mouth of the Clyde River at Batemans Bay where it was transferred to coastal steamers. Parts of the line are believed to have remained in use as late as 1951, when the Illawarra Steam Navigation Company (the Pig and Whistle Line) went into liquidation and regular shipping services to Batemans Bay ceased.

The Princes Highway parallels the old tramway and consequently sections of it have disappeared under the highway. But enough has survived to enable the route to be followed and mapped. The highlight of the afternoon's inspections was the old wharf site on Cullendulla Creek where salt water has preserved the logs used to keep wooden tramway rails above high-water level. Fragmentary wooden rails and the formation of a turnout to a storage siding were also in evidence. The field day concluded with a formal dinner at a local restaurant complete with tramway audio-visuals and a couple of short timber tramway films from the 1920s. Truly, light railway heaven.

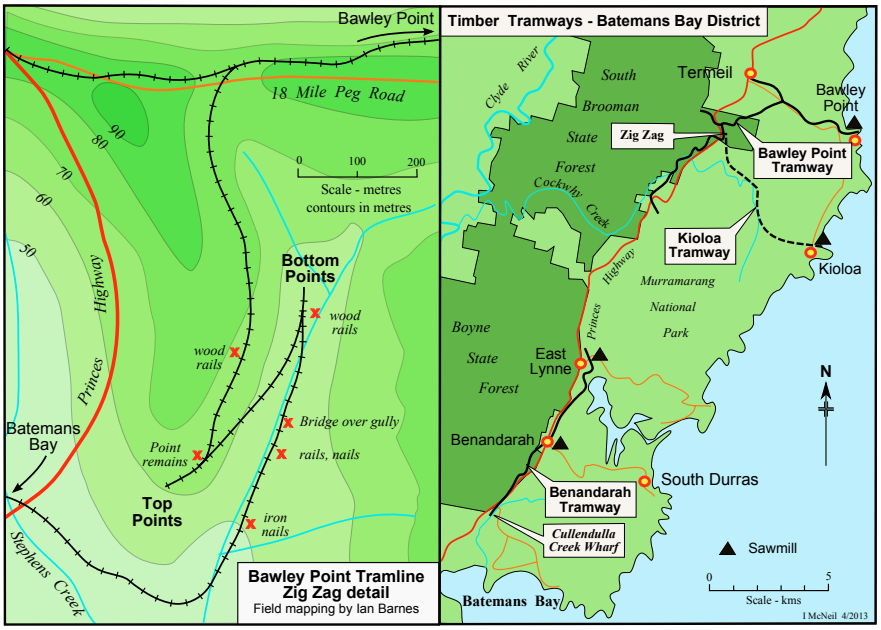
Local LRRSA members Ian Barnes and Ian Bevege are mapping and researching these and other early timber tramways in the Batemans Bay area with an eye to publishing their findings at a later date.

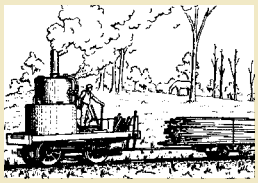
Ian McNeil

The bridge that took the Emu Bay Railway across the North East Dundas Tramway remains relatively intact, despite not having carried a train for nearly half a century. Photo: Scott Gould

Right above: *Cullendulla Wharf terminus on the Benandarah Tramway. The log formation held wooden tramway rails above high tide level. Sawn timber was off-loaded from tramway trucks onto punts for the short trip down the creek to the mouth of the Clyde River at Batemans Bay then trans-shipped to coastal steamers bound for Sydney. Photo: Ian Barnes*

Right: *Ian Bevege inspecting turpentine wooden rail remnants in situ on the 985mm gauge Bawley Point Tramway formation. Rails with cross-sections of 95mm x 80mm and up to 8 metres long have survived on some stretches of the line. Hand-forged iron track nails 200mm long x 10mm diameter have also been found. Photo: Ian Barnes*





LRRSA NEWS

MEETINGS

ADELAIDE: "A year in Canada"
John Meredith will present video from his recent year in Canada and sites en route. Bring along an item of light rail interest. We would like to hear from any member who can supply current information on heritage or tourist light rail sites in South Australia..
Location: 150 First Avenue, Royston Park.
Date: Thursday 6 June at 8.00pm.
Contact Les Howard on (08) 8278 3082

BRISBANE: "Sandstone Estate"
We will be showing a DVD of operations on the 610mm gauge railway at Sandstone Estate, South Africa, in 2012, provided by David Rollins.
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 21 June at 7.30pm.

MELBOURNE: "Austrian narrow gauge in the 1960s and 1970s"
Phil Rickard will be presenting a DVD featuring the Waldviertalbahn, Steyrtalbahn, Vellachtalbahn, Zillertalbahn, Radmer forestry line, Murtalbahn, Pöstlingbergbahn and the Feistritztalbahn. Mostly 760mm gauge, mainly steam with minimal diesel.
Location: Ashburton Uniting Church Hall, Ashburn Grove, Ashburton.
Date: Thursday 13 June at 8.00pm

SYDNEY: "AGM and In the Shadow of Emperor Meiji"
The NSW Division's AGM will occupy a short space of time, after which David Jehan will be presenting photos of various railway interest including the Oigawa Rack Railway, the Kyoto Steam Roundhouse, the Japanese National Railway Museum and the superb Meiji Mura outdoor museum. Attendees will be surprised to find how much British and American steam is on display in Japan.
Location: Woodstock Community Centre, Church Street, Burwood, (five minutes walk from Burwood railway station).
Date: Wednesday 26 June at 7.30pm

RESEARCH

Please send contributions to fieldreports@lrrsa.org.au or to P.O. Box 21, Surrey Hills, Vic 3127. Thank you to everyone who has contributed – either directly, or via the Yahoo group. *Scott Gould*

Chaplin Locomotive at Moonta Mines

One of my friends here in the UK is trying to build a definitive list of Chaplin locos (and railway cranes). Perhaps you can help regarding the 5ft 3in gauge loco at Moonta Mines, Chaplin 2288/1883.

The Chaplin records show that it was ordered by A L Elder, which is no surprise as Alexander Elder was brother of Sir Thomas Elder, who had considerable interests in the Wallaroo and Moonta mines. It is shown as to 'Wallaroo Copper Works, Adelaide'. If I'm not mistaken, this was the copper works on the quite small site on the north side of St Vincent Street, immediately east of Jervois Bridge. The work's west side was bounded by the wharf on the river and was rail connected to the SAR.

I sincerely doubt that the loco was used here and I would guess that it was shipped to the works for onward local despatch to Moonta. Apart from the reference in the Chaplin records and the Moonta photo (which indisputably shows a Chaplin loco) I know of no other documentary evidence relating to this loco. Can anyone assist with information?

It is interesting that the other two 5ft 3in gauge Moonta Mining Co locos (J Fowler 6026/1889 0-4-2STOC and Dubs 1196/1878 2-4-0Toc) were both rebuilt by the W&MMSCo to 3ft 6in gauge, but apparently not the Chaplin. This may have been because it was too difficult, or it was considered old-fashioned, so perhaps it was used somewhere around the mines as a stationary engine. Any comments welcome.

A further point re 5ft 3in gauge Moonta Mines locos: it has been written that the motor portion [Kitson T.5/1879] 0-4-0VBToc from the G&SCTy Rowan car was sold to the Moonta Mining Co., but I've seen no evidence to substantiate this, although it does not sound unreasonable. The South Australian Register of 18/5/1883 reported that a Mr Stuckey had offered to sell to the SA Marine Board 'a tramway locomotive for use at Port Germein', which offer was declined. Mr Robert Stuckey was a director of the Moonta Mining Co. board, so I wonder if he was acting on behalf of the Moonta Mining Co? If so, the only 'tramway loco', the Company could have had would be this Kitson, so this might be considered as confirmation that it was there. I do of course realize that the Port Germein jetty was 3ft 6in not 5ft 3in. The only other two tramway engines in South Australia at that time were the Port Adelaide Merryweather, already sold to the Glenelg Rly. Co. in April 1883 and the Adelaide, Unley & Mitcham Baldwin, which was sold to Parramatta in October that year. I've no idea if Mr Stuckey was also a director of the Mitcham Co., but I've looked at the half-yearly meetings of the Company in the relevant period on Trove and found no mention of him. Once again, comments welcome.

Richard Horne

Online Mapping Resources

State government online maps are available for some states, the best I'm aware of are in Victoria, with those for NSW coming second (both are free). Nothing in the other states is as good, especially what can be had for free.

The list of web sites below lists those currently known, if any others are available, please let us know.

NSW: Currently has at: http://lite.maps.nsw.gov.au/ raster-format copies of the state-wide topographic maps (but not always current!) although this will be merged with the http://six.maps.nsw.gov.au/ during the year so it will be interesting to see if these topographic maps last.

Queensland: Nothing in the way of online/interactive maps like Vic and NSW. There is a 'Queensland Globe' KML file downloadable from: http://www.nrm.qld.gov.au/mapping/queensland-globe.html which works in Google Earth.

South Australia: Apparently nothing online equivalent to NSW/Vic sites.

Tasmania: http://www.thelist.tas.gov.au/listmap/listmapstart.jsp

Victoria: Forest Explorer website at: http://nremap-sc.nre.vic.gov.au/MapShare.v2/imf.jsp?site=forestexplorer With this site (and similar sites at: http://www.dse.vic.gov.au/about-dse/interactive-maps) you can zoom in/out and turn layers on/off as desired; and then produce PDF's of your maps.

State Library of Victoria:
http://search.slv.vic.gov.au/primo_library/libweb/action/search.do?dscnt=0&fromLogin=true&tab=maps&dstmp=1367631721159&vid=MAIN&mode=Basic&fromLogin=true&fromLogin=true

National Library of Australia:
http://trove.nla.gov.au/map?q=

Online maps can be downloaded from both of the above sites, although it should be noted that with the NLA site, the format is TIF (not JPG) and therefore the files are much larger.

The SLV and NLA sites are better for older (imperial-scale) topographic maps, where they have been scanned in and placed online.

There will of course be equivalent sites for other (non-Vic) state libraries but I'm not familiar with these.

It's simply a matter of searching through these sites for maps of interest (eg. try "31680" or "63360" for imperial-scale topographic maps).

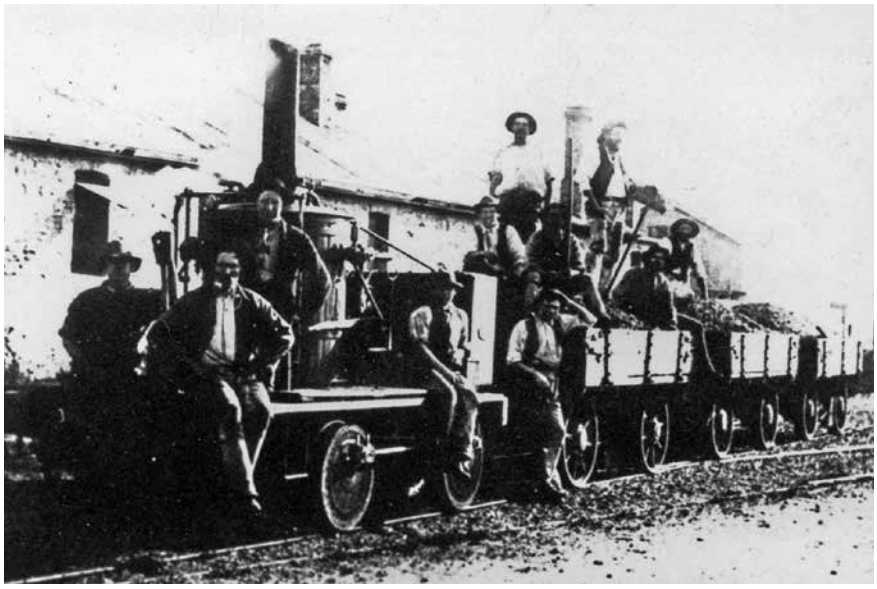
Western Australia: As per SA; although there is a 'pay-to-use' setup at: http://www.landgate.wa.gov.au/corporate.nsf/web/Create+A+Map

Federal: Map connect at: http://mapconnect.ga.gov.au/MapConnect/?site=250K&accept_agreement=on (you can download all the 1:250,000 topographic maps as PDF files [which I have done] or in other formats)

In addition, if you have the OziExplorer software (http://www.oziexplorer3.com/eng/downloads/395/oziexp_setup.exe (7MB) for a demo/trial version), you can then download Victorian & NSW topographic maps to open with OziExplorer.

Victorian from: http://maps.festy.org/downloads/ozi/VIC/maps/

and NSW from: http://maps.festy.org/downloads/ozi/NSW/25k/ and http://maps.festy.org/downloads/ozi/NSW/100k/NSW100k.zip (but beware - the 100k file is nearly 800MB in size)



Moonta Mines Chaplin 2288 of 1883 pictured at Moonta. Ordered by A.L Elder & Co of Adelaide SA, little else is known of the locomotives history. *Photo: Richard Horne collection*

Indexes are at: http://maps.festy.org/images/vic_index.gif (Vic) and http://www.cartodraft.com.au/topographic_maps_australia.shtml (NSW).
John Cleverdon

Gold Coast / Neranwood, QLD
Peter Cokley continues his regular postings of his research into tramways of the Gold Coast region on the Yahoo group. Can any readers assist Peter with information on the following points?

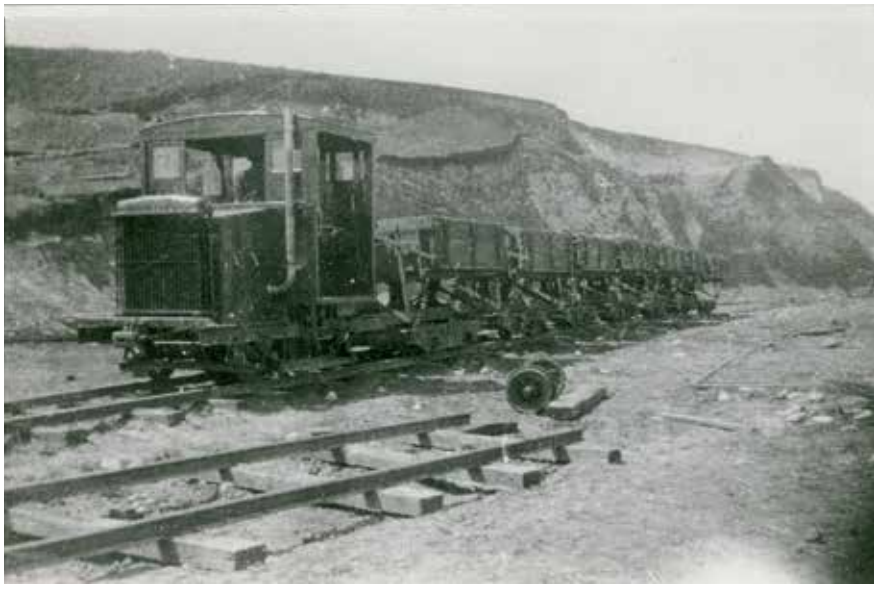
- The extent and route of Nerang Central Sugar Mill's tramline on the south side of the Nerang River.
- The Rushton cane ferry location, and ferry disposal after the mills closure.
- The Harpers Wharf operational method for the unloading of road rock from barges which was sourced from the Molendinar quarry, and transfer to railway skips for the Main Beach Burleigh 1920s road construction tramway as outlined in Browning, John, "The Southport-Burleigh road construction tramway", in *Light Railways* 213, June 2010.
- The actual location of, and the tramway operations at the Molendinar road rock quarry.
- What happened to that Molendinar quarry and any Molendinar tramway system after the completion of the Main Beach Burleigh 1920s road construction tramway?

Peter Cokley

John Browning has offered the following to the discussion:
My personal belief is that there was an incline tramway to bring rock down to the river at the Molendinar quarry. I have a feeling that this is based on some documentary evidence as well as on observation of the topography but I would have to go back and check.
As for Terranora, I am very interested not only in where the relevant incline tramway(s) were situated but also who owned and operated them at various times. Were these farmers' lines or CSR? I believe that there were also aerial tramways in the same area.
John Browning

Purcell Locomotive at an unidentified location - Can you help?
Jim Longworth has asked for assistance identifying the location of this Purcell locomotive. A few suggestions have come in; John Browning's thoughts are that it is Batesford quarry of the Australian Portland Cement Co, Fyansford, Vic.
Phil Rickard comments: *It is known that they had a Purcell, though I've seen claims that it was both 2ft 6ins for the tunnel excavation and 3ft 6ins for quarry work. From the picture it appears to be hauling Western dump trucks of the type only used for gauges 3ft and upwards. (2ft 6ins and smaller were of different frame arrangement). Any positive info on the APC's Purcell would be appreciated. The only other photos that I have seen of it, all depict it out of use - this one (should it be there) being the first of it doing some work.*
Can any reader confirm or discount this location?
Phil Rickard, John Browning

Here she comes **– Zoo Miniature railways**
Some interesting discussion occurred on the LRRSA Yahoo Group recently about the 'Here She Comes' locomotives built by HV McKay of Sunshine, Victoria, and delivered to Melbourne, Adelaide, and Sydney zoos in April 1923, February 1925, & October 1929 respectively (see 'Here She Comes: The McKay Sunshine Zoo Trains' in LR 183, June 2005).
It was suggested that the Sydney one had a short life, being replaced by a new locomotive in November 1934 for some unknown reason. However, the article in LR 183 indicates that the 'Here She Comes' locomotive co-existed for many years at Taronga Park Zoo with its replacement locomotive, *PRINCE HENRY*. *Trove* Newspapers shows that *PRINCE HENRY* was new in December 1934. It is believed that it was wrecked in an accident in 1971, after which John Dunlop acquired and refurbished the McKay locomotive.
The Melbourne one appears to have run until replaced by the well known 'Spirit of Zoo' (Spirit of Progress) loco, built by Days Engineering, in November 1941.
The Adelaide train appears to have operated until the 1950s or 1960s, when it was replaced by another loco.
One of these McKay locomotives still exists at the Coolangatta Historic Village Motel (near Berry, NSW). The train was planned to be auctioned in November 1984 (LRN 10/1985), and the track lifted in 1988 (LRN 10/1988). John Browning has observed that it is definitely the Taronga Park Zoo one as reference to photographs shows that the other two did not have the raised "firebox" cab roof set so high.
Peter Medlin, Bill Bolton, Chris Stratton, John Browning


Unidentified Purcell locomotive, possibly at the Australian Portland Cement Co. quarry, Fyansford Vic. Photo: Jim Longworth collection

Magnet Tram and other interesting light railway footage on YouTube
Following an appeal in the *Burnie Advocate* for information or photographs of the Magnet Mine on Tasmania's West Coast, John McCutchan was contacted by Mrs Grace Hayles, whose husband RC Hayles had taken 16mm film of the area in the 1930s. The Hayles family operated one of two stores at Magnet, and their son Kelvin was in possession of the film. John was able to copy it to video, and Kelvin provided commentary to go with the footage. Life in the small mining town is documented, including the silver mine and the 2' gauge Magnet tramway, which connected to the Emu Bay Railway near Waratah. At just over 23 minutes, the footage is well worth looking at.
http://www.youtube.com/watch?v=ADYFY6xisAY
Mark Kendrick via the LRRSA Yahoo Group

Also found on YouTube are some short films made by local television station TVT 6. Two gems from the 1960's are the last steam enthusiasts train to Zeehan hauled by ASG 16:
http://www.youtube.com/watch?v=hNe6p-xjV_A
And Mt Lyell Mining & Railway Co. operations featuring railmotor DP 19 in service:
http://www.youtube.com/watch?v=GgbvI1eL09Q

To participate in these or other interesting discussions, join the LRRSA Yahoo group at http://au.groups.yahoo.com/group/LRRSA/

Notice to all LRRSA Shop customers

The LRRSA shop has had a change of host due to Gate 13, Australia Post's current system shutting down, the new system is called 'My shop in a box'. The previous user details are being transferred across, but passwords will need to be reset by the account holder. Accessing the shop via the LRRSA web page should take you to the new system, but please be patient while our small team of volunteers sorts through the inevitable teething problems.

Heritage & Tourist NEWS

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

QUEENSLAND

AUSTRALIAN SUGAR CANE RAILWAY
Botanic Gardens, North Bundaberg

610 mm gauge

Australian Sugar Cane Railway volunteers are making tremendous progress to get the railway attraction up and running following their recovery from the destructive floods. In February, Secretary Ross Driver recounted how the floodwaters had caused immense damage to locomotives and infrastructure costing them an estimated $250,000 to fix and relocate. He has paid tribute to Bundaberg Regional Council staff who have helped the Sugar Cane Railway during its recovery. Mr Driver said railway members were currently working to repair steam locomotives that had been submerged by the floodwaters."To date we have spent upwards of $15,000 in repairing flood damage," he said. "Everyone is getting a bit tired but we really are committed to the job in front of us."

Mr Driver said they planned to reopen in late May but would not be fully operational for some time.

The Newsmail 4/13

DREAMWORLD PRODUCTIONS PTY LTD
Coomera

610mm gauge

John Browning visited on 23 April and reports that Baldwin 4-6-0 *CANNONBALL EXPRESS* (45215 of 1917) was operating trains at half hourly internals hauling three bogie carriages and the guards van that contains the compressor for the air braking on the carriages. It is anticipated that train services will be reduced to weekends only from May and that daily operations will only be resumed in September. Other locomotives on site are:

5 *GR CLAPTON & CO* Perry 0-6-2T 5643.51.1 1950
Out of service requiring wheel turning on trailing truck wheelset.
Motor Rail 4wDM 21543 1956
Available for maintenance trains
Ruston & Hornsby 4wDM 218002 1943
Chassis and wheels only with fibreglass "choo choo" body, on display in Town Square

John Browning 4/13

GRAHAM FINTER
Logan City

610mm gauge

Graham is the owner of Ruston & Hornsby Model 30DLU 4wDM 285339 of 1949, which was fitted with a Lombardini air-cooled engine while used on Hayman Island. Following its acquisition in 1997, it operated with the second Ruston & Hornsby from Hayman Island, Model 18/21hp 179872 of 1936 (which also remains in private ownership) on a 'garden railway' at Park Ridge. Following the sale of the Park Ridge property, Graham's locomotive was returned to his home where it is in operating condition but lacks track to run on. The locomotive has lost both its original Ruston & Hornsby bodywork and the ugly replacement superstructure it latterly carried on Hayman Island.

The locomotive was originally imported for the State Rivers & Water Supply Commission of Victoria and was probably used on the Tarago River Tunnel Aqueduct project. Graham is considering selling this locomotive and any genuinely interested person may ring him on 0429 968 887.

John Browning 4/13

FRIENDS OF ARCHER PARK
Rockhampton

610 mm and 1067 mm gauge

The tram resumed public running on 17 February. There were a couple of minor maintenance issues which were promptly fixed and tram drivers say the Purrey seems to have had a real lift in performance. The tram was fired up for gate to gate runs for two days prior to the official start up. These were special runs for volunteers from the Tourist Information Centre who were given a familiarisation tour of our heritage sites at Archer Park, the Village and Mount Morgan. It was well worthwhile as some of these volunteers have only a vague idea of what these sites have to offer. On the weekend of 2/3 March the ATRQ (Association of Tourist Railways Queensland) held their quarterly meeting at Archer Park. Fifteen members from all over Queensland attended – notable exceptions were those from flood ravaged areas. Many members reported that, similar to Archer Park, their visitor numbers were at an all-time low.

The group is looking at options to increase declining visitor numbers.

Tram Tracks 4/13

DURUNDUR RAILWAY
Woodford

610mm gauge

Terry Olsson, President, reports that the society's Annual General Meeting was held at Woodford on 23 March and was well attended.

One issue discussed was the marketing name used for the railway. While the organisation will always remain known as the Australian Narrow Gauge Railway Museum Society (or more commonly as ANGRMS), there was much discussion about whether to keep "Durundur Railway" as the trading/marketing name. While "Durundur" has served the railway well for many years and was a great choice at the time, it was felt that the name 'Durundur" had lost a lot of significance, particularly with the current trend to rely more on computers and the internet, search engines, etc. After much discussion, a motion put forward by Brian Webber to change to "Woodford Railway" was carried by all at the meeting. It will take time to convert to the new name, so both names will continue to be used for a while. For example, they will not be requiring members to go out and get new patches on their existing shirts. The Board Meeting following the AGM also agreed that the magazine will continue as the "Durundur Railway Bulletin".

In recent months the railway have improved their passenger numbers and have continued important work on projects such as boiler work on the Bundaberg Fowler locomotive, overhaul of the Grovers bogie wagon, and repairs to the Bundaberg Jenbach diesel *NETHERDALE*. They have also continued the excellent work in keeping the grounds neat and tidy as well as inserting more concrete sleepers into the track.

On *NETHERDALE*, the two very large and heavy brake cylinders under the cab have been removed and inspected. Their removal took three to do the job; one to work the winch, one to guide the cylinder and a third person on the outside for assistance where required. With both cylinders now removed for inspection, cleaning and replacement of springs and buckets can be undertaken. They hope to have it all back together and reinstalled by mid-May.

Local councilor, Adrian Readel, announced that the Moreton Bay Regional Council has purchased the block of land at the rear of the Woodford station site. This is wonderful news for the long term future of the society. This block of approximately four acres was land locked when Norm Freeman sold the society the block at Woodford station many years ago, and an access easement was included over part of society land. Should this land have been purchased by a developer, it would have not only resulted in houses on the 'third side' of the land, severely restricting activities, but could have meant a 24/7 public access road built right through the site because of the easement. This land has been purchased for 'community purpose' and several similar community groups will share this land once it is rezoned and a management plan put in place (expected to take about two years). As well as the Woodford Men's Shed, ANGRMS will also have use of part of this land for storage sheds, possible relocation and expansion of the workshop, etc. If the society is going to grow and expand over coming years it is important that they put the foundations in place to support this.

Durundur Railway magazine 3 and 4/13

NEW SOUTH WALES

LITHGOW MINING MUSEUM
Lithgow

1435 mm gauge

Bob McKillop reports that he went to Lithgow for the official opening of the 'Fire in the Mine' Spectravision feature at the Greater Lithgow Mining Museum. It is a most impressive feature, running for eight minutes with an introduction to the history of the mine and three short historical

items: the death of a miner crushed by the main cage early in the life of the mine, the rescue of a miner who got lost when his acetylene lamp was knocked out underground and the (main feature), the 1953 mine fire in which the miners escaped but all 27 horses kept underground perished. There has been a lot of activity lately in making improvements to this museum.

MEREWETHER HISTORICAL SOCIETY
Newcastle
1435 mm gauge
On 1 March the Newcastle City Council, with the Merewether Historical Society, set in place an illustrated commemorative plaque opposite the Merewether Baths change shed. The sign indicates the location of the No1 Tunnel on the Red Head Railway, the first standard gauge railway tunnel to be constructed in the State.
John Shoebridge 3/13

VICTORIA

PUFFING BILLY RAILWAY, Belgrave
762 mm gauge
On 15 April, as part of a major track upgrade, work commenced on the installation of level crossing boom gates at three crossing locations: Selby – Long Pocket Lane, Clematis – Belgrave-Gembrook Main Road and Emerald – Belgrave-Gembrook Main Road.
The work is being carried out by Victrack in conjunction with the successful tenderer for the project, UGL Ltd, and is to be undertaken in stages at all three crossings. The expected date of completion is June 30.
Belinda McKenzie 4/13

SOUTH AUSTRALIA

Port Augusta
1435 mm gauge
A four wheel flat top is part of a well presented historic display in the town of Port Augusta. The trolley has been loaded with the sorts of goods it probably carried when in use: railway sleepers, kegs, sacks and chests. The display celebrates the role of the tramway in connecting the town and jetty. A photographic display is mounted under a cover nearby showing a map of the line and historic photographs of the jetty and tramway.
Jim Longworth 4/13

TASMANIA

WEST COAST WILDERNESS RAILWAY
Queenstown
1067mm
For the second time in 50 years the ABT railway has closed.
Last time, back in August 1963, it seemed it was closing forever. Now, there is at least hope it may reopen for this summer.
The Tasmanian Government Department of Infrastructure, Energy and Resources summarised the situation on 1 May: "The Abt railway passenger and freight services (operated as the West Coast Wilderness Railway) (have been) suspended from the end of April 2013 when Federal Holdings Tasmania Pty Ltd surrenders its lease for the railway.
"This suspension will enable major capital improvements to be made with funding of up to $6 million from the Commonwealth Government to restore the Abt railway to ensure the railway continues to operate at a safe standard.
The Abt Railway has become an important feature of the tourism industry and economy of the West Coast of Tasmania and the Tasmanian Government is working to have the railway operational for the 2013-14 tourist season.
A cross agency working group, led by the Department of Infrastructure, Energy and Resources, has been established to assist with the transition of the railway to a new operator and to manage the work that needs to be completed to meet the safety standards.
The State Government has announced funding of up to $1.5 million per year for four years to underwrite operation of the Abt railway. An Expression of Interest process for a new operator is being coordinated by KPMG on behalf of the Abt Railway Management Corporation (ARMC) and was advertised on 5 April 2013."
Applications closed on 22 April but as we went to press no tenders for the work had been allocated.
West Coast Mayor Darryl Gerrity has also said he wants to ensure the government money is put into some kind of trust to ensure it is spent on the railway. He said the region had been dudded in the past and he wanted the federal funds put in some kind of trust.
"The money needs to be secured so the State Government cannot launder it as they have down over many years," Cr Gerrity said.
The last train, on 30 April, carried locals, tourists and rail enthusiasts from around Australia.
With its closure went many local jobs although full time staff have been retained, awaiting a re-opening.
DIER 5/13, *The Mercury* 5/13, *The Examiner* 4/13, Locoshed Yahoo Group 4/13

On the Ida Bay Railway on 5 April , Malcolm Moore number 1 hauls the work train to the depot area while number 3, coming off the ballon loop on the passenger train, waits for it to clear the line into the station. *Photo: John Browning*

IDA BAY RAILWAY
610mm gauge
Ida Bay Railway operator Meg Thornton is seeking funds to replace 2000 50 year-old sleepers to keep the railway operational.
In a report in the *Mercury* she said that in the past six months business at Australia's most southern railway had never been better. Also one of the country's most quaint train rides, it takes about 8000 people a year on a 7km journey from Lune River to an isolated sandy beach.
Ms Thornton said the heritage-listed railway's staff replaced about 9000 sleepers since she had leased the line from the State Government eight years ago.
She said she was waiting for a hip operation which had forced her to give up her second job that had helped her fund the railway line's improvement.
Ms Thornton said a $200,000 grant would cover the remaining urgent trackwork, and $600,000 could take care of other infrastructure needs, enabling the business to cater for large tour groups.
Her call led to a public meeting regarding the railway's future being held.
The Mercury 5/13

REDWATER CREEK STEAM RAILWAY
Sheffield
610 mm gauge
The 19th annual SteamFest Rally at Sheffield, was held over the long weekend of 9-11 March. The weather was unseasonably hot, but as usual the rally was a great success, attracting a record number of exhibitors.
Displays of steam powered chaff cutting, threshing and straw pressing intrigued the younger members of the crowd and the 'working bullock' team is always a popular spectacle. The tug-of-war of children verses a Marshall & Sons steam roller sees many willing hands grasping the long rope; somehow, with the advantage swinging back and forth, the children 'surprisingly' won out over the roller! A steam

powered saw bench supplied the necessary timber fuel for the steam exhibits.

Of interest to the light railway enthusiast is the delightful 610mm gauge 0-4-0T Krauss locomotive (composite assembly of B/N 5862 & 5800 of 1910) and its unique three carriage train which was always full of happy passengers. One carriage is the restored North East Dundas Tramway bogie car of c1898. The Krauss runs out chimney first to the terminus of the railway where it runs round its train for the return trip.

A new entrant to the rally, with a tenuous light railway interest, is the steam powered rock crusher, owned by Carl Dick of Riana since the early 1960s. The portable crushing unit's flywheel was attached by a long flat-belt to a Marshall & Sons traction engine's flywheel. This machine (B/N 87567 of 1935) is ex PWD and spent all its working life on the Tasmanian West Coast. A four-wheel steel skip was hand loaded with large rocks and was then pulled up a short railed incline by a wire rope to front-end tip the contents into an inclined wooden tray from where the rocks entered the jaws of the crusher. The complete unit is mounted on a modified rubber tyred truck chassis, strategically strengthened with welded steel plates to better resist the weight and severe continuous vibration of the heavy crushing mechanism when it is in action.

The rock, now broken down to about fist size fell onto the ground where a simple bucket conveyor scooped it up and elevated the stone, dumping it into a waiting lorry's tray. This end product was then driven away to be used at a rally ground road project where a steam roller compacted the material. Both the conveyor and skip hoist pulleys are driven by subsidiary flat-belts powered by the main belt off the traction engine.

The highlight of the day is the 3pm Grand Parade where all the mobile steam and internal combustion engine exhibits proceeded around the rally ground for all to admire. The Sheffield SteamFest Rally is extremely well organized and is always well worth a visit in March. The railway with its Krauss loco also runs on the first weekend of each month.

Ross Mainwaring 03/2013

John Browning visited the following sites during April and reports:

IDA BAY RAILWAY PTY LTD

610mm gauge

The line was built to carry limestone and is about seven km in length, running through very scenic country from Ida Bay Station to the coast at Deep Hole. Ida Bay Station is the site of the depot that was situated halfway between the quarries and the port. There is a balloon loop at each terminus and a modern flashing lights crossing, complete with recorded warning gong sounds, has been installed where trains cross the highway at Ida Bay.

On 5 April one passenger train and one work train were in operation hauled by Malcom Moore 4wDM locos. The passenger train consisted of one open and one enclosed carriage and was hauled by number 3 (1056 of 1943). The work train was hauled by number 1 (1038 of 1943).

Other locos on site:

4	4wPM	Malcolm Moore	1017?	1943
	Out of use awaiting new engine			
8 *Silver Streak*	4wPMR	Mt Lyell Mining & Railway Co		
	rebuilt by David Beck Out of use			
7	4wPMR	Australian Commonwealth Carbide		
	In shed. Restored			
No.1	4wPM	Malcolm Moore	1010	1943
	Dismantled			
	4wPM	Malcolm Moore	1052?	1943
	Dismantled			
	0-4-0WT	John Fowler	17732	1927
	ex Tullah. Frame only			
	0-4-0WT	Orenstein & Koppel	719	1901
	ex Magnet & Tullah. Frame only			

Other interesting rolling stock items are on site including the remains of some of the unique timber-framed limestone trucks.

The line is the property of the Tasmanian Government, and the current leasee, Meg Thornton, has requested the supply of sleepers to enable the line to be maintained in line with accreditation requirements.

NATIONAL TRUST, Queenstown

610mm gauge

The original Mt Lyell underground electric locomotive, built at the English Electric Dick Kerr works in Preston (720 of 1927) is displayed adjacent to the Lyell Highway on the northern outskirts of Zeehan near the old mine offices. Also on display are a modern ore car and a personnel car. The exhibit, which includes an imitation timber head frame, looks very neglected and the nearby Mt Lyell Museum has been demolished. The small exhibits previously housed here have presumably been moved to the Galley Museum and/or the Abt Railway Museum. Visited 7 April.

The remarkable steam-powered rock crusher, fed by a four-wheel skip on a short railed incline, in full flight at the 19th annual SteamFest Rally, at Sheffield. *Photo: Ross Mainwaring*

Narrow gauge display by the wharf at Morrison's Huon Pine Sawmill, Strahan, on 8 April. *Photo: John Browning*

Lions Club, Spion Kopf Lookout, Queenstown
610mm gauge
Mt Lyell underground electric locomotive number 3, built at the English Electric Dick Kerr works in Preston (748 of 1929) is very snugly displayed in an imitation mine tunnel below the Spion Kopf lookout overlooking Queenstown. It is in relatively good condition. Visited 7 April.

REDWATER CREEK STEAM RAILWAY, Sheffield
610mm gauge
A line about one kilometre in length has been laid on part of an ex-TGR railway reserve but extension to the intended scenic destination is frustrated by land tenure issues. In operation was 0-4-0WT Krauss 5800 of 1907 (which has the boiler from Krauss 5682), hauling an ex Mt Lyell bogie carriage and a bogie guards van built by Ralph Proctor in 1979. Not in use was the ex Zeehan & North East Dundas car A-1, built in 1898.
Hunslet 0-4-2T 1884 of 1936 ex Ida Bay Railway, has been acquired from the Don River Railway and the newly machined wheelsets and other parts, such as cab and tanks, are on site. The main part of the locomotive will be transported from Don during the year and will be reassembled at Sheffield for operation as time and finances allow.
A steel bottom-dump bogie ore wagon from Mt Lyell has been used for ballast haulage but has since had an unfortunate encounter with a falling tree. Visited 6 April.
Also on site are:

	2-2wPMR	TGR Launceston			regauged ex-TGR line car
No.1	4wBE	Mancha	2796	1948	dismantled, derelict ex ANM Boyer
(No.2)	4wBE	Mancha	3616	1956	stored ex ANM Boyer

ROSEBERY DISTRICT STATE HIGH SCHOOL
Hercules Mine Memorial
610mm gauge
Outside the front entrance of the High School stands the Hercules Mine Memorial, constructed as a bicentenary project. It features two items of rolling stock from the Williamsford haulage, a personnel carrier and a large bogie ore wagon. There is also a tower and a pair of buckets from the aerial cableway that was built to link Williamsford and Primrose in 1929, rendering largely redundant the Zeehan & North East Dundas Tramway. The rolling stock items, exposed to the weather of the west coast of Tasmania, could do with a repaint. Visited 7 April.

Rosebery
610mm gauge
Displayed at the plaza in the centre of town, adjacent to the Murchison Highway, are an Eimco bogger and a mine skip. There is also a mural close by which features the Williamsford Haulage and the Krauss locomotive that worked at Renison Bell. Visited 7 April.

MORRISON'S HUON PINE SAWMILL, The Esplanade, Strahan
narrow gauge
A narrow gauge shop wagon carrying a section of Huon Pine log is on display on a short length of track on the wharf outside this sawmill, with a recreation of a derrick crane. Each day at approximately 3 pm, there is a talk and a demonstration of the mill's vertical frame saw. Visited 8 April.

Tullah
356mm gauge
On display across the Murchison Highway from the Wee George Wood station is a replica timber headframe with a small shaft cage. The display includes two steel mining skips on short lengths of 14 inch gauge track. There is also a range of interesting display boards about the mining and railway history of the West Coast.

WEE GEORGIE WOOD STEAM RAILWAY, Tullah
610mm gauge
John Fowler 0-4-0WT *WEE GEORGIE WOOD* (16203 of 1924) is expected to return to service later in the year. The chassis has been prepared for the new boiler being built by K & H Ainsworth Engineering in Goulburn, NSW, and for the refitting of its left hand cylinder, which has been receiving attention.
In the meantime, the train service continues to be operated by the ex-Lake Margaret Tramway Nicola Romeo 4wDM 770 of 1925, on loan from the West Coast Pioneers Museum at Zeehan. It hauls a bogie carriage that is also ex-Lake Margaret Tramway. In the workshop are a replica of this Lake Margaret car under construction and a toastrack bogie carriage also from Lake Margaret.
The line runs through the bush for about 1.6 km and there is a balloon loop at each end. The station area is attractive and well-kept with a variety of interesting display boards. There is a large variety of 610mm gauge rolling stock neatly stored on the site including modern mining equipment and other items probably salvaged from the bush, as well as some limestone wagons from Ida Bay. Visited 7 April.
Other locomotives on site are:

9	0-4-0WT	Krauss	5988	1908	Ex Mt Lyell and Tullah Requires a new boiler.
	0-6-0T	OK	4241	1910	Ex Lake View & Star, WA. Dismantled.
	4wBE	Gemco			Ex Rosebery. No battery box or controller
	4wBE	Gemco			Ex Rosebery. Bare chassis
	2-2wPMR				Tullah Tramway fettler's trolley (A 3ft 6in gauge trolley mounted on 2ft gauge skip chassis)

DON RIVER RAILWAY
Van Diemen Light Railway Society Inc.
1067mm & 610mm gauge
Visited 6 April. There is a well-equipped workshop and extensive covered storage and among the exhibits are a number of private and industrial railway items. These include:

1067mm gauge

	2-4-2T	Dübs	1415	1880	ex QGR, Childers Mill & Macquarie Harbour works
	0-6-0T	Fowler	5265	1886	ex Kiama Council & Macquarie Harbour Works
8	4-8-0	Dübs	3856	1900	ex Emu Bay Railway
1	4wPMR			1910	Riley railcar ex Mt Lyell Railway
2	4wDM	Ruston & Hornsby	187072	1937	ex Mt Lyell
U6	4wDM	Malcolm Moore	10-102 37	1951	ex SECV Kiewa & TGR
1002	B-B DH	Walkers	577	1963	ex Emu Bay Railway

610mm gauge

0-4-2T		Hunslet	1844	1936	ex Ida Bay Dismantled - due to go to Redwater Creek
4wDM		Ruston & Hornsby	235667	1945	ex MMBW & Cornwall Coal. Being rebuilt and regauged back from 1067mm

TASMANIAN TRANSPORT MUSEUM
Glenorchy
1067mm gauge
The museum was closed but two industrial railway locomotives could be viewed from outside the fence on 4 April:

1653	4w+4wTG	Climax	1653	1923 ex Simmsville and Australian Newsprint Mills
	4wDM	Ruston & Hornsby	284836	1950 ex EZ Rosebery

Built for the QR in 1880, this Dübs 6D9 class locomotive came to Tasmania in 1901 for the Macquarie Harbour construction works and is now displayed at the Don River Railway. Photo: John Browning

Heritage & Tourist NEWS

THE WEST COAST HERITAGE CENTRE
Zeehan

1067mm & 610mm gauge

7 April

Visited 7 April. This incorporates the former West Coast Pioneers Museum. There is a fantastic range of photographic material on display as well as a range of railway rolling stock exhibits. Those from private and industrial railways include:

1067mm gauge

8	4-8-0	Dübs	3854	1900	ex Emu Bay Railway
	4wPMR	Mt Lyell M&R Co		1922	Daimler railcar ex Mt Lyell Railway

610mm gauge

	0-4-0WT	Krauss	4087	1899	ex North Mt Lyell, Mt Lyell and Renison
8	0-4-0WT	Krauss	5480	1906	ex Mt Lyell
5	4wWE	General Electric	2376	1906	ex Cornwall Coal & Mt Lyell
12	4wWE	English Electric	721	1927	ex Mt Lyell
(*SUZANNE*)		4wBE Gemco		1970	5 tonne type. Ex EZ Rosebery
	4wBE	Gemco			1½ tonne Trammer type. Ex EZ Rosebery?

WEST COAST WILDERNESS RAILWAY

1067mm gauge

A spectacular tourism experience. All locomotives (steam and diesel) are immaculately presented. This was a very professional and well-run operation. Both workshop and operational staff were clearly dedicated to their work and to the railway, in spite of the impending first winter closure since reopening and the uncertainty of operations after that.

Disappointingly, the Mt Lyell Abt Railway Museum at Queenstown Station was not open.

The line was being worked in two halves with one train a day from each end. Steam haulage is used from Queenstown to Dubbil Barril (including the Abt rack section) and diesel from Regatta Point (Strahan) to Dubbil Barril. At Dubbil Barril the locomotives are turned and passengers change trains to continue their respective journeys. Return to the starting point is by bus. Trains also stop at Lynchford, Rinadeena and Lower Landing. There is a PW siding at Halls Creek and a PW Depot at Lowana.

The diesel operating on passenger trains was Vulcan/Drewry 0-6-0DM D2 *MOUNT LYELL* (Vulcan Foundry D194/Drewry 2406 of 1953), and shedded with it at Regatta Point is 0-6-0DM D1 (Vulcan Foundry D193/Drewry 2405 of 1953). On the first two days the steam locomotive in use was North British 0-4-2T *MOUNT LYELL No.5* (24418 of 1938) while on the third day it was Dübs 0-4-2T *MOUNT LYELL No.1* (3369 of 1896). The steam locomotives are rotated with Dübs 0-4-2T *MOUNT LYELL No.3* (3730 of 1898) also available for service. Visited 7-9 April.

WESTERN AUSTRALIA

BENNETT BROOK RAILWAY
Whiteman Park

610 mm gauge

Volunteers have reportedly made tremendous progress on the third of the original AQ bogie carriages, AQB 2970. Originally entering service in August 1987, AQ 2970 has seen 25 years of service, during most of which it was neatly tucked away at the end of each day in the carriage shed. Then about six or eight years ago it was left out in the weather. Steps have been fitted to each door to reduce the gap between carriage and platform and upholstered seats fitted to the interior. New doors have also been made and installed.

The last original R wagon has been overhauled and re- introduced to traffic as a pram carrier. R 1751 is painted as originally supplied to the WAGR in slate grey with the ironwork highlighted in black.

New historical signage has been added to the museum recently including a 'Gemco' builder's plate, W.A.G.R. crest, Platform No.7 and the very unusual 'All Stations to Armadale and Byford' drop down sign from Perth Station. To continue the theme of Armadale Line Station signs, 'Queens Park' has been restored and added to the displays. 'Seaforth' is next. We are still waiting for the Museum's Sea Container to have the 'Australind' seats taken out and to be repositioned to its final location at a right angle to the hanger. This is still a major hurdle to overcome to preserve the railway's collection. Work is still progressing on the wall displays with a new sign up every few weeks. A small collection of builder's plate has been sourced and soon will be displayed on the walls. Once the wall displays are full, display cases will need to be sourced. They will either be new, second hand or the organisation will purchase the materials to make them. The next items to be installed are going to be a surprise and are fascinating additions to the Museum. The next timeline poster will be the history of the 'Planet' locomotives.

Whiteman Park hosted two big events last month. Firstly the RAC Members' Day where the company invited members to enjoy a day in the park with a hired train and activities in the Village. A total of 800 people rode the train and were mostly young families. Secondly was the IGA Easter Egg Hunt. Both days were a success for the railway. With the original numbers of the IGA Event expecting thousands, the train consisted of the 'Gemco' with the 'Dorman' hauling a six carriage set that included the newly rebuilt R 1751 being used as a Pram Coach.

A major reshuffle of the B.B.R. locomotive stock has occurring within the workshops recently. NG15 118 '*Elizabeth*' is in the pit shed, the 'Mallet' and 'Krauss' have swapped positions, the new Perry's boiler is in the hanger and soon will be NG15 123 '*Fremantle*'s. Soon there will be a line of four boilers in the Hanger Shed for retubing, carried out by a very kind man who has experience with boilers who will install the boiler tubes. He has offered to remove and insert the new tubes using his own equipment. This act of generosity will upgrade all the steam locomotives in restoration to near completion. This is fantastic news; however there is a lot of work to enable the boilers to be re-tubed. The Mallet's boiler will be lifted off its frame and placed on supports at the front of the shed, along with NG15 123's and the New Perry's. NG15 118 will remain on its frame and parked under the hanger on the Hanger road exit. The re-tube will occur in only a few weeks and will see the four steam locomotives take one large step nearer to complete restoration.

Also under restoration is R 1751, an Oldbury C&W Co. product of 1894 regauged and rebuilt at Mussel Pool workshops. 42 of the wagons were purchased by the Commonwealth Government and sent to Darwin in 1942. R 1751 was one of a handful still remaining in Perth in the early

R 1751, an Oldbury C&W Co. product of 1894, regauged and rebuilt at the Mussel Pool workshops. Volunteer carpenter, Clarrie Iopollo, is seen finishing off the woodwork. The regauging work was led by Michael and Lindsay Watson. *Photo: Lindsay Watson*

1980s when the then secretary of rail, Mr Trevor Tobin, made it available to the WALRPA on a permanent loan basis. The wagon has been restored to original condition minus the external ribbing. The livery is as supplied and predates the more familiar Indian red scheme.
Bennet Brook Railway magazine, 3/13

BUSSELTON JETTY
Busselton
1067 mm gauge
The line extends 1.8km over the protected waters of Geographe Bay, is heritage listed and is the longest timber piled jetty in the southern hemisphere. As one of the most popular tourist attractions in WA., it is a must see for any visitor to the Margaret River area. Construction of the jetty began in 1865 when they made the first 161 metres, but sand drift resulted in an additional 132 metres being added in 1875. Further extensions were made during the following 90 years until they had a length of 1.8km. After more than a century of use and servicing over 5000 vessels, the jetty officially closed as a port in 1973. Following the decline of government funding and the crippling effects of Cyclone Alby in 1978, a community group was formed to raise funds for restoration. Between 1987 and 2003, the community group raised sufficient funds to replace 50 percent of the jetty structure, establish the train service and construct the Underwater Observatory and Interpretive Centre.
In 2011 a $27 million refurbishment of the jetty structure was completed. $24 million came from the W.A. State Government, with the balance coming from the Shire of Busselton and the community group. The train runs on the original 3' 6' rails and can take 50 passengers. The locomotive is a four wheeled tyred vehicle, which runs on petrol. The tyres run on the decking between the rails with two metal railway wheels at the front which are screwed down to run on the rails as a guidance system. At each end of the run, the guide wheels are wound down again. Because the loco runs on the decking between the rails, the driver gets a rougher ride than the trucks it pulls on the rails. The train runs on the hour from 9 to 5 and a return trip costs $11 per adult. This may sound expensive, but you get a 3.6km ride lasting about 40minutes.
Jim Longworth visited the railway on 4 March when the jetty tourist train was working as usual. In between runs, staff maintaining the jetty were using a 4-wheel flat top to carry tools and materials out along the jetty to where they were working on the structure. The long towing bar has a road motor vehicle towball socket at one end as the wagon is pulled out and pushed back by a small quad bike.
Jim Longworth 4/13

PEMBERTON FOREST RAILWAY
Pemberton
1067 mm gauge
Vern Witney visited the Pemberton Forest Railway and reports the diesel-hydraulic tram makes two trips a day; the engine is a 40hp three cylinder VM made in Italy. The journey goes off into the forest towards Northcliffe but terminates half way across the timber bridge which crosses the Warren River. A couple of the supporting piles are sinking, making a complete crossing too dangerous, but you cross six smaller bridges to get there. These bridges are 90 years old and haven't any side rails, so when you cross in the tram, and look down the side you can only see a sheer drop down into the stream way down below; a bit scary! When the tram reaches the stop sign it then runs backwards for the 10 km back to the station. The trip takes 1¾ hours. The fare is $24 a person and is well worth it. The cost of insurance would take up a big percentage of the fare money. The tram and train set up is privately owned and has been operating since 1987. They have quite a bit of equipment; if the Rail Museum at Minnivale gets half the amount of stuff they have, they will be doing well. They have a V class steam loco, which they take on runs every so often, a G class steamer, complete, but not going, four Y class diesel electric shunting engines, a 60-ton breakdown crane, various flat top wagons, machines for bank shaping, tamping, re-sleepering and even a Fiat dozer. You are allowed to walk amongst this collection. There is a big workshop shed for maintenance and the whole show is operated by both paid workers and volunteers; they do all their own vehicle maintenance and track work.
Vern Whitney 3/13

SOUTH WEST RAIL AND HERITAGE CENTRE
Forging new partnerships in the local community, the former Boyanup Museum, now known as the South West Rail and Heritage Centre, has reopened to the public each month starting with a big re-launch day last November. With this increased local involvement there is a sense of optimism for the future. Steam locomotive 'Leschenault Lady' is very popular in the South-West and plans are in hand to see it returned to serviceable condition.
[Athra discussion group] WA report 3/13

KOJONUP TOURIST RAILWAY
1067 mm gauge
On this track it is necessary to lay one in eight steel sleepers between the wooden sleepers. This has already been accomplished for approximately six km of the track. New wooden sleepers also need to be between the steel sleepers and need to be a minimum of one in eight as well depending on the condition of the existing wooden sleepers. This is a priority to ensure that the organization completes the section up to where the steel sleepers have been laid; this will increase the accredited run by a further 3.5km.
ARPG Western Australia, 3/13

This curious 0-4-2ST , on display at Havelock, near Picton, New Zealand, is thought to be an amalgam of 0-4-2ST (later 2-4-2ST) AB 718/1892 and 0-4-0ST Shanks of Arbroath –/1875. Photo: John Kramer

OVERSEAS

NEW ZEALAND, Havelock, near Picton
1467 mm gauge
Richard Horne has provided some background information about a locomotive John Kramer found while visiting New Zealand. It appears to be Andrew Barclay 718 of 1893 in Havelock near Picton, a most interesting machine. He understands that its present format, 0-4-2ST, is a 1941 amalgam, being the frame, wheels etc. of AB 718/1892, withdrawn in 1921 (originally a 0-4-0ST, later converted to 2-4-2ST) of Lake Brunner Sawmilling Co, Ruru, NZ (ex Brownlee & Co, Rai-Pelorous area, Marlborough), fitted with the boiler and saddle tank from Lake Brunner's 'Kangaroo' [Shanks of Arbroath –/1875] 0-4-0ST (originally with the NZGR, followed by several owners). He has no idea which loco the cab came from but it is not original. Ron Grant told him that this was a botch-up for display purposes, so it is not certain whether the locomotive actually ran in this form.
Richard Horne 3/13

Above: *This mural on display at Rosebery shows historical scenes: the Rosebery mine (right), the Williamsford haulage and ore storage bin (centre), and the Krauss locomotive used at Renison Bell (top).* ***Below:*** *The 'Wee Georgie Wood' Nicola Romeo 4wDM locomotive (770 of 1925) hauls its carriage from the shed at Tullah on Sunday morning 7 April. At the time of its construction, the Nicola Romeo company was also manufacturing Alfa Romeo cars. Photos: John Browning*