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LIGHT RAILWAYS

Australia's Magazine of Industrial & Narrow Gauge Railways



Light Railway Research Society of Australia Inc.

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1 inch (in)	25.40 millimetres
1 foot (ft)	0.30 metre
1 yard (yd)	0.91 metre
1 chain	20.11 metre
1 mile	1.60 kilometres
1 super foot	0.00236 cubic metre
1 ton	1.01 tonnes
1 pound (£)	\$2.00 (in 1966)
1 pound (lb)	0.454 kilogram
1 acre	0.4 hectare
1 horsepower (hp)	746 Watts
1 gallon	4.536 litres
1 cubic yard	0.765 cubic metres

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Comment

Bush Tramways, in all their wondrous guises, have long been a popular subject in the pages of *Light Railways*. Early issues abound with accounts of such marvellous enterprises as Henry's and Sanderson's Forest Tramways, the Rubicon Forest lines, the Britannia Creek Tramway and the Powelltown Tramway.

Hand in hand with the subject of Bush Tramways, of course, goes the equally fascinating sub-genre of "Bush Engineering". In this context, it essentially concerns the means by which tramway operators managed to fashion often quite bizarre examples of motive power utilising whatever happened to be on hand and/or was readily, and cheaply, available.

No better example of this practice existed than on Britton Brothers Tramway, in North-West Tasmania, the subject of our main feature article. The Britton Brothers apparently knew a bargain when they saw one and, shunning the expensive new Shay, Climax and Heisler locomotives then on offer, they created their own geared locomotive around a second-hand Buffalo Pitts traction engine. When this wore out, they rebuilt the loco, utilising a second-hand Marshall unit and, when this machine came to the end of its economic life, an unusual diesel locomotive, an amalgam of second and third-hand steam and diesel locomotive parts, was created to replace it. Truly "Bush Engineering" at its best. *Bruce Belbin*

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

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

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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.

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Cover: Opened in December 1907, the standard gauge Wölgan Valley Railway connected the shale oil works of the Commonwealth Oil Corporation, at Neewes, with the NSW Government Railways' western line at Neewes Junction, 32 miles distant. Four Class "C" Shay locomotives were employed on main line operations and, when loadings were particular heavy, trains would be split or an assistant locomotive provided to negotiate the steeply graded section between Constance and Deane. On such an occasion, number 3 (Lima 2100 of 7/1908) is hard at work helping a sister loco over the nine miles of 1 in 25 grades. Painting by Phil Belbin. A group of NSW Division members plans a walking tour of the line in November - see LRRSA News, page 28, for details.

Mellor's Meadowbank Manufacturing Company Tramway

by Jim Longworth and Grant Fleming

Introduction

In the June 1965 edition of the Australian Railway Historical Society's Bulletin, the famous railway historian Mr. C.C. Singleton wrote; *Mellor Bros., in September 1892, constructed a standard-gauge horse-operated tramway from their works down Bowden Street to a wharf on the river, for the cartage of coke brought by lighter from the Mortlake gasworks.*¹ This short article presents what the above authors know about this enigmatic light railway.

The Sydney-Newcastle Link Railway

The Strathfield to Hornsby section of the NSW government railway's single track Main Northern Line, was constructed by the contractor Amos and Company and opened for traffic on the 17th of September 1886.²

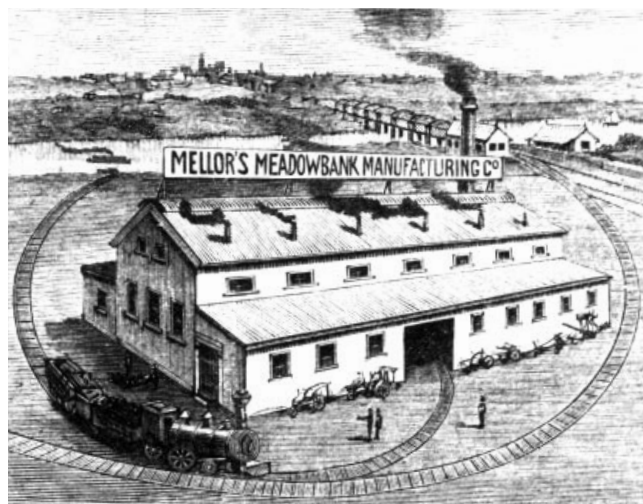
Mellor's Meadowbank Manufacturing Co.

About 1890 one of the Mellor brothers of Adelaide purchased the 100 acre Helenie Estate on the northern bank of the Parramatta River at Meadowbank. Meadowbank was well suited for a manufacturing works, being only nine miles by water from Sydney, eleven miles by rail from the city, and on the main line to the northern regions of the state. Mr. Mellor divided the estate up into lots for both industrial sites and housing allotments. Mellor's were makers of agricultural machinery with six manufacturing plants in South Australia and three in Victoria. A five acre lot north of Barton Street was purchased by Rhodes and Co., who were agents for Simon's roller mill machinery.

In 1892 drought and bank failure crippled the Mellor Brothers' agricultural industries, with their Meadowbank interests passing into the hands of JH. Angus. By 1908 the works comprised a foundry, smiths' shops, timber mill, timber dressing and fashioning rooms, joinery, engineering and fitting department, and paint shop.³ Despite starting as a maker of agricultural machines, the company is probably best known amongst Australian railway enthusiasts for its later manufacture of street tram cars and railway carriages.⁴ Mr. Granville White was the works manager between 1901 and 1910, and it was he who advised the company to undertake the manufacture of tramway rolling stock.⁵ Trading as the "Meadowbank Manufacturing Company", the rolling stock undertaking provided remunerative employment for a large number of men. The carriage building portion of the works was destroyed by fire in the early hours of the 2nd of June 1908,⁶ destroying several government railway carriages and tram cars which were then in the course of completion.

Mellor's Tramway

Work started on the Mellor site with clearing of the land and laying down a railway siding in from the northern end of the Meadowbank railway station, for a length of 11 Chains, at a cost of £1,000. In addition, a "tram-road" was constructed from the works down to the Helenie Wharf at Charity Point on the northern bank of the Parramatta River.



A somewhat fanciful illustration of Mellor's works and tramway. From "Progress, an illustrated journal and magazine", Vol. 1, No. 2.

The tramway was built of steel rails and used steel sleepers, cost about £1,200, and was nearly ready for use by September 1892.⁷

Starting in the grounds of GH. Rhodes and Company, the tramway ran along public road reserves until entering the grounds of the Helenie Estate wherein it proceeded to the wharf. During the late months of 1892 Ryde Council was endeavoring to connect residents living to the east of the estate with the Meadowbank railway station by a direct straight road, apparently crossing Mellor's tramway on the level. Mellors preferred a more circuitous route for the road that would have deviated around their tramway. However some deft research at the Land Titles Office, revealed that Mellors had by then already parted with their rights to the road reserve.⁸ Council won the debate and the road was named Constitution Road. As noted above Bowden Terrace stopped some distance short of Charity Point. When the government wanted to install a punt service across the river, Charity Point was the logical site for the northern shore station and punt-man's cottage. Mr. Angus (the then owner of the Helenie Estate) offered to sell a suitable strip of land to Council for £125, provided he could reserve the right of the "truck line" along that section of the road reserve to the wharf.⁹

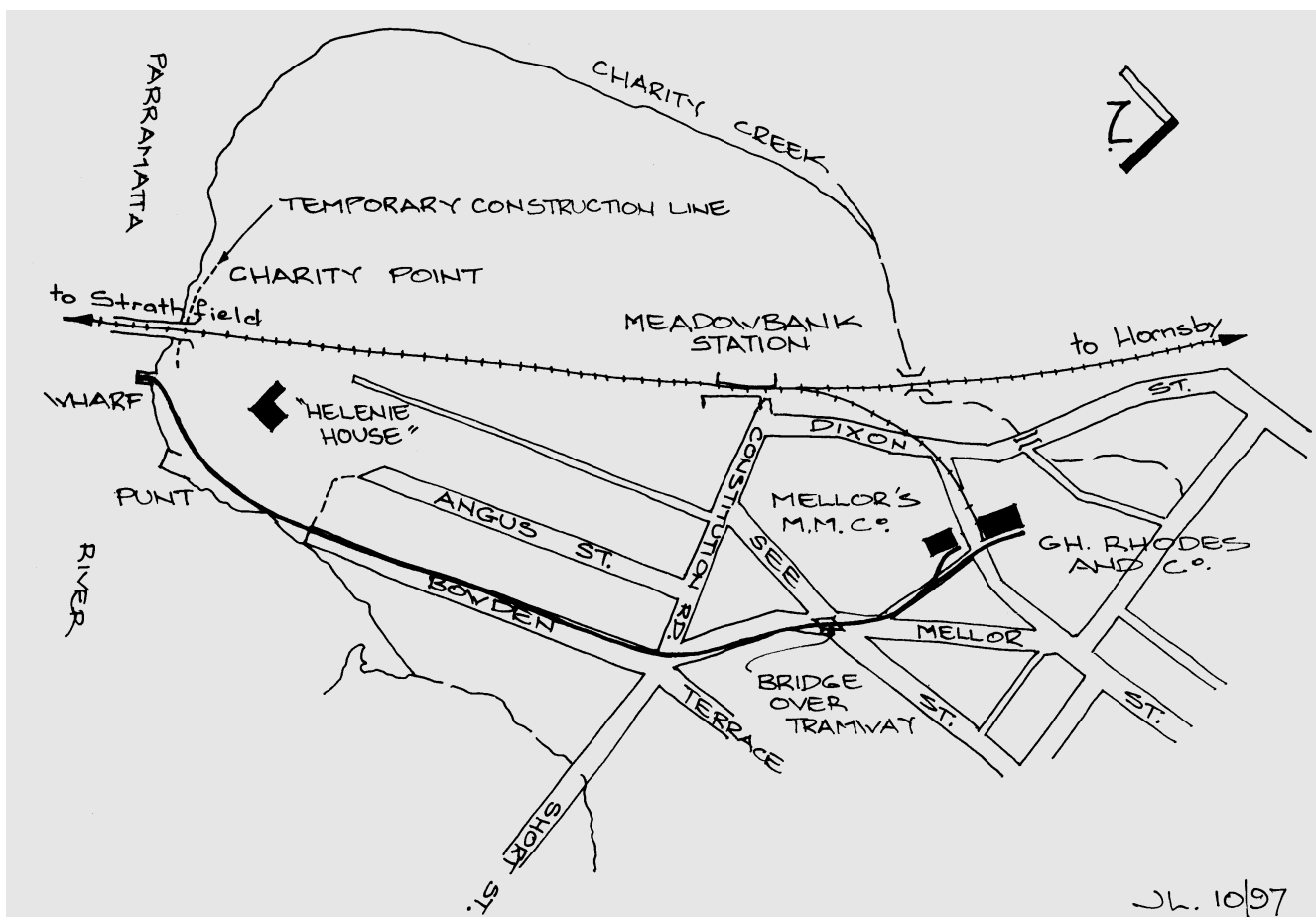
Even though a siding had been laid in from the government railway mainline by September 1892, the siding was not officially opened for business until 22 October 1894.¹⁰ Whether the tramway to the wharf was linked to the extensive network of sidings inside Mellor's works, as conjectured by some researchers¹¹ is not known. However none of the contemporaneous maps which show both the tramway and sidings¹², show them as being joined together.

Between the manufacturing works at Meadowbank station and Bowden Terrace, lies a low ridge roughly along the line of See Street. In order for the tramway to traverse between these two low lying valleys, a deep cutting was cut through the ridge. A bridge was built over the cutting to carry See Street.¹³

The attached map has been prepared from several contemporaneous maps of the 1900 to 1906 era. Some of the streets now have different names.

Locomotive Traction?

A number of short-lived light railways were used during construction of the government railway bridge over the Parramatta River.¹⁴ One illustration published after completion of the construction work,¹⁵ clearly shows a steam locomotive



running on the light railway along the northern bank of the river between the bridge abutment and river bank. The newspaper illustration of 1886 may have been just artistic license. However if a locomotive did operate on the line along the river bank, then the question arises; how was the locomotive transported from the mainline down the steep embankment to the line along the river bank? One possibility may have been that it was hauled overland (by road or along a temporary railway line) along Bowden Terrace. If this is so, then it is not beyond the bounds of possibility that this formation formed at least part of Mr. Mellor's later tramway route.

While the accompanying illustration of the line clearly shows an American outline 2-2-2 steam locomotive with tender¹⁶ on the line, this is assumed to be an artistic embellishment. Possibly the intent was to emphasise the importance of the business establishment which was optimistically looking forward to a growing business. One recent newspaper article referred to a *powerful engine shuttling goods to and fro*.¹⁷ The statement is assumed to have been based on the illustration which appeared in *Progress*, so is to be regarded as suspect.

In the absence of any known evidence to confirm the use

of a locomotive on the tramway, the authors agree with Mr. Singleton's statement of 1965 that the line was horse-worked.

Closure

Apparently the works was one of the many business casualties of the Great Depression, probably closing down some time during the 1930s. Being a manufacturer of timber carriages the company would not have had the machinery or know how to build the newer steel railway carriages.

The points off the government railway main line leading to the works sidings were spiked over "out of use" and secured on 12 October 1936, and the *Merchandise and Livestock Rates Book* posted accordingly.¹⁸ Such a severance indicates that the sidings were no longer in use by the works, which suggests that the works had closed down by then. The siding to the works was abolished on 28 July 1941 and the point lever removed.¹⁹

Extant Remains

All traces of the works of Mellor's Meadowbank Manufacturing Company have been totally obliterated by buildings and landscaping of the Meadowbank Technical and Further Education (TAFE) college. Existence of Mellor's works is marked to-day by a simple sandstone memorial fountain on the corner of See Street and Angus Street. The fountain was originally unveiled on the second of July 1910 in memory of the works manager Mr. Granville White.²⁰ The house standing behind the memorial was originally erected for the works manager Mr. Barton. Traces of the cutting under See Street can be discerned in a small triangular park at the corner of Constitution Road and Bowden Street. The site of Mellor's tramway wharf on Charity Point was approximately where the public ferry wharf is to-day.



Two surviving Meadowbank Manufacturing Co. builder's plates, both from NSWGT trams. At left is a cast brass plate from a 'J' class tram, at right is an enamel plate from 'P' class No. 1667.

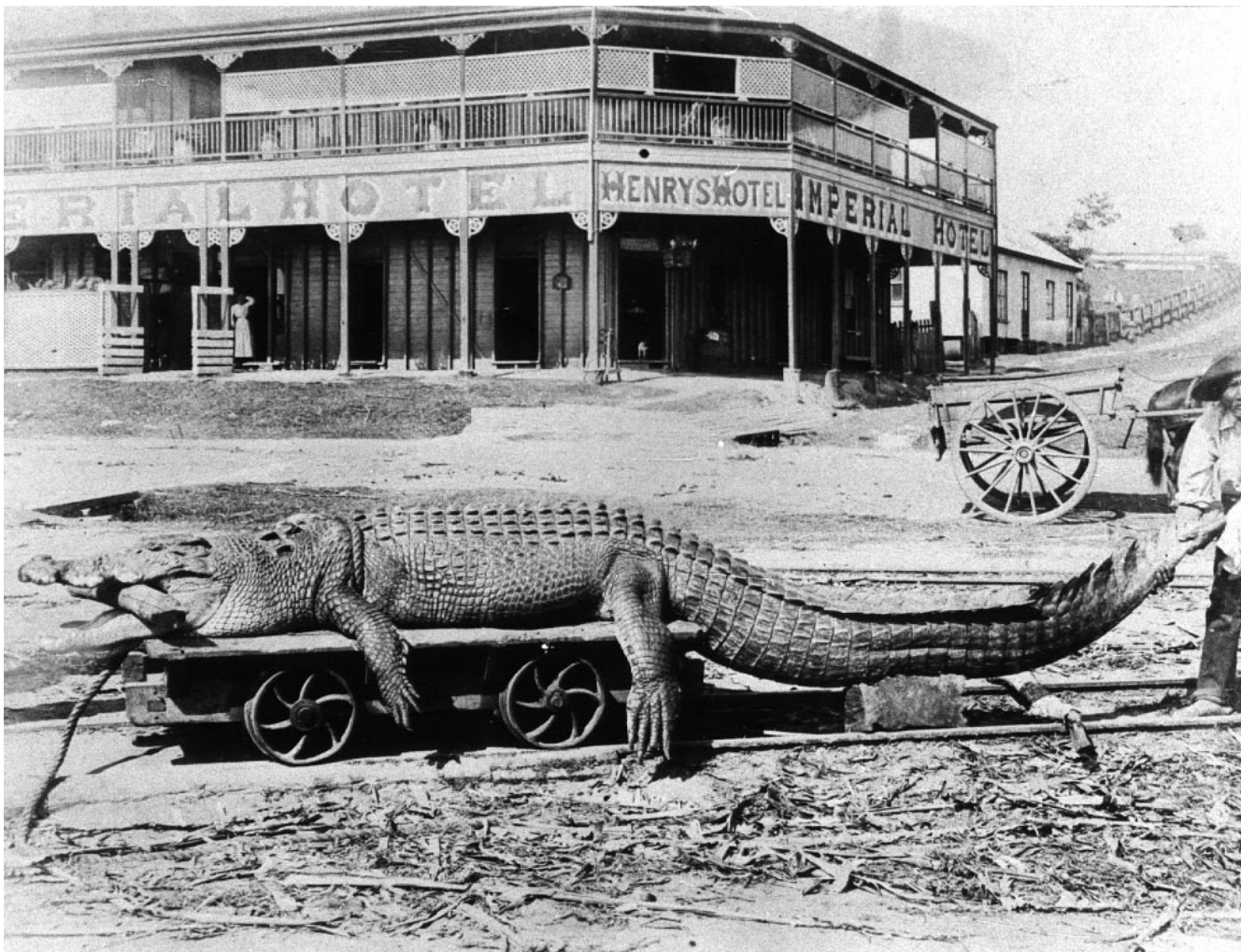
Acknowledgements

This article would not have been written without the original research effort of the pioneering light railway researcher, the Reverend Cedric B. Thomas. The assistance of Megan Martin at the Ryde City Council Library, Sue Pacey of the Ryde Historical Society, and Paul Simpson with locating reference material is appreciated.

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Narrow Gauge Saurian

From the collection of Jim Longworth comes this photograph, which is simply recorded as being taken at Geraldton in 1903 and featuring a 14 ft 6 ins dead crocodile.

The Imperial Hotel still stands on the Esplanade at Innisfail (as Geraldton, Queensland was renamed in 1910), although the top storey has been removed and it is now known as Carello's Imperial Tavern.

The crocodile seems to have been placed on a flat truck used around the wharves, goods sheds and sawmills served by the Johnstone River Shire Council's 2 ft gauge Geraldton Tramway. This line ran from the Esplanade at Geraldton to Nerada, 17 miles to the west, with branches to South

Johnstone and Kalbo. The tramway was taken over by the State Government in 1914 and became part of the Queensland Government Railways.

The headquarters of the line moved from the Esplanade to Innisfail Railway Station in 1925 following the opening of the north coast railway. The line to the sawmills on the Esplanade fell out of use in the 1940s. In 1977, the Queensland Government sold the Innisfail Tramway to the South Johnstone and Mourilyan sugar mills.

Large crocodiles still lurk in the stretch of the North Johnstone River opposite the Esplanade, and examples can be seen at a nearby crocodile farm, possibly including the descendants of our recently deceased friend pictured here.

Thanks to Jim Longworth and to Carol Huddy of the Innisfail & District Historical Society Inc.

Cameron & Sutherland sale catalogue, May 1911

Norm Houghton and John Browning

During a rummage through the papers of a former municipal engineer, a sale catalogue published in May 1911 by the machinery brokers Cameron & Sutherland was found. This firm operated in Sydney, Melbourne, Ballarat and Bendigo, and brokered many new and second-hand locomotives, stationary steam plants, rolling stock, rails etc.

The catalogue has two pages of locomotives for sale, and the details are reproduced below. As was common at the time, each locomotive was given a telegraphic code name. This was to enable interested potential buyers to refer to a loco in a telegram using the minimum possible number of words. As telegrams were charged by the word, this was an important detail of the sales exercise.

Relying on the data given in such catalogues to identify locomotives can perhaps be dangerous. In the days before Trades Description Acts, there was not the same motivation to ensure the accuracy of details provided in such material as might prevail today. There is some evidence of approximate measurements being given, and in any case such measurements as driving wheel diameters can vary according to the amount of wear which has been undergone. The nature of second-hand machinery selling also means that even details such as the maker of an item offered for sale may not be precisely known, particularly when the products of different manufacturers may be very similar, or when one product is a close copy of another. This difficulty may possibly be an issue in relation to the example shown here.

Opinions on the identity of the locomotives have been offered by Bruce Macdonald, Richard Horne, Frank Stamford, Phil Rickard, Mike McCarthy, Tony Parnell, Ken Milbourne, John Kerr and the late John Buckland, and some valuable clarifications have been provided. Unfortunately, there are still some imponderables, and readers are invited to provide their opinions.

Loco Evanid

The six wheel coupled Hudswell Clarke locomotive has been tentatively identified as builder's number 271 of 1884. It was an 0-6-0T delivered originally to the Tasmanian Government Railways and then was used for construction work on the Mt Lyell Railway. According to the Society's builder's list publication on the subject, it was used in around 1904-5 by Tasmanian Hardwoods Ltd on the Hopetoun Tramway, while in about 1914 it came into the ownership of railway contractors Smith & Timms in the Eyre Peninsula of South Australia. Unfortunately, the locomotive's dimensions as shown in the above source are incorrect. The actual dimensions (cylinders 9ins x 15ins, wheel diameter 30ins) verified from maker's records, correspond to the description given, and the reference to f.o.b. nearest port makes Tasmania particularly likely.

Loco Evanish

This loco has been identified as a rebuilt Bendigo tram motor converted to 3ft 6ins gauge. The photograph of such a motor shown above the description does not purport to illustrate it, but surely its appearance here is no accident. According to LRN 4 & 5, the Baldwins at Bendigo were

builder's numbers 12241 to 12245 of 1891, and there were also three slightly larger Phoenix Foundry units, builder's numbers (first) 315 to 317 of 1892. The dimensions given here correspond to the Baldwin motors. Two locomotives identified as Baldwins are known to have been converted to 3ft 6ins gauge. One was used on the Marrawah Tramway in Tasmania, where it operated on and off for many years from 1911. It became known as *SPIDER* and was sold to Britton Brothers in 1949. The date of this locomotive's first inspection in Tasmania during October 1911 strongly suggests this is the unit advertised. The second 3ft 6ins gauge conversion can be discounted, for it was purchased by Hayden Brothers in 1908 for use at Barwon Downs in the Otways in Victoria, and worked there until 1917, after which it was sold via Cameron & Sutherland to the State Rivers & Water Supply Commission of Victoria and used on the Hume Reservoir Construction project, based at Ebden, north-eastern Victoria, from 1927. (Another motor, presumably also a Baldwin, was also purchased by Hayden in 1908, but this was dismantled for spare parts.) This leaves two further Baldwins, one which does not seem to have had its gauge narrowed (see below), and another which is currently unaccounted for.

It is interesting to note that none of the Baldwin motors are known to have been disposed of for further use until 1908, five years after they were supposedly made redundant at Bendigo. Were they perhaps retained for emergency use, available for sale, or in the dealer's hands for this period? Were all five actually disposed of for reuse? And was a 3ft 6ins gauge Baldwin available in 1911 because it had been regauged to improve sale prospects, or because it had been regauged for a previous user?

Loco Evase

The description, and cylinder dimension, leave little doubt that this is also a Bendigo steam tram locomotive. The catalogue states that it is a Baldwin product, supported by the cylinder dimensions of 9ins x 12ins. However, the illustration is of a Phoenix tram, not a Baldwin, shown by the height of the water tanks and bunkers, level with the window sills. A disclaimer at the front of the catalogue provides for such an eventuality. (The Phoenix motors are believed to have had 10ins x 12ins cylinders.) The absence of a road number makes definitive identification of the Phoenix loco illustrated difficult, for it seems that markings such as a road number and/or builder's plate have been obliterated to give a "clean" appearance for possible buyers. However, as the standard gauge Phoenix (number 8) which went to the David Mitchell Estate at Lilydale in Victoria in 1908 is known to have retained its body, maybe this is the unit illustrated.

There seems insufficient reason to suggest that the locomotive for sale was other than a Baldwin. A standard gauge Baldwin was regauged to 5ft 3ins gauge for use on the extension of the breakwater at Warrnambool Harbour in Victoria, about 1912. It was converted back to standard gauge before going to the Mackay Harbour Board in Queensland in 1920. This machine seems to best fit the catalogue date, although as pointed out earlier, one Baldwin seems to be unaccounted for at present.

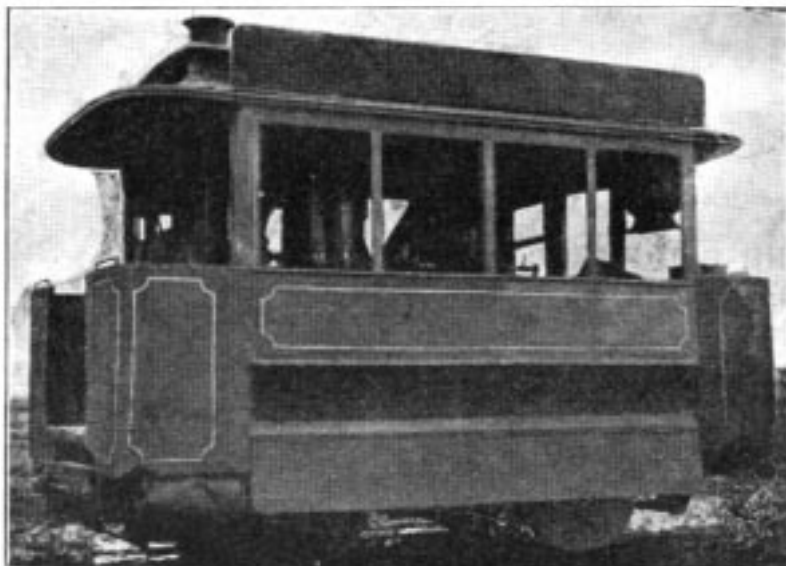
Loco Evasible

This locomotive is Beyer Peacock 3057 of 1889. It was a small 0-4-0WT of 2ft 9ins gauge for Richman's plant at Moonta, South Australia, which was converted to 3ft 6ins gauge for use by the Wallaroo and Moonta Mining & Smelting Company. The photograph is the same as one

Locomotives

ONE SIX WHEELS COUPLED LOCOMOTIVE ENGINE, made by Hudswell, Clarke & Co., Leeds; cylinders, 9in. dia. x 15in. stroke; wheels, 30in. dia.; wheel base, 8ft. 9in.; rail gauge, 3ft. 6in.; boiler pressure, 160 lbs. per square inch; weight, about 15½ tons. The middle pair of driving wheels have flanges reduced in thickness, so that the engine will safely traverse a curve of two chains radius. The locomotive is fitted with side tanks, containing 400 gallons, and coal bunkers of 12 cwt. capacity. Belonging to the engine is a large assortment of spare parts, such as springs, brasses, slide valves, spare wheels and axles, spare tyres, etc., the whole of which are included. Really splendid engine. Delivered f.o.b. nearest port.

Evanid (Melbourne). £



1 LOCOMOTIVE, made by Baldwin Locomotive Works, U.S.A. Cylinders, 9in. x 12in.; four wheels, coupled, 2ft. 7in. dia.; wheel base, 5ft. 6in.; rail gauge, 3ft. 6in.; tubes, steel, 93, 4ft. long x 1½in. dia; tanks, 280 gallons capacity; bunkers, 4cwt.; springs overhung;; approximate weight, empty, 8 tons. Wheels fitted with new tyres 3½in. wide on tread. Working pressure of boilers, 120lbs. per square inch. Will burn wood, coal or coke fuel. Overhauled and ready for continuous work.

Evanish (Melbourne). £ ...

TRAMWAY LOCOMOTIVE, by Baldwin Loco Co. Cylinders, 9in. x 12in. 4 wheels coupled, rail gauge 4ft. 8½in. (See illustration.) Overhauled, and ready for work.

Evase (Melbourne). £345 0 0

IF YOU DO NOT RECEIVE OUR CATALOGUES,

which appeared in LR 58. The locomotive was sold from the catalogue to W R Henry at Forrest in Victoria for use on the log line along the Barwon River east of Henry's No.1 Mill. In operation, the locomotive was too small to be of much use and within a short time it had been superseded by a more powerful Hunslet which arrived at Forrest late in 1912 or early 1913. The tiny Beyer Peacock remained at Forrest until scrapped in the early 1950s.

Loco Evasion

The locomotive here is one of the two Kerr Stuart supplied, Andrew Barclay built, 0-4-2ST locomotives, 310 and 311 of 1888 ex Cullen Bullen Lime & Cement, Portland, NSW. These were apparently supplied to 2ft 9ins gauge. The first (KS 538) can most likely be discounted as it is reported as having been on G & C Hoskins' 3ft gauge Ben Bullen limestone tramway in NSW from September 1909 to early 1912, when it was replaced by a new Hawthorn Leslie 0-6-0T. The advertisement gives a gauge of 2ft 10ins, which favours the likelihood that the locomotive for sale had not been regauged to 3ft. The more likely candidate, 311 (KS 539), appeared at Powelltown, Victoria in about 1914. It has been said that this locomotive was at the Warburton Timber Company in Victoria from 1910 but this claim should be treated with caution, as no evidence to support it seems to be available.

Loco Evasive

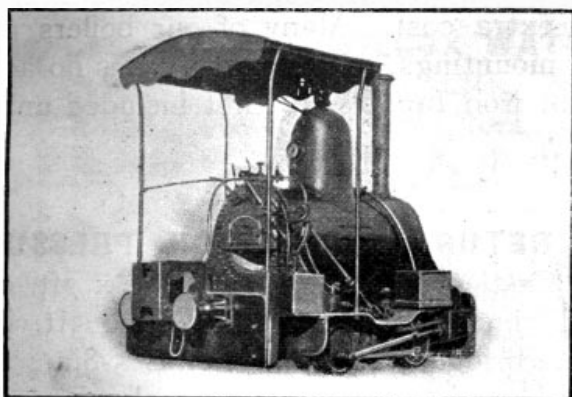
This 2-4-0 or 0-4-2 locomotive is advertised without a gauge being given, and with somewhat unusual cylinder dimensions quoted. One suggestion has been the Belmont Tramway (Brisbane) Baldwin tram motor 35935 of 1911, which turned out to be a failure for the job it was purchased for. However, reference by David Mewes to the George Bond file on the subject indicates that this locomotive did not arrive in Brisbane until June 1911.

It seems unlikely that the locomotive with which it was intended to run services was advertised for sale even before its arrival, although the tramway project was recorded as being in serious financial trouble a few weeks later. Following difficulties with the motor's assembly, it had been "overhauled" at the Ipswich Railway Workshops by January 1912 and the tramway did not open until June. The Belmont motor had 12ins x 16ins cylinders and 3ft or 3ft 1ins diameter driving wheels.

Another possibility is a Sydney 0-4-2ST tram motor, but it is said that all these had been altered to 0-4-0ST by 1887. The majority of the Sydney motors had 11ins x 16ins cylinders, a 6ft wheelbase, and 2ft 11ins drivers. The boiler, too, seems to be the same length as *Evasive*, but the other internal dimensions do not fit. So what could it be? *Evasive* is aptly named it seems.

MELBOURNE, BALLARAT, BENDIGO AND SYDNEY.

29



in the rods with taper pins. The locomotive could work on a 2 chain curve. In good working order. (See illustration.)

SMALL LOCOMOTIVE. 4 wheels coupled; cylinders, 5in. dia. x 7in. stroke; rail gauge, 3ft. 6in.; weight, about 4 tons; makers, Beyer, Peacock & Co. Steam pressure, 120lbs. Fitted with steam and hand brakes. The wheel base is 3ft., the width of tread, 3½in. The wheels are coupled, and coupling rods fitted with brass bushes made secure

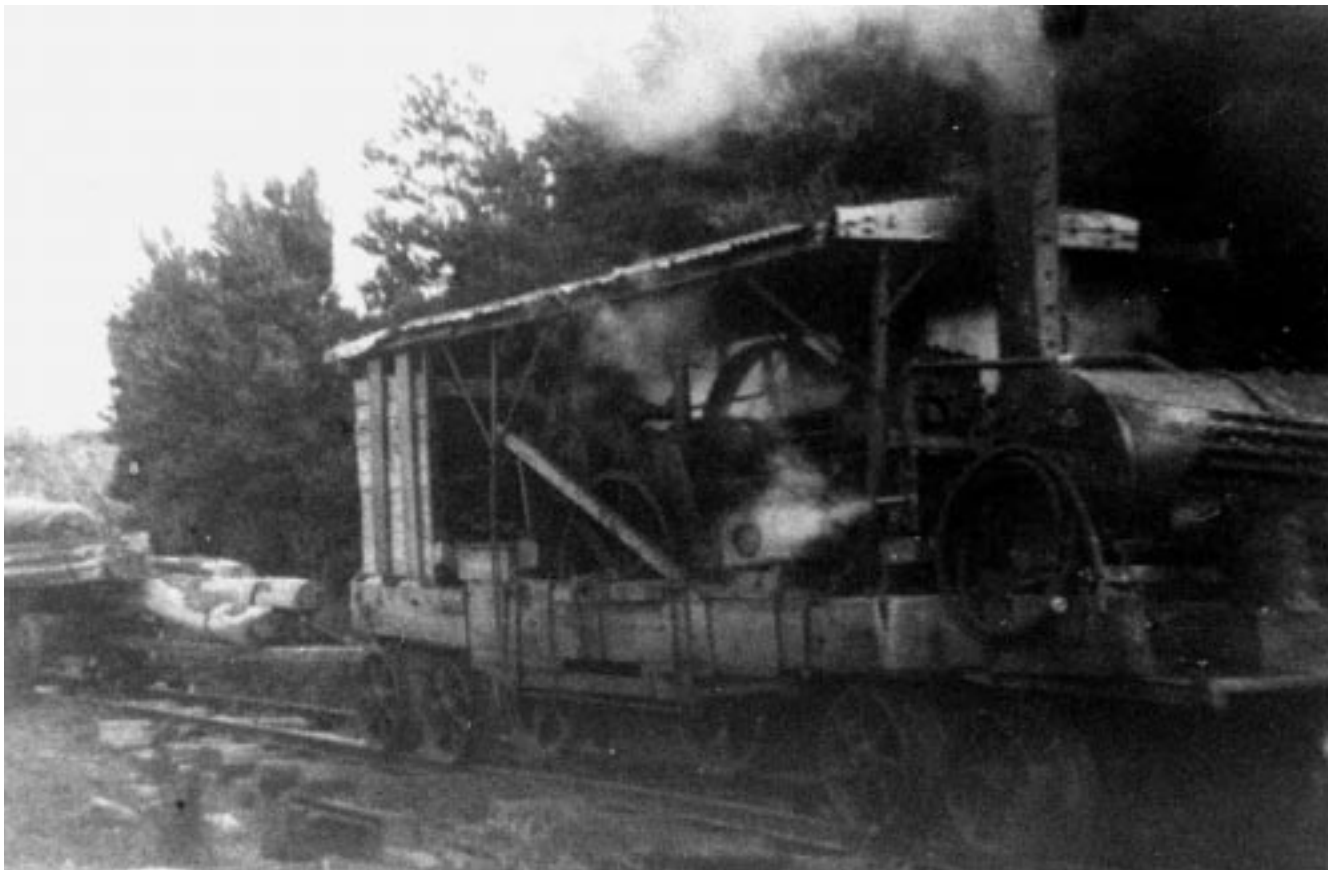
Evasive (Melbourne). £

ONE KERR STEWART TANK LOCO., 13ft. 6in. overall x 5ft. wide; double cylinders, 5½ x 10, 34in. gauge; driving wheels, 18in. dia.; boiler, 8ft. 6in. x 1ft. 9in., with 26 x 1½in. tubes 5ft. long; hand brake, trailing wheel 10in. Approx. weight, 5 tons.

Evasion (Sydney). £275 0 0

ONE BALDWIN LOCOMOTIVE, cylinders 11 x 20, number of wheels 4, and 2 bogies, length of wheel base 6ft.; bogey, 4ft. 10½in.; 4 wheels coupled; dia. of drivers, 2ft. 10in.; loco. boiler, 9ft. 11in. x 2ft. 9in.; length of firebox, 2ft. 11in., width 2ft. 10in., height 2ft. 11in.; 68 x 2in. tubes; W.P., 125lbs.

Evasive (Sydney). £



Marshall locomotive hauling logs near the mill in 1950.

Photo: Mrs Margaret Britton

Britton Brothers Sawmills and Tramway

by Tony Parnell

Background

In 1908 Mark Britton moved to Smithton in northern Tasmania from the Mallee in Victoria and took a job with a local sawmill. He explored the nearby country where he found large stands of blackwood in a swampy area west of Christmas Hills. His brother Elijah joined him after selling his farm in the Mallee. The brothers secured Forestry Leases to cut the stands of blackwood. They settled in the bush amongst the timber where they built rough huts and a sawmill, forming a company known as Britton Bros that was passed down through generations of Brittons. It is still the current name for the sawmill operating in Smithton.

In the early 1900s there were no roads to Christmas Hills, only bush tracks that became quagmires in winter. Sawn timber and supplies could only be economically carted in the summer months. When the Marrawah Tramway was extended westwards to the Ten Mile in 1911, the Brittons were able to take up the opportunity to rail their timber to the coast. They built a timber-railed horse tramway of the same gauge (3ft 6in) north from their mill for four miles to connect with the Marrawah Tramway. This allowed them to transport sawn timber all year round from their mill to the Ten Mile, where it was trans-shipped into tramway wagons for the ten mile trip to the wharf.

Second-hand steel rails were bought when finances permitted and the line was gradually upgraded with the steel rails right through to the Ten Mile. The upgrading allowed

Britton Bros to use the Marrawah Tramways wagons on their track to the mill thus reducing the need to trans-ship goods and timber at the Ten Mile tramway junction. In 1920 a steam locomotive was successfully built from a second-hand traction engine. It displaced the horses for most of the work on the line and from then on steam ruled the line until diesel power took over in the 1950s.

Elijah Britton married and had four sons. Mark remained single. Together they built a homestead in 1922 about 200 yards west of the mill. It remained in the family and eventually it became the home of Phil Britton, one of Elijah's sons. The homestead featured interior linings of blackwood and celery top pine which were the specialties of the sawmill. A tramway branch was laid to the homestead in the 1920s initially to supply sawmill waste as firewood to the home but later to stable the T-model Ford that was run on the line.

The Ford was used as a work vehicle carrying the tree fellers into the bush each morning and back at night. During the day it was used to take employees' families to the Ten Mile to catch the train to Smithton. In his notes, Phil Britton recalls that as teenagers, a group of them would travel to the local dance at Smithton on a Saturday night in the Ford and hope the Marrawah Tramway officials did not find out, as no authority was given for these trips over their section of the line.

Logging Operations

The sawmill was built on the northern end of the forestry leases, which ran south covering a great deal of swampy ground abounding in Tasmanian blackwood. As the immediate area around the mill was cut out the tramway was extended past the mill south into the Forestry Leases to recover the timber from the swamps.

The logs were dragged to the tramway with bullocks and

loaded onto the wagons using skid ramps. The locomotive assisted in the swampy ground by dragging the logs towards the track with wire ropes and pulley-blocks.

In 1937 the Brittons bought a vertical-boilered steam log-hauler which enabled them to drag logs for up to one mile on either side of the track. The log hauler's boiler and steam engine lasted till 1947 when it was replaced with an internal-combustion engine. In the 1950s the log-hauler was phased out when bulldozers were introduced to haul logs to the tramway.

As the area around Brittons was cut out the Government cleared, drained and grassed the swamps as part of its 1920s closer settlement scheme. Closer settlement schemes were part of the soldier settlement schemes, which sought to provide farms for returned soldiers at nominal rents.¹ Farms sprang up forming a small community that became known as Brittons Swamp.

In 1930 a gravel road was constructed from Smithton to the mill and beyond thereby reducing the dependence of the Brittons on the tramway. This allowed Brittons to negotiate cheap rates for carting timber with the Marrawah Tramway owners, the Tasmanian Government Railways (TGR) by using the threat of motor transport as a bargaining tool. The government, being mindful of the extra cost of maintaining the new gravel road if heavy transport consistently used it, agreed to the lower rates.

The mill prospered and shipping records for Smithton in the 1920s show that Britton Bros were exporting 15,000 ft of hardwood or 1500 blackwood staves for beer barrels



Looking west from the roof of the old sawmill along the wooden tramway past the blacksmith's shop and workmen's houses in the foreground to Britton's Homestead in the middle distance. c 1920s.

Photo: Britton Bros



Looking north east from the roof of the old sawmill along the tramway past the racking area towards the Marrawah Tramway Junction at the Ten Mile about four miles away. c 1920s. Photo: Britton Bros

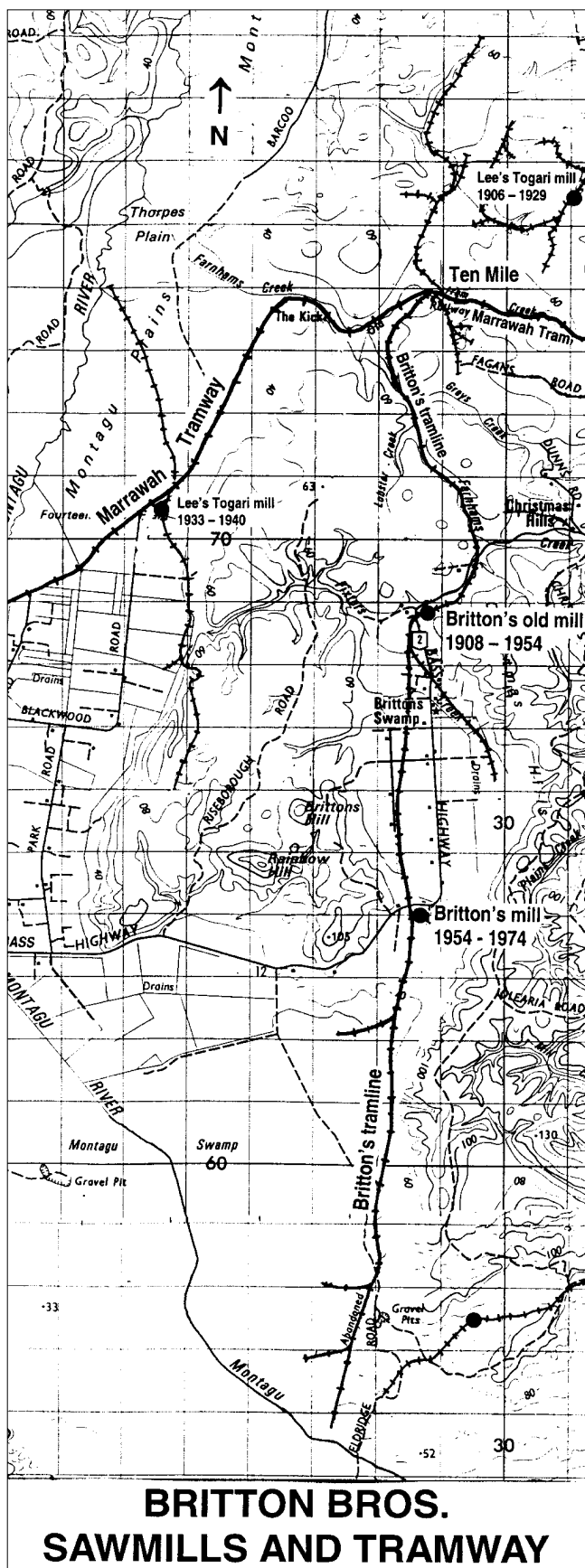
per month over the summer months to Melbourne from Pelican Point which was the main Marrawah Tramway wharf near Smithton.²

The Depression of the early 1930s hit the Brittons badly with the mill working only when orders came in, which was rarely. Production gradually picked up as the decade progressed and by 1937 the mill was in full operation. On 28 October 1940 a big bushfire raged through the north end of Brittons Swamp gutting the sawmill but sparing most of the houses. The low demand for specialist timber and the shortage of labour during the Second World War meant that the mill rebuilding progressed slowly. However, by 1943 the mill was back into production.

After the Second World War motor transport took over the cartage of sawn timber and the tramway from the Brittons' mill to the Marrawah Tramway fell into disuse. The steel rails were gradually removed and used to extend the logging line further south in the logging leases. About a mile of the line from the Marrawah Tramway end at the Ten Mile was left and used to clear logs from the immediate area.³

By the late forties Elijah's four sons, Frank, John, Ken and Phil, who were operating the business, realised that there was a need to expand the size of the mill as the demand for timber was growing. In 1952 they purchased an additional boiler and a large Fowler traction engine for the proposed expansion but by that time electricity had arrived at Brittons Swamp and a decision was made to replace the original mill with a new mill closer to the timber leases.

In 1954 the new electric sawmill was built next to the logging tramway, about two-and-a-half miles south of the old



mill on the edge of the now cleared farming land. The new mill was designed to take advantage of the growing trade in specialty timbers (blackwood, sassafras and celery top pine) which abounded in the nearby swamps. It contained a twin circular saw rig with a hand dogging carriage plus an all-purpose breast bench and docker. No kilns were built as most of the timber was sold in the green state as it had been with the

old mill. Some timber was racked and air-dried with one inch blackwood boards taking approximately twelve months to dry.

The old mill was stripped of all usable parts and the tramway north of the new mill removed. The steel rails were used to further extend the logging tramway to its final southern terminus near the Montagu River making a total length of five miles. The tramway ran into the new mill yard where logs were unloaded into the storage area using a flying fox powered by a large Fowler traction engine.

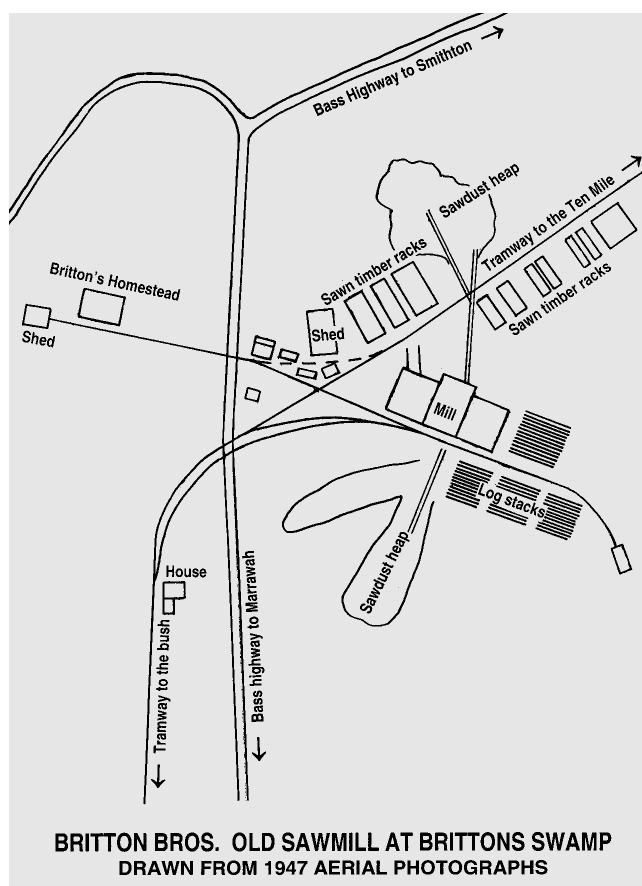
In the May 1963 edition of the *Australian Timber Journal* the following description was given of Britton Bros logging techniques.

Britton Bros. swamp location has made it necessary to develop specialized swamp logging techniques not common in the rest of Australia. The mill is the largest blackwood producer in Tasmania with an intake of 2,500,000 super ft of logs along with 500,000 super ft of celery top and hardwood per year. Rain fall averages 50 in. to 60 in. per year and mostly falls from the end of May to December, this leaves a really active operating period of four months from January to April and sometimes it is possible to snig for a period of two months only. This means then that supplementary dryer areas have to be held in reserve together with ample log storage of up to one million feet at the mill.

Logging is carried out with a combination of tramways for hauling and International TD9 bulldozers for snigging. In other dryer areas standard type roads are used.

Tramways are definitely the most economical "roading" in the swamps at about £4000 per mile as there is no foundation and they give greater flexibility as far as direction is concerned. The present mileage is eight miles of 30 to 70 lb. rails at 3ft 6in gauge. The first section of the line was put down over forty years ago. Sleepers are generally hardwood trees and give a life of eight to ten years.

Spur lines up to half a mile are run out from the main line and in view of the scarcity of the blackwood it is not uncommon to bulldozer snig up to one mile. To snig over half a mile is extremely



expensive but worth it for the better class logs. The area will carry anything from 2000 to 4000 super feet to the acre.

Falling is done by one man chain saws, with every endeavour being made to bring logs to the dump in the longest possible length. Trees are not marked by the Forestry Commission, it has been found that the smallest economical size tree averages 4 ft. centre girth.

Due to the swampy conditions winching during snagging is the general rule even during periods following years of below average rainfall. To combat these conditions two TD9 bulldozers are used, equipped with overwidth tracks of 20in. instead of the normal 14in.

At the log dump loading is done by pushing the logs up a ramp and onto the rail truck bolsters. This is not always an easy job as often the logs have very misshapen buttresses.

The train is powered by a 40 hp "Perkins" engine and is capable of pulling a 20,000 super ft. load, which on the average consists of 5 carriages and 10-20 logs. Time taken to reach the mill eight miles away is approximately 80-100 minutes. Two loads a day are the usual haul.

At the mill site logs are unloaded and placed in storage by an overhead flying fox, segregation being carried out into three species piles, blackwood, celery top pine and hardwood. This unit has a maximum lift of 20 tons and the poles at either end are 70 ft. high. The prime mover is a Fowler 22 hp steam traction engine oil burner.

The majority of the sawn timber from the mill was shipped to the Melbourne and Sydney markets as there was limited demand in Tasmania except for standard grade hardwood for housing and veneer logs for the Tasmanian Plywood Mills at Somerset.

By 1964 it was realised that the blackwood stands accessible from the tramway would soon be cut out. A road was pushed down from the Highway running adjacent to the tramway and beyond its terminus over the Montague River opening up new areas. Log trucks had been used for some time but now they encroached into the tramway areas and took over completely by 1965 when the line was closed and the rails removed. The last locomotives were stored in a shed at the

mill until they were scrapped in 1974. The flying fox was dismantled and the Fowler traction engine sold to a tin mine in the northeast of Tasmania.

The sawmill continued production until Brittons opened their latest mill at Smithton in 1974. The mill was demolished and all that remained at the site in 1989 was one of the sawmill sheds that was being used as a barn.

The remains of the original mill and its boilers were still evident in the blackberries on the eastern side of the highway at Brittons Swamp up until about 1989 when they were cleared for re-forestation. The Britton's homestead on the western side of the highway has survived and is still lived in by Mrs Margaret Britton, the second wife of Phil Britton. The swamps are long gone and new houses are being built in the area as hobby farmers move in.

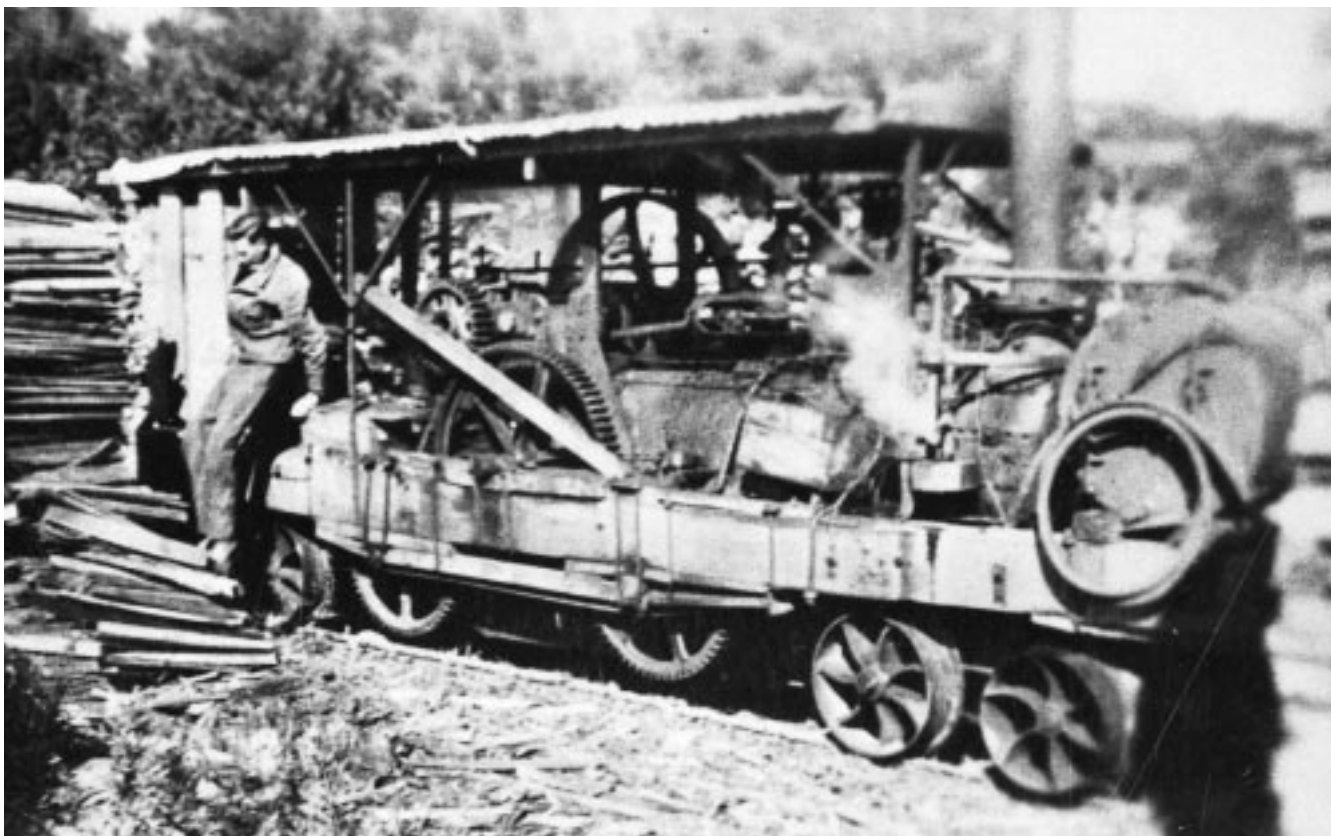
Locomotives

Between 1920 to 1965 Britton Bros operated an assorted collection of five locomotives and two railcars on their tramway. The following information on these locomotives is taken from Phil Britton's notes on the subject and the Government Boiler Records for Britton Brothers.

1910 Buffalo Pitts No 9604 Compound traction engine

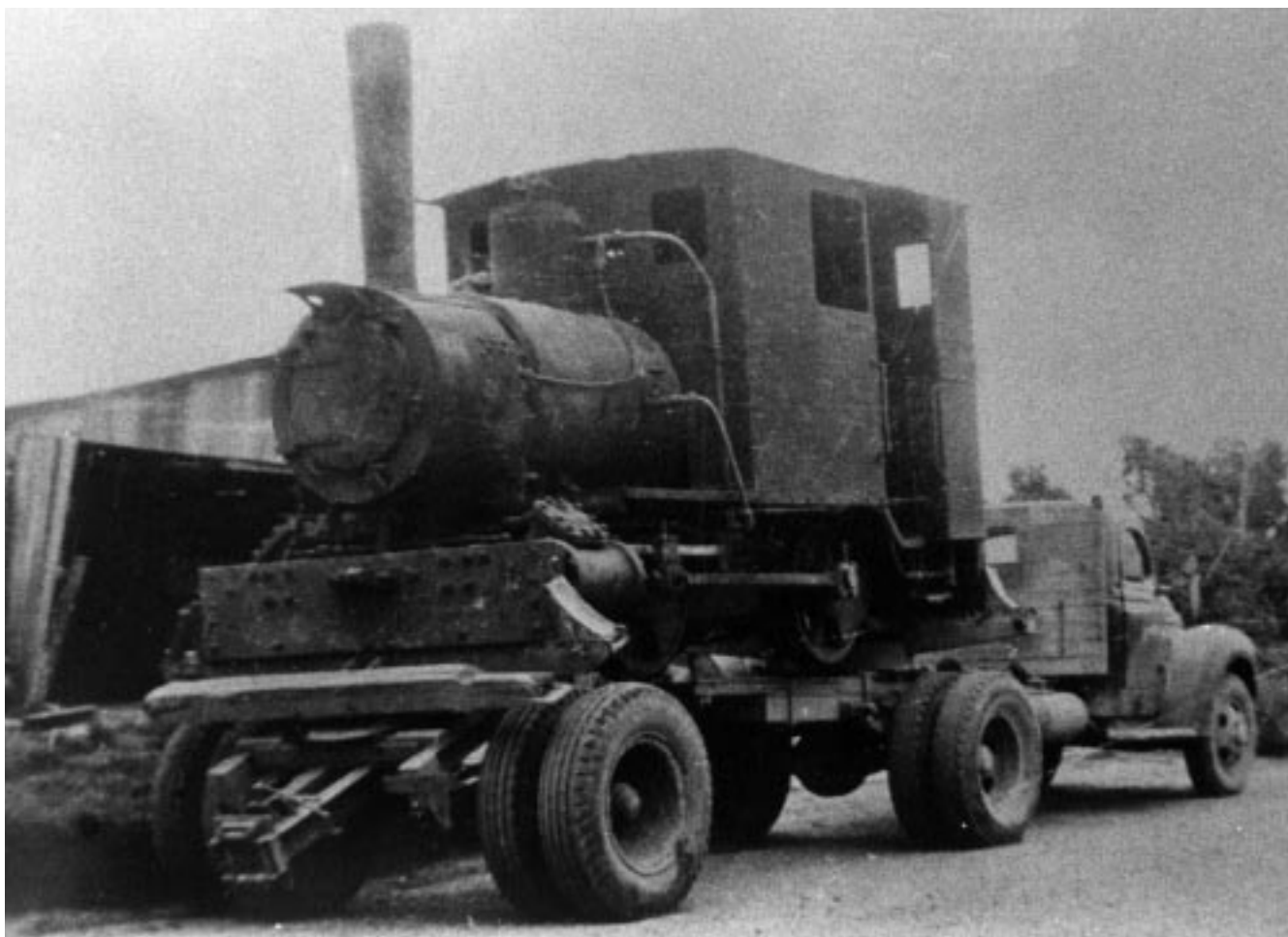
Britton Bros. purchased a second-hand traction engine from Stokes and Bizzard⁴ of Wivenhoe in 1920 and converted it into a gear driven bogie locomotive possibly following the general design of JS Lee's "Gadget" locomotive in Smithton.

The road wheels were removed from the traction engine, which was then fitted on to a timber frame made from two heavy beams. The frame rested on front and rear bogies, which pivoted on bolsters held on heavy centre pins allowing them to swing in two directions. Power from the steam engine on top of the boiler was transmitted through large gears to a countershaft under the frame running in self-aligning bearings.



Marshall traction engine locomotive working near Britton Bros old mill. c 1948.

Photo: C.B.Thomas



"Spider" on Laurie Stones' lorry enroute from the Marrawah Tramway to Brittons' in April 1949.

Photo: Mrs Margaret Britton

The front bogie was chain driven from the countershaft. The chain allowed lateral and vertical movement of the bogie to enable it to swing a certain amount on the tramway curves. The rear bogie was chain driven from a rear countershaft located behind the firebox which was driven from the front countershaft by a chain running beside the firebox.

The locomotive was a smooth puller with lots of rattling and clanking. The chains were 'crane chain' similar to that used today as lifting chains. They stretched quite frequently, slipping over and wearing the drive sprockets.

The Government boiler inspector permitted a boiler pressure of 120psi in 1924, but reduced this to 80psi in 1929. The boiler was condemned soon after and the locomotive rebuilt using a Marshall traction engine.

1904 Marshall No 41624 single-cylinder traction engine

A second-hand traction engine was purchased from the Public Works Department prior to 1933 to replace the condemned Buffalo Pitts. It was rebuilt into a locomotive using parts from the condemned locomotive.

New celery-top pine frames and new bogies were made along with heavier type "block" chain and crucible treated steel sprockets. The "block" chain was built to Brittons own special design being made with large mild steel links and nickel chrome rollers and pins that could be oiled from the exhaust steam. This chain was stronger but still flexible enough to allow the bogies to pivot. An additional large gear was fitted to replace the chain drive beside the firebox that drove the rear countershaft. The engine had a single, eight inch diameter cylinder so the flywheel was retained to help in starting as the engine was likely to stick on the centres.

It also ensured that the engine ran more smoothly when under load. The locomotive could pull five wagon loads of logs to the mill or two wagon loads of sawn timber to the tramway junction.

By 1953 Brittons moved away from steam and replaced the loco with a diesel. The Marshall was abandoned outside the original sawmill across the road from Britton's homestead. The bogies were removed in the sixties for use on the tramway and the rest scrapped in the eighties.

1890 Baldwin 0-4-0WT SPIDER

SPIDER had been owned by the Marrawah Tramway for many years and was passed on to the Tasmanian Government Railways when they took over the tramway. A new boiler was built by the Emu Bay Railway Co. in 1923 and the locomotive was overhauled during the thirties. Britton Bros bought the locomotive in April 1949 and had it carted to the mill on a lorry as most of their tramway to the Ten Mile had been removed. *SPIDER* was bought to assist the aging Marshall locomotive but proved somewhat of a failure. Both steam locomotives were replaced by *Diesel locomotive No.1* in 1954 and *SPIDER* was left at the side of the logging track to rot.⁵

Later the boiler and cabin were removed and the frames and wheels used as a log bogie that lasted until the demise of the tramway. In 1973 the boiler was dragged out of the bush and mated with the cabin, frame and wheels of Jaeger's *SIX WHEELER* locomotive to make a static locomotive display at Marrawah. This eventually corroded away and in approximately 1980 it was dumped on the Marrawah rubbish tip.

Diesel Locomotive No 1

In 1953 Britton Bros bought at auction in Hobart a Russel Allport Perkins powered diesel locomotive that had been used by the Hydro Electric Commission on their three foot gauge dam construction lines. It was railed from Hobart to Smithton where Kingstons, a local engineering firm, converted it into a bogie locomotive, using the bogies from an old Climax logging locomotive.⁶

The diesel locomotive was designed with the motor and the cabin sitting on the front bogie and driven via a gearbox to the front bogie wheels. The rear bogie trailed behind driven by a tail shaft with universal joints. The rear bogie acted as a log bogie so that one end of the logs sat on it giving extra weight to the bogie. This helped with traction especially on wet rails.

The first trials with the locomotive were not very good as it was geared too high so a General Grant truck gearbox was obtained which gave a boost to the gear ratio. *No. 1* could travel at 10 miles per hour in high gear and pull a load of five log wagons.

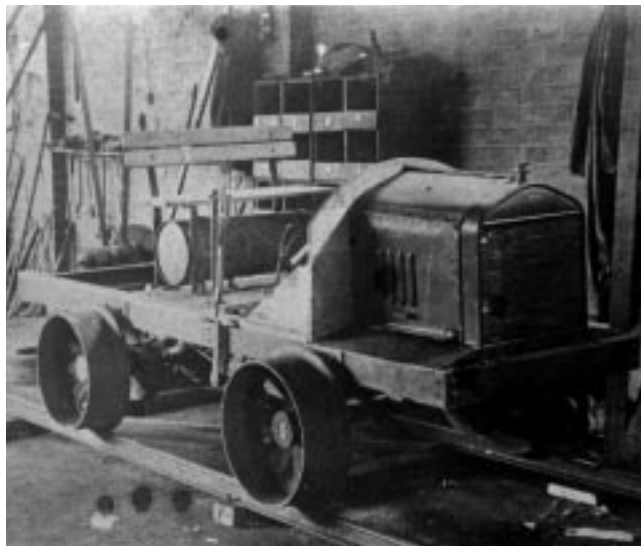
The locomotive was in use up to the tramway's closure in 1965 when it was stored in a shed at the mill until scrapped in 1974.

BEETLE Locomotive

Britton Bros. bought *BEETLE* in 1957 from Karl Jaeger's Redpa Sawmill. It was diesel-powered with a drive via a gearbox and chain drive to the front axles. The rear bogie was driven by a tail shaft and universal joints.

The design was similar to the diesel locomotive *No.1* in that the rear bogie unit carried the weight of one end of the logs to aid traction. It had wide flange wheels and could travel on timber rails. It was low geared, not very fast and not as strong as *No.1*, but was classed as very useful.

BEETLE was in use up to 1965 when it was stored in a



T model Ford when being converted to a railmotor at Burnie by Arthur Schmit in the 1920s. Photo: Mrs Margaret Britton.

shed at the mill until scrapped in 1974 along with the other rolling stock.

Railmotors

In the 1920s Britton Bros. had a T-model Ford converted into a four-wheel railway utility vehicle by Arther Schmit, a mechanic in Burnie. It was very basic having a flat floor with one wooden bench seat and no weather protection at all for the driver or passengers.

A second Ford was purchased in the late thirties possibly to replace the earlier model. It was a light road truck having an enclosed cabin with an open utility tray behind. This unit was still in use when the tramway closed in 1965.



Marrawah Tramway locomotive FANTAIL shunting at Pelican Point Wharf in 1937 (see Note 2, page 16).

Photo: DG Wherett.



"Beetle" locomotive moving logs at the new mill in the late 1950s.

Photo: Mrs Margaret Britton



"Diesel locomotive No. 1" at Britton Bros new mill in the late 1950s.

Photo: Mrs Margaret Britton



Marshall traction engine locomotive derelict outside the old mill in the late 1950s.

Photo: Mrs Margaret Britton

Notes on the Tasmanian Government boiler records for Britton Bros.

E1814 Anderson Lancashire underfired boiler, 20 hp. Inspected 1911 to 1953. Steam power for sawmill.

E1731 Marshall traction engine 41624/1904, 7hp. Inspected at Brittons 1933 to 1951. Condemned 1953. Used as loco on logging tramway.

E1753 Buffalo and Pitts traction engine of 9604/1910, 8hp. Inspected at Brittons 1924 to 1929. Used as loco on logging tramway.

F2048 Vertical boiler of 1914, 12hp. Inspected at Brittons 1937 to 1947. Used on log hauler.

G2428 Locomotive boiler built in Oct 1923 by Emu Bay Railway Co for Baldwin locomotive "Spider", 6hp. Inspected at Brittons 1950 to 1953. Not in use 1954.

L4129 Boiler. Inspected at Brittons 1952 to 1954. Sold to Bakers Milk, Hobart. Scrapped 1965.

L4109 Fowler traction engine, 13hp. Inspected at Brittons 1952 to 1965. Winches installed on traction engine and used for flying fox.

H3092 A-class Climax boiler made by Climax Loco Co USA, 6hp. Inspected 4 Aug 1941 at Stanley for Circular Head Amalgamated Timber Co. Loco locally known as "Weasel". Owned by E.H. Fenton in 1948. Out of service 1948.

H3096 A-class Climax boiler made by Mort Dock Co in 1934, 12hp. Inspected 21 Oct 1941 at Smithton for Circular Head Amalgamated Timber Co. Loco locally known as "Paddys Pounder". Out of service 1948.

Notes

1. The small acreage of the farms, the lack of farming skills of the soldiers and the depression of the 1930s caused many of the soldiers to desert their farms.
2. The wharf was of timber construction, about a mile long and was able to accommodate ships with a draft up to twenty feet. The Smithton wharf could only take shallow draft shipping that would sit in the mud at low tide so ships would start loading there, then sail across the river to Pelican Point to complete loading. Pelican Point wharf was nearing the end of its useful life in 1935 when the TGR notified the sawmillers in the area they were going to close the wharf. The sawmillers objected and the wharf remained open till July 1939 when it was closed by the Circular Head Marine Board. The TGR officially closed the line to the wharf in February 1940. The rails were salvaged from the wharf in June 1940 and it burnt down in 1941. The Marine Board had been dredging the river to allow deeper draft shipping access to the Smithton wharf, but with the Pelican Point closure, the Smithton wharf was not large enough to cope with the extra shipping and to store the timber awaiting shipment. The foreshore was planked to make extra room but timber traffic was gradually being lost to Stanley. In July 1940 the sawmillers won the right to transport timber by road leading eventually to the demise of the Marrawah Tramway and the Smithton port. From then on Stanley, which had a deep water wharf, became the main port for the area.
3. It appears that Britton Bros. did not hold the timber leases for the area from the Ten Mile to their mill so the mile of line was probably relaid and used by other sawmillers or contractors under some agreement.

4. Bizzards were threshing contractors who travelled round the North West coast of Tasmania with traction engines and threshing machines working on contract to farmers.

5. For full details on SPIDER see *Light Railways* No 41.

6. The A-class Climax steam locomotive was one of two bought from NSW by E.H. Fenton in 1941 and used by the Circular Head Amalgamated Timber Co. on their Salmon River logging line up to 1948 when the line was closed and they lay idle. Britton Bros. bought the locomotives, removed the bogies and left the rest to rot. Scrap merchants removed the rest in 1967.

For details on these locomotives see *Light Railways* No. 24, 75, 113, 133 and the APW Research report No 1 *Climax Locomotives of Australia*. It would appear that the locomotives came from Smith and Ellis who had purchased them as part of the take over in 1933-34 of W. Langley and Sons of Langley Vale, NSW and Pines and Hardwoods of Simsville in NSW. Unfortunately I have not been able to locate any photographs of either of the locomotives while they were in Tasmania.

A third Climax locomotive 1653/1923 SOWARD was sold in 1941 to the Australian Newsprint Mills for use on their Risby Basin line at Maydena Tasmania.

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Editors' Note:

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Industrial Railway NEWS

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EDITORIAL

Light Railways now has the facility to include quality photographs featuring current industrial news, including colour on occasion. This means that we need a range of suitable photographs on hand for each issue. If you can help, please send your photographs to the address above, providing clear details of the shots, and indicating whether the material is to be returned.

Tunnel boring machine jobs

According to an engineer on the Sydney Airport link project, there are three other tunnel boring machine jobs currently underway in Australia: one in South Australia and two in Western Australia. It is not known whether any of these jobs are using rail equipment.

NEW SOUTH WALES

SYDNEY WATER, Northside Storage Tunnel Project

(see LR 140 p.19)

Some work has started from the North Head (Manly) end of this project, but spoil is being removed by conveyer systems.

Whether rail will be used later depends on who wins future contracts, but at this stage the majority of the project is still at the design stage and detailed construction processes are still being worked out.

Bob McKillop 8/98

TRANSFIELD-BOUYGUES JOINT VENTURE, Sydney Airport Link

(see LR 142 p.21)

900mm gauge

Inspection tours for members of the public took place on Monday 27 July, billed as the *Soft Ground Tunnel Ride Through*, and operated all day with parties of 15 departing every 30 minutes. The tours commenced at Tempe Reserve where the 2700 tonne tunnel boring machine had commenced its 6 km journey towards Green Square, Alexandria, of which approximately 4 km has been completed.

A short walk from the meeting point found Schöma 4wDH 3 (4860 of 1985) sitting under the travelling crane above the trench where the tunnel boring machine was assembled at the commencement of the work. After descending into the trench by lift, Schöma 4wDH 4 (4858 of 1985) was found with a four-wheel secotile (grouting) car on one of the three lines which terminate at the Cook's River end of the trench. Only one line enters the 10.7 metre diameter tunnel but there is a passing loop at each of the International and Domestic terminal airport stations. The ride was aboard the project's sole man car, a Schöma 7.5 tonne 4wDM with hydro-static transmission, 5024 of 1989, Type D60.

This vehicle was built, like the locomotives, for the Channel Tunnel project, but unlike them was delivered to Transmanche-Link on the English side. Like the locos, this was subsequently used on the Storebælt tunnel construction in Denmark from 1993 and then returned to its builders in 1997 for refurbishment, arriving in Sydney later the same year. A photo of it appeared in *The Sydney Morning Herald* on 28 July.

At the international terminal, two segment cars were noted ready to be taken forward to the tunnel boring machine. These are 4-wheel 40

tonne capacity vehicles, which carry nine 4-tonne standard segments and the key segment, enough for a ring of the tunnel lining. The journey ended at the Domestic Terminal, where a bus took the visitors back to Tempe.

The tunnel boring machine broke through at Mascot Station on 13 August. This was to be the signal for the construction railway from Tempe to be lifted. Mascot will now become the excavation depot, and track will be laid from here as the tunnel boring machine progresses further until it reaches its final destination at a shaft at Bourke Road, Alexandria, where it will be cut up and removed. The completed section of tunnel will shortly be partly filled to provide a floor to accommodate dual standard gauge rail lines.

Editor 7/98; *The Sydney Morning Herald* 28/7/98 via Bob McKillop; *The Australian* 14/8/98; *Bahn-Express* 2/93 via PG Graham & Ray Graf

BHP LTD, Port Kembla

(see LR 142 p.21)

1435mm gauge

The ex-SRA Alco locomotives leased from Austrac have had their lease extended, possibly for another 18 months. Coal haulage to the



900mm gauge Schöma 4wDH 3 (4860 of 1985) in the Airport Link Tunnel.

Photo: Transfield-Bouygues Joint Venture

Industrial Railway NEWS

steelworks on weekends seems to have ceased. A review of needs for motive power in the plant means that a number of English Electric (Australia) 850hp Bo-Bo DE units are expected to go soon. Brad Peadon 7/98 & 8/98

QUEENSLAND

BRISBANE CITY COUNCIL, S1 main sewer augmentation project

More than \$50m will be spent from September 1999 and late 2001 on a 2.4m diameter tunnel from North Quay in the central business district to Cooksley Street, Albion. Expressions of interest are being sought from contractors interested in undertaking this job. It is not known whether rail equipment is likely to be used on the project.

The Weekend Australian 8-9/8/98 and *Courier-Mail* 8/9/98

COMALCO ALUMINIUM LTD, Weipa

(see LRN 116 p.11)

1435mm gauge

Offered for sale on site on Wednesday 19 August, 1998 by auctioneers Gray Eisdell Martin following a major upgrade was a range of equipment including a few rail items. All the equipment was described as dismantled and relocated to the storage yard. The locomotive offered for sale was described as a Clyde diesel-electric with GM 1000hp diesel, model 567, type 645BC. This appears to be General Motors EMD Bo-Bo DE 1003 (4114 of 1946), which was originally Canadian National Railways 7943 and was refurbished in Canada in 1976 for use at Weipa. Also for sale was a 100 ton steel ballast air dump side tipping rail wagon and one rail wagon approximately 10 tons. *The Age* 1/8/1998 via Colin Harvey; Gray Eisdell Martin; Editor

CSR LTD, Herbert River Mills

(see LR 142 p.21)

610mm gauge

On 6 August, Hudswell Clarke 0-6-0 *HOMEBUSH* (1067 of 1914) was due to haul a passenger train from **Victoria Mill** to Lucinda for a tour group from ARHS (ACT Division) and a British TEFS group. Unfortunately, it suffered a tube failure and had to be substituted at short notice by a small Baldwin diesel which handled the trip in its stead.

Construction on the new \$2.2m high-level Elphinstone Creek road-rail bridge at Abergowrie commenced in July. A new 6.4km cane line to cost \$1.5m will carry 100 000 tonnes of cane currently being hauled by road across Elphinstone Creek to the nearest Victoria Mill siding.

At **Macknade Mill**, during the 1998 slack season, Motor Rail Simplex 4wDM 10232 of 1951 proved to be so useful for work around the



BHP Port Kembla's leased A E Goodwin Co-Co DE locomotives 102 (G-6048-13 of 1972) and 101 (G-6048-09 of 1972) with an up coal train at Wongawilli Village, 30 May 1998. Photo: Brad Peadon



Bingera Mill's Currajong Creek bridge at Wallaville (see LR 141): the main timber and steel sections have been removed and new concrete piers installed, while a new road bridge is under construction below, 2 April 1998. Photo: John Browning

truck shop that it will now be staying there all the year round. It is reported that a further KMX-12T ballast tamper is on order from Plasser by the Herbert River mills.

Chris Hart 6/98; *The Herbert River Express* 21/7/98 via Chris Hart; Geoff Parkinson 8/98; Andy Roberts 8/98; Bob James 8/98;

MACKAY SUGAR CO-OPERATIVE ASSOCIATION LTD

(see LR 142 p.22)

610mm gauge

Farleigh Mill's new Summit line seems to have been commissioned successfully following its first use on 28 June (the report in LR 142 was incorrect in stating it was 28 May). However, there were some early reports of falling rocks in the cutting. All traffic on the north coast line can now be handled successfully by bogie locos, so the Clyde Model HG-3R 0-6-0DH locomotives which were first introduced at Farleigh for use on the north coast line are unlikely to see much

use there in the future. Only the bogie locos are fitted to operate the remote control emergency points installed to prevent runaways on the line. A tractor driver died after his vehicle, hauling cane bins collided with a Farleigh Mill cane train at Brickworks Siding, Pindi Pindi, on the north coast line, at about 2.30pm on 17 August. It is believed that the train was hauled by a rebuilt Walkers B-B DH locomotive. Earlier incidents reported that same day included an accident caused by a bin breakaway in the Habana area, and a collision between **Marian Mill's** E M Baldwin 0-6-0DH *MELBA* (built 1985) and a filter press truck at Markey's Road, Marian. Andy Roberts 8/98; Bob Gough 8/98; *ABC Mackay Regional News* 18/8/98

MINE & QUARRY EQUIPMENT PTY LTD, Tile Street, Wacol

narrow gauge

A mid-August preliminary visit to this equipment yard in the western outskirts of Brisbane

revealed no less than 17 used battery electric locomotives, with many Gemco units prominent. These are not fitted with battery boxes, but a number of battery boxes are present, with Clayton and Gemco markings noted. At least six of the locos seem to demonstrate origins at Broken Hill, judging by the numbers they carry. There is also a 2ft gauge Motor Rail Simplex "bow framed" 4wDM, which seems likely to be one of those taken over by Mourilyan Mill on the closure of CSR's Goondi Mill in 1987 and subsequently disposed of. More details of the equipment will be published later.

The Company's internet site (<http://www.mine-quarry.com.au>) advertises a quantity of underground rail equipment items as shown below, but these are not necessarily at Wacol.

MU1108B 21B Eimco underground loader, 24" gauge. Condition good

MU1122B 0.600 capacity side tippers, 24" gauge, 3 units available. Condition new

MU1125B 21 Eimco underground loader, 24" gauge

MU1128B 3 ton Gemco locomotive, 24" gauge, rebuilt complete with battery box

MU1132B 5 ton Mancha locomotive, 24" gauge complete with battery box

MU1134B 12B Eimco underground loader, 24" gauge, fully overhauled

MU1137B 3 ton BEV locomotive, 24" gauge complete with battery box

MU1160B 1 ton Clayton locomotive, 24" gauge battery type

MU1186B 8 ton Gemco locomotive, 24" gauge battery type

MU1192B 30 ton Siemens locomotives - 3 units available, 900mm gauge, with 30 Hudson 9.5m ore trucks. Condition unused.

MU1220B Model 8HR Hagglands air loader, rail mounted 600mm - 914mm track. Condition as new.

MU1232D 25B Eimco bogger: 600mm gauge, 2 units available. Condition good

MU1233B 3 ton Gemco locomotive complete with battery boxes, thyristor controls

(The Siemens locomotives are possibly those built new for Mt Lyell in 1975 and never put into service - Ed.)

Bob Gough 8/98; Mine & Quarry Equipment Pty Ltd website

THE MULGRAVE CENTRAL MILL CO LTD, Gordonvale

(see LR 142 p.23)

610mm gauge

Members of the ARHS (ACT Division) and TEFS parties were able to see John Fowler 0-4-2 NELSON (20273 of 1934) in steam and hauling cane in honour of their visit on 4 August. The mill apparently no longer holds insurance to provide a charter passenger service.

The following day, Clyde 0-6-0DH 18 (64-379 of 1964) came into collision with an excavator which was crossing the track off Reservoir Road on the line below the Brinsmead Gap. The excavator driver attempted to reverse off the track and swing the bucket boom clear but without success, and the cane loco driver

suffered minor head injuries. The locomotive, which was hauling empty bins towards Redlynch, ended up leaning against the excavator, and fourteen bins were derailed.

Geoff Parkinson 8/98; *The Cairns Post* 6/8/98 via Chris Hart

PIONEER SUGAR MILLS PTY LTD,

Inkerman Mill

(see LRN 115 p.13)

610mm gauge

The mill is reportedly considering eliminating its hook and link couplings in favour of automatic couplers. This would leave Kalamia Mill as the last with hook and link. Andy Roberts 8/98

PROSERPINE CO-OPERATIVE SUGAR MILLING ASSOCIATION LTD

(see LR 139 p.25)

610mm gauge

It is reported that one ex NSW SRA Walkers B-B DH locomotive rebuilt by Bundaberg Foundry has been delivered to Proserpine Mill, with the second programmed to arrive by the end of August. It is reported that Clyde 0-6-0DH 1 (DHL.7 of 1954) has been withdrawn from service following a side rod failure.

Andy Roberts 8/98

QUEENSLAND SUGAR INDUSTRY CORPORATION, Mackay Harbour

(see LR 142 p.23)

1067mm gauge

As at the end of July, Com-Eng 0-6-0DH F1029 of 1958 was still in the loco shed in the bulk sugar terminal, with buyer (if any) unknown. The main use of the loco seems to have been to shunt QR flats in the slack so that the sugar boxes they carried could be maintained. All the old boxes have been withdrawn and were being broken up so there was presumably no work for the loco to do.

Barry Campbell 7/98

SOUTH JOHNSTONE MILL LTD

(see LR 140 p.20)

610mm gauge

The "silver bridge" over the South Johnstone river 1 km west of the mill has received an unfavourable engineer's report. It has been propped, and a speed limit has been imposed. It is understood that this bridge will need to be replaced in the next few years. Bob James 8/98

TASMANIA

HYDRO-ELECTRIC COMMISSION

(see LRN 111 p.10)

1067mm gauge

Still being advertised for sale is the tunnelling equipment used on the King River and Anthony schemes in 1987-91. This includes the tunnelling machine, which completed 18km of tunnel. The purchaser is responsible for the removal of the machine to Burnie. Additional equipment includes five Gemco diesel locomotives, two personnel carriers (one motorised and one non-motorised), PTA muckcars (24) and flatcars (9), concrete cars (3), jumbos and

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loaders, in short most if not all of the equipment that has been advertised intermittently since the scheme's completion.

Bill's Machinery Marketing Service website; Editor

VICTORIA

COOKS CONSTRUCTION PTY LTD, Yallourn

(see LRN 114 p.14)

900mm gauge

It is reported that Cooks Construction lost the brown coal haulage contract between Yallourn and Morwell from 31 July. It is not yet known what will happen to the Cooks fleet of ex-QGR Walkers B-B DH locomotives, or whether the new contractor proposes to continue to use rail haulage. It had previously been reported that a substantial deviation to the line would be required because of an extension of the open cut. A visit on 20 August found the rails rusty and the loading station at Yallourn not currently able to load trains as it contained a pile of coal. The "old" (1991) Yallourn East Field deviation on the railway (since replaced by the "new" East Field deviation) has been lifted to allow further mining, which is about to eat away its formation. It may even soon be possible to reroute the railway straight across the open cut as a result of the amount of overburden now placed in there. Colin Harvey 6/98, 8/98; Bob James 8/98

SPECIALISED CONTAINER TRANSPORT, Melbourne

(see LRN 121 p.24)

1435mm gauge

Ex Westrail English Electric (Australia) Bo-Bo DE H3 (A.085 of 1964) arrived in Melbourne in mid-July, still painted in grey undercoat. Reports suggested that the unit would be repainted and possibly put to use at Dynon North or at the Paisley Depot being built near the Pioneer Plaster Mill.

AusRail Newsgroup 7/98

TRANSFIELD CONSTRUCTION PTY LTD, Tunnelling Division, North Western Sewer Construction, Glenbarry Road, Campbellfield, and Afton Street & The Boulevard, Essendon

(see LRN 106 p.16)

762mm gauge

An auction by Pickles Auctions Pty Ltd was to be held July 14th and 15th. Items offered for sale at Campbellfield on the first day included three Gemco 5-tonne electric locomotives, and two Atlas Copco LM36A and Scoma boggers. For sale on the second day at Essendon, equipment included ten mancars - 5 & 2 person, and a mine rail car hoisting and tipping system with winches and tippler. The locomotives seem likely to be the three 5-tonne Gemco battery electrics which were reported several times on

this job bearing identities No.1, No.2 & No.3. They had also received plant numbers 327 2 056, 327 2 023 and 327 2 024 respectively. *The Age* 4/7/98 via Colin Harvey; Pickles Auctions Pty Ltd; Editor

WEST COAST RAILWAY, Ballarat East Workshops

1600mm gauge

A new arrival observed here in the first half of July was the 4wDM locomotive built for the munitions factory at Mulwala, NSW, by Explosives Factory Maribyrnong in about 1951. This was offered for sale late in 1997 (see LR 139 p.22). The rail tractor apparently had been found at "a scrap yard at Bacchus Marsh" (quite possibly Melton Metal Recyclers at Melton), and is believed to be destined for the Murray Bridge Wharf Railway in South Australia. Colin Harvey 7/98; Craig Haber 7/98

WESTERN AUSTRALIA

BILL'S MACHINERY MARKETING SERVICES, Gngangara Road, Landsdale

narrow gauge

This firm is situated in an industrial area of Perth on a 15 acre site. The company's web site (<http://www.bmms.com.au>) contains details of underground rail equipment available for sale. There are two Gemco electric underground locomotives with motor and controller (catalogue numbers B6052 & B6069) as well as two unidentified underground electric locomotives (catalogue numbers B6088 & B6123). Also included is a pallet of new loco parts, including one set new wheels and two differentials (B6134). There are also numerous rail bogger units or components for sale. Also advertised is the Hydro-Electric Commission's tunnelling equipment located on the West Coast of Tasmania (see elsewhere this issue). Bill's Machinery Marketing Service website; Editor

HAMERSLEY IRON PTY LTD

(see LRN 121 p.23)

1435mm gauge

Expressions of interest closed on 5 August for the sale of surplus locomotives located at Dampier. These are three A Goninan Model C36-7 and five Clyde (SA) Model SD50-2, built to General Electric and General Motors designs respectively:

5057	Goninan	053	1978
5058	Goninan	054	1978
5059	Goninan	055	1978
6060	Clyde (SA)	81-1001	1982
6061	Clyde (SA)	81-1002	1982
6062	Clyde (SA)	81-1003	1982
6063	Clyde (SA)	81-1004	1982
6064	Clyde (SA)	81-1005	1983

The Age 1/8/98 via Colin Harvey; Editor

PEMBERTON TRAMWAY CO

(see LRN 121 p.23)

1067mm gauge

The Pemberton Tramway has acquired Com-Eng 0-6-0DH (BB1050 of 1961) from Bunnings

Pemberton mill. By the end of June it was located in Pemberton yard, still in Bunnings livery of off white bodywork, black chassis, orange and black striped headstocks and counterweights, and orange coupling rods. This diesel had been parked at the end of the line at the back of the mill for several years and the intervening track had been removed in the interim. Moving the loco to an active line took several days effort laying track, moving the loco forward, then moving the track from behind to the front of the loco and moving forward again. By late June, work was well advanced on reinstating a siding to the top of the Pemberton mill that will allow the tramway to deliver logs direct to the log stockpile area. Currently, logs are delivered to the sawn product area at the bottom of the mill site and have to be transported to the stockpile area. The formation has been cleared and track relaying has reached the main street. Both of the level crossings have been reinstated, including the one across the main street.

At Lyall, earthworks have been completed for a new log loading siding nearer the chip mill so that saw quality logs from the chip mill yard can be loaded more easily for transfer to the sawmill at Pemberton. The plan at the moment is to station one of Pemberton Tramway's ex Westrail British Thomas-Houston Bo-Bo DE "Y" class shunters at Lyall to shunt log wagons and to use the Com-Eng loco as yard shunter at Pemberton.

Work is also progressing on re-establishing the old Pemberton loco depot. The area has been cleared of about 30 years worth of vegetation and the old turntable pit and inspection pit have both been cleaned out. Both were found to be in reasonable condition. Work has started on fabricating new turntable girders.

Simon Mead 6/98

WMC RESOURCES LTD, Kambalda Nickel Operations and St Ives Gold

An auction of surplus equipment was due to be held at Kambalda on Friday 21 August by Ross' Auctioneers & Valuers. Items in the sale included:

Lot 242	Two rail platforms
Lot 243	Five underground rail bidders
Lot 244	One rail storage cart
Lot 245	Five Eimco rail bidders
Lot 246	Five rail side tippers
Lot 247	One rail trolley
Lot 248	One underground bidder
Lot 249	Four underground rail locos

The Age 1/8/98 via Colin Harvey; Ross' Auctioneers & Valuers 8/98

OVERSEAS

FIJI SUGAR CORPORATION

610mm gauge

(see LRN 120 p.15)

The Davies Report into the sugar industry in Fiji, released late in 1997, made a number of comments about the cane railway system. Currently rail takes 50% of the cane to the mills.

Despite the fact that it carries 50% more cane than 25 years ago, its priority within the company was found to be very low. It was described as the weakest link that sets productivity levels for the whole sugar system. The track bed is such that derailments are routine even when the train is controlled by the most diligent of drivers. Slow speeds are a reaction to this. Rail traffic moves at an effective speed of 7km/h compared with design speed of 18-20km/h. \$44 million is needed to upgrade the track to its design specifications.

Despite the slow speeds, accidents have doubled in the last 5 years: 6000 trucks were repaired last year. The rail system needs extensive track repair, new cane trucks and a fleet of new locomotives. It needs to decommission the excessive amount of aged stock that 'clutters up the main line and costs millions to repair each year'. The two symptoms: low speed and low capacity are related. The slow speed inflates the need for wagons, which in turn reduces the average speed.

Other problems were also identified. The large number of stops made to pick up a few wagons was noted. The cane industry used to operate with 15,000 tonne harvesting gangs but after years of gang splitting the size of gangs is now down to 2000 tonnes. The result is seven times more stops, many hours of delay each day and more locomotives and wagons on the line. Locomotive drivers stealing diesel fuel for sale to farmers and deliberately engineered derailments to obtain overtime payment were also identified as problems. Low morale in working for a system that is continually breaking down also causes a 'couldn't care less' attitude among workers that further creates problems. The grower not paying for the rail service was identified as causing improper loading and handling of wagons, damage to portable lines, and the theft of 65,000 wooden stanchions each year.

One cause identified was the lack of funds within FSC to make strategic investments in things like the rail network. The other is that the fact that the grower pays for road transport whereas rail transport is provided free to the grower and is a cost to the company. A suggestion is to phase in a 'user pay' charge for use of the rail service. A strategic planning goal suggested is to carry 3 million tonnes of cane by rail at two-thirds the current cost. The importance of a rail system for carrying large volumes over moderate distances was restated. The rail system is needed to smooth out the erratic supply of road hauled cane during the day and to continue to supply the mill at night when road-hauled cane is not available. The indirect subsidies to road suppliers by them not paying the full costs of the road damage was noted. A recent Public Works Department survey found 89% of cane road vehicles exceeded current regulation; some more than double. A better mechanical system to transfer cane from road vehicles to rail wagons was also needed to avoid the damage caused by the direct loading of wagons in the field.

Fiji Times 10/12/97 via John Peterson



Heritage & Tourist

Working Together

I had the opportunity to meet with representatives of 11 railway preservation groups at a seminar organised by the Council of Historic Railways and Tramways of South Australia (CHRTSA) on 15 August.

Three member groups - Port Dock, Cobdogla and the Moonta Mines Tourist Railway - are involved in the preservation of industrial and narrow gauge railway heritage.

Organised around the theme "Working Together", the seminar attracted 60

delegates from all but one of the CHRTSA member groups. In addition to the opportunity to meet with key players from a wide cross section of the preservation movement in South Australia, the event provided me with valuable insight into the current status of operations in that state. In terms of developing awareness of the need for preservation groups to establish a business culture in order to sell themselves as a tourist attraction and identifying key issues that must be addressed, the seminar was a remarkable success. A number of invited speakers developed key themes of heritage management, volunteering and developing competitive products for the tourist market and presentations by five CHRTSA groups dovetailed neatly into these topics. I was particularly impressed by the contribution of John Evans of the SA Tourist Commission. John highlighted the importance of developing a strategic approach to the marketing of heritage railways. Effective linkages with local government is a key, while the theme should be "sell to the few who sell to the many". Regional tourist organisations are therefore an important target for marketing heritage railways.

Peter Cahalan of the History Trust of SA built upon John's theme. Peter noted that the current fetish for accreditation was generating pressure to push everyone in the same direction. In the real world of railway preservation, diversity remains a key element for good quality products that attract customers. The larrikin that develops a unique product that interprets

important elements of their culture to ordinary Australians is as important to survival of preservation groups as the dedicated volunteers who keep the wheels turning, the managers who guide these efforts to a common goal and the technicians who maintain accreditation standards.

CHRTSA is to be congratulated on an outstanding seminar that demonstrated the progress of railways preservation groups in South Australia in working together. They have set a standard that other states now need to match.

The Museum Shop

An often-neglected element of selling railway heritage is the museum shop. In my presentation to the CHRTSA seminar I touched on some of the elements of souvenir and book sales that need to be addressed by preservation groups.

Most museums generate a high proportion of their income through their retail outlets, but the financial viability of this activity is dependent on the ability of management to assess market trends and to come up with a small range of quality products that are attractive to target groups - such as this magazine! A high interest in railway and tramway history is apparent in the general tourist market, but there is a lack of well-designed, quality products (souvenirs, postcards, stationary, posters, memorabilia, etc) to meet this demand. Puffing Billy Railway's recent arrangement for a limited edition run of replica station clocks featuring a painting of Garratt locomotive G42 with proceeds going to the G42 Restoration Fund is an excellent example of an innovative secondary product to tap this market. But, the manufacture of such secondary products at a competitive price generally requires high volume runs beyond the requirements of an individual railway preservation group.

The implication is that individual groups need to come together on a cooperative basis to generate bulk orders for appropriate products that promote individual features and generate income. Such cooperation can lead to large runs of a product that can incorporate a number of images on sub-orders, thus reducing the unit cost for each group. The challenge is to establish such joint projects to generate suitable revenue-generating products for individual groups.

Bob McKillop

NEWS

Queensland

1999 Australian Narrow Gauge Convention, Brisbane

The 4th Australian Narrow Gauge Convention is to be held in Brisbane over Easter 1999 (3-4 April). Venue is the QR Institute Conference Centre directly above Central Station. While the focus of these Conventions has traditionally been on model railways, the Brisbane event will include a selection of speakers with direct experience of narrow gauge railways in Australia and overseas. These sessions will be of equal interest to ng railway enthusiasts and modelers alike. On Monday 5 April, a special running day has been arranged for delegates at the ANGRMS Durundur Railway at Woodford.

For details, please contact Greg Stephenson, Secretary, PO Box 6421, Fairfield Gardens QLD 4103; Phone 07 3375 1475; Fax 07 3209 1250; E-Mail (Bob Dow) to: bobdow@medeserv.com.au



The Rockhampton Purrey Steam Tram was specially operated for a party from the ARHS (ACT Division) on Sunday 9/8/98. Photo: Peter Neve

BUNDABERG STEAM TRAMWAY PRESERVATION SOCIETY INC, North Bundaberg

(see LRN 121 p.12) 610mm gauge A visit on 10 May saw the tramway in the Botanic Gardens operating the normal Sunday service. The operating loco was Bundaberg Foundry 0-4-2T 3 (3 of 1952), in green livery, while there were two

other steam locomotives in the shed. Orenstein & Koppel 0-4-0WT *GERMANY* (6805 of 1914) painted red, is available for use. John Fowler 0-6-2T 1 *INVICTA* (11277 of 1907), with blue tanks and red upper parts is more or less "as received" from its 1981 to 1993 sojourn with the Royal Australian Navy, and is not available for use

as it has a broken spring. The cab and other parts of Baldwin 0-6-2T *FELIN-HEN* are also in the loco shed, but the main part of the loco remains at Qunaba. A small four-wheel petrol personnel carrier obtained from Millaquin Mill is available for track inspection and navy work. An extension to the line to serve the graceful colonial Fairymead House has been planned for construction at some time in the future. *GERMANY* and the Bundy Fowler double-headed trains during the visit of the ARHS (ACT Division) in August.

John Browning 5/98; Peter Neve 8/98

CAPRICORNIA HERITAGE RAIL ASSOCIATION INC, Archer Park Station, Rockhampton

1067/1000mm gauge

Although not yet available for public use, the Purrey 4wVBTG steam tram (see LRN 114 p.7) was used on 9 August for a visiting ARHS (ACT Division) tour, and was due to be used the next day for a British tour party. The tram was operated on the remaining (and

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now isolated) length of the northerly QR line down Denison Street (between Albert and Fitzroy Streets), on which Archer Park Station is situated, with the QR line in Denison Street reduced to the one (southerly) track. The tram will officially be inaugurated with the re-opening of the heritage-listed Archer Park Station by the Rockhampton City Council, hopefully before the end of 1998. Although this site is being developed as the home base for the steam tram operation, there are still a variety of alternative routes suggested for it from time to time, including the historic Quay Street precinct and a newly-opened Heritage Village project on the northern outskirts of the city. Other items on site include a frame from an original Rockhampton tram trailer. There are also two derelict ex Citra Construction 4wDM 1000mm gauge locomotives built by Billard (in France like the steam tram). 11E1 (T75P VM 224) has its wheels removed and 11 E3 (T75P VM 228) has a dismantled engine. A third Billard locomotive is at the QR Rockhampton workshops being refurbished for use at Archer Park. This (T75P VM 227) was rebuilt by Birch Crane Hire in Mackay in 1986 for Citra for use on a coal line electrification project and is 3ft 6 in gauge. John Browning 8/98

LOUDON HOUSE, Irvinebank

610mm gauge

A voluntary project has recently commenced to document the history of the Stannary Hill-Irvinebank tramway (see LR 141, p. 28). It is sponsored by Loudon House Museum, which is located in the original home of the northern mining magnate John Moffatt. In preparation for the centenary of the tramway in 2001, the project is seeking to collect together under one roof any surviving documentation, photographs, artifacts, memorabilia, rolling stock and industrial equipment that relates to the tramway and its operation. A set of railway wheels used on the tramway was donated to the Museum by Duncan Ray and was on display for the John Moffatt weekend on 23-24 May 1998.



Ruston & Hornsby 179872 of 1936 at Ron Calver's Park Ridge property, south of Brisbane (see LR 140, page 23). Photo: Bob Gough



The recently restored ANGRMS pumper car at Pinkenba, where it was once used on the BCC Luggage Point Tramway. Photo: Bob Gough

The wheels were manufactured by Miller & Company of Edinburgh on 10 April 1913 and were fitted to an 1881 Shaft & Axletree Coy axle, probably at the Irvinebank workshop. They were recovered from Eureka Creek in the mid-1970s. Negotiations have also been initiated with ANGRMS for the possible relocation of the ex-Stannary Hill-Irvinebank tramway 4-4-2 locomotive *GERMANY* (Borsig 6345 of 1907) back to Irvinebank.

Ray Langford 4/97; *Tablelander* 5 May 1998, via Roger Anderson

DURUNDUR RAILWAY,

Woodford 610mm gauge
Australian Narrow Gauge Railway Museum Society

Further to the report in LR 139, the tender body of 0-6-0 *MELBOURNE* (HC 1701 of 1938) has been reunited with the frame and tested for leaks. Priority has been given to this restoration project in an effort to have the locomotive operating by the end of the year.

The society has restored a pumper car formerly used on the Brisbane

City Council Luggage Point Tramway. The pumper car was restored with the help of a grant from the BCC and was displayed at the ANGRMS stand at the Brisbane Model Railway Show in May 1998.

Durundur Railway Bulletin 7/98; Bob Gough 6/98

CLIVE PLATER, Eudlo

610mm gauge

This private collection of locomotives and rolling stock from the Moreton Central Sugar Mill was described in LRN 96 (p.13; with follow-up reports in LRN 98, p.11 and LRN 103, p.11). Clive has recently acquired the frame and wheels of the unidentified Ruston & Hornsby 48hp 4wDM from the Sunshine Plantation. This machine had been dismantled at least five years ago, at which time Clive obtained the engine and gearbox. The Sunshine Plantation had planned to have it rebuilt in similar style to its two Baldwin 4wDH machines which had also originated in similar Ruston & Hornsby locomotives. This plan was abandoned and now Clive has

a rebuilding project to carry out. Unfortunately, the locomotive's superstructure was disposed of at the Sunshine Plantation. The locomotive appears to have been built for the British Air Force between 1939 and 1942, and was imported for Moreton Mill in 1970.

Clive Plater 6/98

P&O RESORTS PTY LTD,

Brampton Island 762mm gauge
P&O Resorts, who now own the Brampton Island resort (see LR 140 p.23), will not allow access to the resort for day-trippers from 18 September. Although boats will still be able to call at the wharf and passengers will be able to disembark to visit the National Park portion of the island, the resort area will only be available to guests. It is unknown what effect this change will have upon the tramway that links the wharf to the resort.

Barry Campbell 7/98; John Browning 8/98

KENNETH PETTS, Walkerston

610mm gauge

An application for rezoning for mixed tourist and residential project to include a scenic railway is believed to have received favourable attention from the Mackay City Council. The site is about 7 kilometres south of Walkerston, off the Peak Downs Highway. It appears that this is the project for which Motor Rail Simplex 4wPM 4199 of 1927 was acquired from PJ Engineering (see LR 141 p.22). *The Morning Bulletin* (Rockhampton) 18/6/98 via John Browning

New South Wales & ACT

RICHMOND VALE PRESERVATION COOPERATIVE SOCIETY LTD. Richmond Vale Railway Museum, Kurri Kurri

1435mm gauge

MARJORIE 0-4-0ST (Clyde 462 of 1938) received attention at the RVRM shops following *Steamfest 98* when a hole was discovered in the main steam pipe T-piece in the smokebox. To enable fabrication of a new steam pipe T-piece, a commercial butt-weld heavy wall T-piece was purchased and flanges were forged in the blacksmiths shop during the Model Railway Exhibition (16-17 May 1998). Close inspection at this time revealed

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that 26 boiler tubes needed replacement. The majority only required 're-ending', while others were replaced with new tubes. The boiler was washed out and a large amount of scale removed.

During the hydrostatic test of the boiler an old problem reared its ugly head again: a leak even before pressure was applied. This was tracked down to a pinhole in the regulator monkey pipe. A new monkey pipe had been cast for sister loco *KATHLEEN* but not machined, so this was worked up for fitting to *MARJORIE*. The opportunity was also taken to weld up and grind flat the regulator rod where it passes through the stuffing box in the cab.

MARJORIE was reassembled on the Saturday of the Coalfields Steam weekend (7 June) and was back in service after lunch on Sunday. She then ran Sunday afternoon and Monday without any problems. The event featured steam trains hauled by *MARJORIE* and 2-8-2T No. 25, the Planet diesel on a train of non-air coal hoppers, traction engines, a steam-powered chaff-cutter and activities in the Vintage Workshop. The Campbelltown Steam Traction group provided steam exhibits on the day. Special thanks are extended to members who worked to get *MARJORIE* back in service for this special event.

G Black, 7/98; *Link Line* 8/98

STATE MINE RAILWAY HERITAGE PARK, Lithgow

1435mm gauge
In June Bill Parkinson from BHP Port Kembla came up and provided ground instruction for State Mine drivers on D23. This was a great weekend for all. The society now has 15 trained drivers.

In August 1998 work was nearing completion on the last section of the branchline to allow reconnection to the main line. Rail Services Australia has been working from State Mine Flat to Atkinson Street re-sleeper and placing new transoms on the Farmers Creek Bridge. State Mine Heritage Park volunteers, assisted by a local earthmoving contractor and a local haulage contractor, have been working to relay the stretch of line from the Atkinson Street level crossing to the end of the Atkinson street cutting. Volunteers from the Sydney Electric Train Society have assisted the society in this work.



Planet locomotive No.53 (Hibberd 3715/1955) hauls the demonstration 'non-air' train at Richmond Vale Railway Museum, Sunday 7/6/98. This was the loco's first outing for many years. Photo: Graham Black

State Mine Heritage Park is also formulating a risk management plan for the Rail Access Corporation. The society has taken to this with great gusto, as they see this as an important part of establishing their operational capability. Ray Christison 8/98

Victoria

WALHALLA GOLDFIELD RAILWAY

762mm gauge
The rebuilt industrial works locomotive "Kasey" (EM Baldwin 4wDH 3225-1-2-70) was delivered to Thomson on 11 July for trials on the Walhalla Goldfields Railway (see LR 139, p.28). Like the Puffing Billy Railway's NRT1, it was previously used in sewer construction for the Melbourne & Metropolitan Board of Works. Purchased two years ago, the locomotive has undergone a remarkable transformation and no longer resembles an underground mining locomotive. A proper cab has been provided, and the locomotive looks very presentable. The rebuild was carried out at the engineering works of Valicote at Morwell. According to Walhalla Goldfields Railway general manager, Tony Carson, "Kasey" will relieve the Fowler 0-6-0DM locomotive, which has worked the railway for the past four and a half years. Once the Baldwin is commissioned by a mechanical engineer, the Fowler will be brought to Morwell for overhaul. On 19 & 20 June 1998 bridge No.9 (the first bridge on the Erica side of Thomson) was demolished due to unsafe condition. The steel beams were recovered and are now

stored at Thomson. Access tracks are being constructed to bridges Nos 3 and 6 between Walhalla and Happy Creek to facilitate their reconstruction.;

Latrobe Valley Express 16/7/98, via Colin Harvey; Frank Stamford 7/98

South Australia

BHP IRON KNOB

1067mm gauge
Iron Barron township was recently demolished as part of BHP's rationalisation of its iron ore operations in South Australia. Media reports of the event indicated that Iron Knob is the next mining township to go. The Perry Engineering Bo-Bo electric locomotive E7 (B/N 5999.54.2 of 1954) has been on static display in Iron Knob since its withdrawal from service in 1968. I believe this may be the only surviving example of an Australian-built, conventional electric industrial locomotive and is therefore an item of heritage significance. Can any reader advise on the current status and future plans for E7? *The Advertiser* 8/8/98; Editor 8/98

COBDOGLA IRRIGATION & STEAM MUSEUM 610mm gauge Cobdogla Steam Friends Society Inc.

Work is proceeding steadily on the extension of the track along the channel bank towards the Loveday workshops. Track panels are prefabricated and when sufficient sections are ready, rail laying days are organised. On 19 July 10 prefabricated panels were laid, adding another 100 metres to the line. On rail laying days, the Bagnall 0-4-OSTT locomotive (B/N

1801 of 1907) is steamed up and panels are loaded, two at a time, onto two bolster wagons. The loco then pushes the consist to the end of the line where a front-end loader picks up the outer end and a mobile gantry lifts the inner end. The FEL then pulls out the section of rail until the ends line up. The rail is lowered into position and plated up, then the process is repeated for the second panel. While this is being plated up, the Bagnall returns for another load.

About 300 metres of track have now been laid, bringing the branch about half-way to the planned terminus at Mudge's Siding. The siding, located at the end of the channel bank of the original scheme, will consist of a turn-table and run-around loop.

Denis Wasley 8/98

PORT DOCK STATION RAILWAY MUSEUM 457/1067mm gauge

Updating our report in LR 141 (p.26), 0-4-OT *BUB* has been returned using recycled copper tubes from *BILL*'s boiler. This work was done in-house to the satisfaction of the official boiler inspector and the loco has returned to service. Ex-BHAS smelters 0-6-OT *PERRONE* (AB 1545 of 1919) required a rebuilt regulator, resetting of the valve gear and clearing of blocked steam chest drains before it returned to service during the FOTTE week activities in July. The Museum's 10th anniversary celebrations are scheduled for November 1998 (see Coming Events calendar), not May as previously reported. *Catchpoint*, July 1998

Tasmania

ABT RAILWAY RESTORATION COMMITTEE, Queenstown

1067mm gauge
Further to LR139 (p.28), the Federal Government has announced \$20.45 million in Centenary of Federation Funding to restore the ABT railway line between Strahan and Queenstown. An MP for Lyons, Rene Hidding, says the project is much bigger than the Federal funding. There is to be an additional \$25 million of private sector money spent on facilities at both ends of the railway. Mr Hidding

Heritage & Tourist

says the restored railway will draw tourists to Tasmania and the benefit will be spread across the whole State. The Federal Minister for Transport, Mark Vale, highlighted the project's contribution to south-west Tasmania's tourist industry and to regional development statewide. A former manager of Tasrail, Dr Neal Otway, headed the committee looking at the technical and financial viability of restoring the 34km track between Queenstown and Regatta Point at Strahan. Work on the project is expected to start early next year. *ABC Regional News Online*, 24 and 27/7/98; *Burnie Advocate* 25/7/98 via Peter Ralph; Minister's News Release via David Burke.

Western Australia

BENNETT BROOK RAILWAY, Whiteman Park 610mm gauge **WA Light Railway Preservation Association Inc.**

In an effort to give the railway its own identity and location, the committee has endorsed its promotion as "the Swan Valley's Bennett Brook Railway". This is part of a move by WALPRA to give more emphasis to promotion and marketing in its own right in order to establish its own identity as distinct from Whiteman Park. Although Whiteman Park attracts 250,000-300,000 visitors each year, most operators there report declining visitor numbers and trade. The BBR reports satisfactory results in 1997-98, with a 33 per cent increase in revenue and

passenger numbers at 22,000. However, some 40 percent of the annual revenue was generated by the two FOTTE days (see LR 140, p.26). Other special events included bush dances, Classic Car Day and Enthusiasts' Day.

Additional events have been scheduled for the current year, including Halloween Evening trains and Santa's Special. The Annual Report also highlights the important role of souvenir sales in the society's revenue. Expenditure increased by 47 percent, with major outlays in the restoration of the Mallet locomotive, promotion of the FOTTE days, roofing the R wagons and rail recovery. Westrail donated 3 kilometres of 60lb rail and nine sets of points from rural lines to WALPRA during the year. Collection of the rail required a major effort by members to establish contacts in the towns and farms of the area, and to organise trucks, cranes, accommodation and equipment. The Society has also negotiated a new coal sponsorship with Wesfarmers Coal valued at \$1500 per year.

BBR Members Newsletter 8/98

CARNARVON. Heritage Precinct 1067mm gauge

A Carnarvon Heritage Precinct Master Plan was released in June 1998. It was prepared by Museums Studies Consulting of University of Sydney. The jetty and town railway feature strongly in the plan with emphasis on the establishment of the Babbage Island to Carnarvon town centre railway. The Master Plan recommends a fasciae (the Gascoyne River frontage) railway station with platform, simple shelter, and run-around loop adjacent to a new tourist information centre (replacing the present



In the grounds of the Whim Creek Hotel (between Roebourne and Port Headland) is a display of rail equipment from the old Whim Creek copper mines situated close by. The display includes a variety of skips, lengths of track, an underground turnout with a shaft 'cage' for hauling skips within the workings, and a surface shaft cage. Photo: David Whiteford

Coming Events

OCTOBER 1998

1-11 Semaphore & Fort Glanville Tourist Railway, Port Adelaide SA. Daily operations by steam over 457mm gauge railway during school holidays, then every Sunday to Christmas. Phone 08 8341 1690 for details.

3 Puffing Billy Railway, Belgrave VIC. "The Night Train". A unique Wine & Dine Experience (also on 9, 10 and 24/10). Phone (03) 6800 for bookings.

4 Richmond Vale Railway, Kurri Kurri NSW. Operating day 1000-1600 - also 11 and 18 October. Phone 02 4936 1124.

4 Cobdogla Irrigation and Steam Museum, Barmera SA. Pump and steam day with steam train, Humphrey Pump and traction engine (1100-1630). Inquiries 08 8588 2289.

5-9 History Trust of SA. 30th International Assoc. of Transport & Communications Museums Conference, Adelaide. Theme "The World Turned Upside Down: Coping with Change in Transport & Communications Museums". Speakers include Andrew Scott of the National Railway Museum, UK and site visits include Port Dock Station Railway Museum, Steam Ranger and Tramway Museum, St Kilda. Contact Peter Cahalan, Phone 08 8226 8558.

11 Bennett Brook Railway, Whiteman Park WA. *Friends of Thomas the Tank Engine Day.* Steam and diesel-hauled trains with the Fat Controller in attendance. Phone 08 9249 3861.

18 Puffing Billy Railway, Belgrave VIC. Grand Gala day: Puffing Billy Returns to Gembrook after 45 years. Special trains from 1000, VIP Special at 1030.

24 Puffing Billy Railway, Belgrave VIC. *The Great Race.* Veteran Cars race Puffing Billy, with Bay to Brook, Vintage and Veteran Car Rally on the 25th.

31 Bennett Brook Railway, Whiteman Park WA. Halloween twilight train trip, including Ghost train rides and prizes for best costume. Phone 08 9249 3861.

31 Lake Goldsmith, Beaufort, VIC. Annual traction engine rally. Phone 03 5349 5512.

NOVEMBER 1998

7 Puffing Billy Railway, Belgrave VIC. "The Night Train". A unique Wine & Dine Experience (also on 14, 21 and 28/11). Phone (03) 6800 for bookings.

7-8 Port Dock Station Railway Museum, SA. 10th Anniversary celebrations. Wide variety of locomotives and rolling stock operating to celebrate 10 years at the Port Adelaide site.

14-15 Menangle Light Railway, NSW. Steam train operations as part of the Campbelltown Steam & Machinery Museum rally. Phone 02 9628 6073.

DECEMBER 1998

5 Puffing Billy Railway, Belgrave VIC. *Santa Special:* Santa comes to Puffing Billy to meet children of all ages. Phone (03) 6800 for information.

5 Bennett Brook Railway, Whiteman Park WA. Progressive dinner train trip with courses served at different locations, taking the train from station to station. Phone 08 9249 3861.

5-6 State Mine Heritage Park & Railway, Lithgow NSW. NSW Tidy Towns Awards open weekend. Steam operations and tourist train rides (subject to completion of project). Phone: 02 6353 1513 for details.

19 Bennett Brook Railway, Whiteman Park WA. *Santa Special* trains. Phone 08 9249 3861.

26 Semaphore & Fort Glanville Tourist Railway, Port Adelaide SA. Daily operations by steam over 457mm gauge railway through January. Phone 08 8341 1690.

one in the town main street). The station would be just on the land side of the old tramway bridge which should, as far as possible, be retained and strengthened for locomotive use. This would make the railway run just slightly short of the former town yard. The maps in the plan show a future extension of the rail system starting from the existing jetty depot station and running along the south bank of the Gascoyne River, possibly into the plantation areas. However the text of the plan does not appear to mention this proposal in detail.

David Whiteford 7/1998.

Overseas

WELSH HIGHLAND RAILWAY SOCIETY, North Wales

610mm gauge
Restoration of the world's first Garratt locomotive, K1 of the NE Dundas Tramway in Tasmania, is proceeding at a steady pace. The famous 0-4-0+0-4-0 locomotive, which was featured on the cover of

LR 139, is being rebuilt to operating condition at Tyseley Locomotive Works, Birmingham by works staff and Welsh Highland Railway Society members. Visitors to the museum were able to inspect the almost complete frames of K1 at an open day on 4 April. Unfortunately the condition of the boiler has proved worse than expected, and it is being replaced. All major components of the boiler had been manufactured at Winsor Engineering by April, including the barrel, flanged plates for the throatplate and backplate, the front tubeplate and all flat and rolled plates for the inner firebox. The K1 Group of the WHRS hopes that the locomotive will be effectively finished in later 1998 and a return to steam is confidently projected for 1999. Apart from conversion to oil firing, the engine will be much as when first built, including a return to the original black livery, lined in red. *Railway World*, June 1998; WHRS Home Page, 7/98



RESEARCH

A Drought-breaking Pilgrimage to Mansfield

The first LRRSA weekend tour for quite some time was held on 25/26 April, and visited various historic sawmilling sites near the High Country around Mansfield. Tour Leader, and Society Vice-President, Peter Evans, proved himself to be the "farmers' friend" when he coincided our visit with the first real rain for three months. The locals were certainly smiling and, a bonus, the roads weren't dusty!

Our pilgrimage started on Anzac Day when about 35 members and friends met at the Sawmill Settlement, beside the Delatite River, to the east of Merrijig and just a few kilometres from Mt Buller, to walk along Carter Bros' tramline (see map LR 71). Peter explained the wartime significance of operations such as Carters', in that sawmilling was a protected occupation and skilled timber workers were not allowed to enlist.

A section of Carter Bros' tramway has been cleared by the DNRE as a part of a circuit walking track through some glorious forested country. Under leaden skies we set off, inspecting each piece of wooden track, only to encounter a steady drizzle which increased to rain by the time we reached the end of the cleared section. The return walk was made in an increasing downpour, forcing lunch to be consumed huddled in fogged-up vehicles and causing the Tour Organiser's countenance to assume a rather "hang-dog" expression!

After an hour or so the rain eased, Peter's face brightened, and our convoy set off, to wend its way to McCashney & Harper's Baker's Creek millsite and tramway, to the north of Merrijig. This is another World War II-era sawmill and had two loglines running into the bush.

One of these was followed for a couple of kilometres, not through bush, but grassy cow paddocks, as much of the area is now grazed. This has resulted in long sections of wooden rails, half-buried in grass, and very easy to follow; a real contrast to the usual bush-bash required on timber tramways. Once again, just as we reached our farthest extent, the heavens opened and the return walk was made in steady rain. It was on this walk that a rather upsetting sight was beholden to the throng - a deceased wombat, the Society's unofficial mascot, reposing in a paddock. What sad fate had befallen this industrious fellow?

Following the return walk, a rather sodden inspection was made of the interesting mill site and remains. This walk would be well worth repeating in better weather. From here, most retired to Mansfield for overnight accommodation. A fair-sized party managed to find their way to a local hotel for an enjoyable meal prior to an early retirement to bed. During the night, the rain started again, however the morn promised a much finer day. And so it proved. Driving north to Mt Samaria, the top of the Blue Range was cloud-enshrouded, however on arrival it proved to be no more than fog. From the Spring Creek Sawmilling Co's Mt Samaria mill and kilns (previously visited in 1990, and see map LR 92) we walked the recently cleared, three-kilometre tramway track to the head of the incline. This lowered all traffic some one thousand feet to the valley of the Spring creek from whence it headed to Tatong railway station, partly by tram and partly road.

At the head of the incline the massive concrete foundations of the lowering gear remain, together with various artefacts. The tramway that we walked included remains of a small bridge, together with that of one much larger - over 30 metres long but of no great height. This bridge showed bush craftsmanship at its best - the utilisation of a carefully felled forest giant as one of the bridge piers. There are also some nice sections of wooden rails remaining, together with some dry-stone walling.

Back at the mill, we partook of lunch after which Peter guided us around the site, pointing out the vestigial remains of the once-large settlement, explaining the mill

layout and the methods used in the seasoning kilns. These kilns, Peter explained, comprise two seasoning kilns and a re-conditioning kiln and represents the earliest surviving material evidence in Victoria of attempts to season Mountain ash so that it wouldn't shrink and warp, thus making it useable in the building trade. Their historic value in the history of timber milling in Victoria surely makes them worthy of preservation at all costs. Let's hope the government can find the funds to construct board walks to protect the remains and set up proper interpretive signage to complement the existing history board (basically a large-print version of LR 92).

With mid-afternoon drawing near and most folk having a long way to travel home, our most interesting weekend concluded with a round of applause for our Tour Leader. Thank you, Peter, for a great weekend, a most comprehensive set of tour notes and informative commentary on the various sites visited.

Phil Rickard 5/98

False Camp Military Line, Cairns

In "False Camp at War" in the March and April issues of the *Cairns Historical Society Bulletin*, Stephen Fowler describes the construction by the Civil Construction Corps of a camp and installation of two 155mm guns and Sperry searchlights at False Camp, near Cairns. Work began

on 4 January 1943 under the supervision of Mr R Rudge, Engineer of Mulgrave Shire Council.

In Bulletin 445 (April) it is stated that a small funicular rail line was built from the road to the Battery Observation Post to assist with moving supplies and equipment. The map in Bulletin 444 (March) at a scale of 1 to 5000 suggests the tramway was about 20 metres long and ran from near the beach (near where a stone jetty was later built) straight up the ridge to near where the guns were installed.

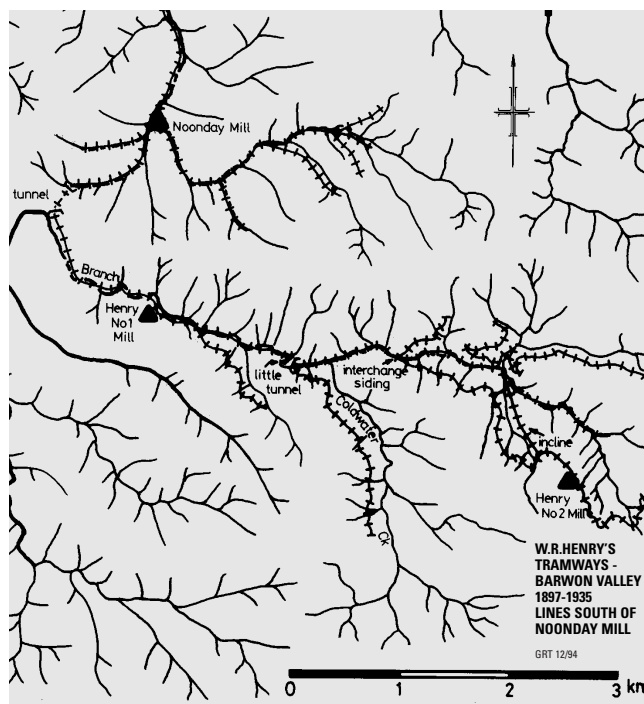
In the article, Mr Fowler stated that Pat Lander recalls his father-in-law, Alf Trembath, and son Phillip gouged the tracks up the steep slope with hammer and steel drills. The Battery's War Diary for 5 April 1943 reads: *Rails for tramway being placed in readiness for linking up to facilitate faster movement of material from beach to Battery site.*

The guns were installed in October 1943 and placed in permanent positions in December. The post closed with the end of the war and the buildings were sold to the Yarrabah Aboriginal Mission and removed.

John Kerr

Finding the Tunnels

In the East Otways, the sawmiller W.R. Henry built two tunnels on his tramway running south out of Forrest. The larger tunnel was 440 metres in length and connected



the Noonday Creek Valley with the West Barwon Valley. The smaller tunnel was 50 metres in length and acted as a cut off through a projecting spur on an S-bend in the river valley, 1.5 km above Henry's No.1 mill.

The writer has been to both sites on several occasions, and can offer directional advice for the adventurous. The north side side of the large tunnel is best approached via Kaalang Road and Noonday Track. Depending on the season, proceed (drive or foot) along Noonday Track to the bottom. Cross Noonday Creek on foot at the ford. Henry's Noonday mill was in the neatly bulldozed clearing here. Some mill remains can still be found over to the left.

On foot, take the track up hill to the south for about 150 metres and then turn down into the gully on the right (west) where the formation of the tunnel tram will be found at the bottom on the west side. Do not try to walk up this gully from the Noonday mill site, as an enormous clump of stinging nettles, vines, fallen trees and other nasties will cause a loss of heart and will to continue, as well as shredding even the stoutest clothing. Once on the tram formation, continue south. Keep to the left at the next tramway junction, where a branch leads to the right up an impossibly narrow gully. Keep going, on and ever upwards, over and under and around the numerous obstacles on the formation until the tramway road bed peters out on a rise and continues as a depression type track down a slope into the V junction of two gullies. The gully on the right is wide and flat and, in its bed, up a bit and on the left among the tall ferns, is a protruding post.

The writer believes this post is the remains of the timbering on the lead in of the tunnel portal. There is nothing else to see either in this gully or in the other, narrower, one (which is the main bed of the creek). The tunnel mouth was dynamited at some stage.

The writer's interpretation of the ground marks in the area is that, after the tunnel route closed in November, 1928, Henry put a steam winch close to the tunnel mouth and winched logs from above the tunnel. The operation destroyed the remains of the tram route.

The south portal is more easily traced. It is not advisable to walk



Inside looking out of Henry's Little Tunnel, May 1997. Photo: N. Houghton



Inside Henry's Little Tunnel, a very wet Norman Houghton Junior smiles for the camera. Photo: N. Houghton



South Portal of Henry's Big Tunnel, Upper West Barwon, May 1997. Norman Junior has his hand on the remains of one of the supporting timbers. Photo: N. Houghton



Aerial view of the right of way from the No.1 Mill site to Little Tunnel Bend.

straight over the spur from north to south as the going is very rough. The writer has done it twice, but it is not for the light hearted walker.

The best way to approach the south portal is via the No.1 Spur Track off Kaanglang Road, or the Fork Paddocks Track off the Apollo Bay Road at Barramunga.

Proceed along either track right to the northerly branch of the Barwon River. Beginning at the water level, stand on the track facing east at 75 degrees, proceed to the bend in the track (where the bearing along the track is 187 degrees) and from this bend go straight up the slope at, say, 95 degrees. Keep to this bearing until the tramway formation is reached, about 30 metres uphill. Turn left and follow the tram around the tunnel, crossing two gullies en route. The tunnel portal is obvious.

The little tunnel is best reached by walking up the river from the big tunnel site. Simply plod along the mud flats, rock holes and obstacles until coming to the No.1 mill site, a big, grassy clearing on the right. This should take about 50 minutes. From here, keep going for about 40 minutes, using the rocky river bed for a fast path, until the river turns sharp right.

The tunnel approach can be seen on the left bank, a little upstream from the outside of the bend, set back about 10 metres, as an untidy cutting sloping upwards to the crest and with support timbers poking out of the rubble at crazy angles. If the tunnel can't be found, then climb onto the right bank and locate the tram formation, follow it to the water's edge and keep going in a straight line to the other bank. The tunnel crest is not very high. The other side can easily be checked by scrabbling over the spur.

It is not advisable to attempt to visit all of the sites in one day, as time will run out, but one can see the Barwon River sites in a one day excursion.

The walk timings along the Barwon were calculated by the author whipping along his teenage son as a slowness measure, so they will be minimum times. Don't expect to make faster passage, as the obstacles in the river are many. Wear stout walk boots, long trousers and gardening gloves. Expect to get wet feet.

Norm Houghton

FIELD REPORT

Spectacle Island Naval Depot Railway, Sydney

Spectacle Island, situated offshore from the suburb of Drummoyne in Parramatta River, was the site of an Australian Naval Depot which used standard gauge railway trackage. I had knowledge of a railway on the island since 1981, when I rented a flat overlooking the island and could see various activities occurring there through binoculars. However, it was not until an article in the *Australian Sea Heritage* magazine was brought to my attention by Wal Lane that I thought to enquire of the Navy to arrange a visit.

On Friday, 5 June 1998, I and three friends were given free rein of the island by Lieutenant-Commander Graham Thurston. Travel to and from the island was provided by a naval launch from the Drummoyne Sailing Club wharf. Left to our own devices, we spent three enjoyable hours there. Photography was permitted and we covered the island's attractions to the full, except for viewing the large naval historic collection.

With Spectacle Island predating Newington Armament Depot by several years, the two have been inseparable in navy use. Munitions barges anchored off Spectacle Island have been part of the local scene since World War II, and of course those same barges have provided links with Newington and Garden Island.

The first powder magazine was on Goat island, but this was found to be unsatisfactory within a short space of time. The nearby Spectacle Island was judged a suitable isolated area for a substantial naval depot. A narrow neck of rocks on the island was infilled during the 1860s as Sydney's second armament storage depot expanded, making a total area of approximately 2.5 hectares. The name Spectacle Island was given because of the original formation of the area. The island's first building was erected in 1865, dated by the stone carving over a doorway in the original powder magazine.

In September 1883, the island was given official status as a government powder magazine by Sir Alexander Stuart, Premier of the Colony of New South Wales. However, it was not until 1888 that work was completed and the navy



could fully occupy Spectacle Island. The buildings range in size from 4 metres square, up to 70 metres long and 15 metres wide. They are mostly constructed of brick and sandstone.

As the island's development proceeded, a 4ft 8 $\frac{1}{2}$ in gauge railway was installed. It required a number of sharp curves and many turntables - there was little straight track. Rails vary in weight from 25lb to 60lb and are mostly laid in concrete. Within two buildings at least, timber with brass cappings is used. Where rails are fastened (very lightly) to the jetty, it is direct to the decking timbers. Because of the wandering nature of

the development and the unavailability of official plans of the island (at the time of the visit), the track could not be mapped or accurately measured. However, it would be in the range of 1200 metres.

The tracks have been laid as development and changes decreed, with several locations showing cut back rails. There are two lines, not parallel, on the jetty joined at a point beside a crane that is currently used for loading and unloading small naval craft before and after service. The radius of the track where they curved to the point was 14ft. At many other locations, the curves were very severe, with radii down to 10ft or

12ft. A wharf currently used for personnel craft had the rails removed in the 1970s when decking was replaced.

The many turntables exist to enable entry into buildings, either parallel to the rails or else at odd angles. And where curves would be too sharp, turntables have been installed mid-way. Although the turntables measured 6ft 6in diameter, most rails fastened to them were much shorter - providing just enough length for the hand-propelled 4-wheeled wagons to stand.

Between two large buildings, which today house the naval historic collection of artefacts, is a line on which eight handcarts were stored. There are two types of wheel castings (straight and curved spokes), all 18in diameter, plus flanges of variable thickness and depth. Two of the wagons had wheels missing. Axles are rigidly fixed - and again of two types - with the wheels able to turn freely, being retained by bolted-on cast collars. Decking on the wagons comprised 10-12 timber planks, 60in wide by 62in long, with the chassis measuring 68in. All wagons were painted naval grey.

Points varied from very short blades (under a metre) and severe radii, to long sweeping ones. There are several examples of stub points, but the most unusual arrangement was seen where a stub point was mixed with a blade type to form a 3-way point. One diamond crossing exists, linked to two large-radius stub points, with one track going only a few feet to a storage magazine and the other truncated because of later development.

A large amount of restoration and conservation work has been undertaken on the buildings of Spectacle Island. Some of the railway lines are still used, mainly to carry small naval craft and stores if and when the forklift is not available. Most of the turntables were inoperable and many of the points were fixed with earth or concrete to the most used route.

Unfortunately access to the artefact building was not available on the day of our visit. I hope to have the opportunity of a follow-up visit to view the historic naval artefact collection and the restored cadet barracks, and to reinspect the track layout.

Len King, NSW Division of LRRSA



Book Reviews

Timber for Gold:

Life of the Goldfields Woodlines, 1899-1965

By Bill Bunbury

210 pages, 150 X 210 mm; 60 B&W photographs, 1 map; Fremantle Arts Centre Press, 1997; RRP \$19.95.

This book offers a fascinating insight into the social history of an industrial railway operation that has long captured the interest of readers of this magazine. Railway historians have tended to focus on the technical details of railway operations to the detriment of social history. In the case of woodlines of the Western Australian Goldfields, the technical aspects are comprehensively covered in the LRRSA's recent book, *Rails through the Bush*, reviewed in LR.140. *Timber for Gold* by popular ABC social history radio presenter Bill Bunbury is an ideal companion volume for those who seek to delve into the realities of life on the woodlines.

Australia's industrial railway history has many dark spots, and many of our most shameful events occurred on the frontier. This is the history of one of our most colourful frontiers - the steel threads of light railway that stretched out for hundreds of kilometres from Kalgoorlie to bring in the firewood and timber that fed the Golden Mile for over 60 years. It is the story of the men and their families who maintained the track, operated the trains and, above all, cut and carted the valuable resources of the desert forests. While managers and railway men were generally Australians of Anglo-Saxon descent, the tough tasks at "the head of the line" were left to newcomers, mostly Yugoslavs and Italians. Here men toiled under unbelievable hardship and isolation for meagre reward, while their wives tried to maintain sanity and a sense of family in rough hessian shacks that were torn up and moved on by the train every few years. But while Anglo-Saxon Australians were not prepared to take on the tasks in the bush, their xenophobia regularly turned against those who did. In 1915, many Yugoslav and other Balkan woodliners were interned as "Austrian aliens", and in 1940 Italian workers suffered the same fate. In 1918, soldiers returning to a cynical and depressed Australia found jobs difficult to obtain and they deeply resented the "foreigners" who worked on the woodlines. Violence erupted between Australians and Italians in Kalgoorlie in August 1919, resulting

in demands for all Italians on the Goldfields to be deported. Resentment against foreigners was again fanned during the Great Depression. This culminated in riots at Boulder in 1934 when the homes and property of Italians, Greeks and Yugoslavs were burnt and looted. Workers on the woodlines feared for their lives, but the company was dependent on their dedication and pleaded for them to stay. When the authorities rounded up Italian workers and interned them in 1940, the company appealed to the Commonwealth Government for their release to keep the industry going. Woodline timber production was declared a vital industry in 1942, but the company lost many of its best workers and struggled to keep production going. Few internees returned after the War and the company had to turn to a new wave of post-war migrants to work at "the head of the line". The woodline operations continued at a decreasing rate until 22 December 1964 when the last wood train returned to Lakewood.

One popular myth dispelled by this book is the idea that timber cutting for the goldfields was an ecological disaster. While up to half a million tonnes of wood was cut a year and over 30,000 square kilometres of woodland was clear-felled over 66 years of operation, nearly all the cut areas have regenerated prolifically. Conservationists believe that the man-made disturbance of the woodliners had the same effect as the natural disturbances necessary to stimulate regeneration of the woodlands. The new forest which emerged in the cut areas is healthy and vigorous, and supports a greater diversity of birdlife and robust plants than undisturbed bush. My only criticism of the book is that the small reproductions of the photographs does not do them justice. While many of these have been sourced from family collections and are of indifferent quality, others appear to be suitable for more dramatic reproductions. This applies particularly to 1910 scene of wood drays at a Kalgoorlie mine (p.22), the shot of the fettler gang on p.53, Dr Gorman and his motorised rail trolley (p.116), the aerial view of Lakewood in 1938 (p.138) and the delightful scene inside the railway workshops (p.153).

For anyone with an interest in the history of the woodlines, this book is highly recommended.

Bob McKillop



LRRSA NEWS

MEETINGS

MELBOURNE: "Videos of Cuba"

Graeme Knight will be showing videos of Cuba, including sugar tramways and lots of steam.

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

Date: Thursday, 8 October at 8.00 pm.

SYDNEY: "Puffing Billy Railway"

Peter Charrett will show slides illustrating the development of the Puffing Billy Railway between 1969 and the present.

Location: Woodstock Community Centre, Church Street, Burwood. Woodstock is a 5 minute walk from Burwood railway station and parking is available in the grounds.

Date: Wednesday 28 October at 7.30 pm.

Contact Jeff Moonie for details (02) 4753 6302 for further details.

ADELAIDE: "BHP Railways in South Australia and Broken Hill".

Members are invited to bring a slide on the subject.

Location: 150 First Avenue, Royston Park.

Date: Thursday 1 October at 8.00 pm.

Contact Arnold Lockyer for details (08) 8296 9488.

ACTIVITIES

A group of NSW members are making a tour of the Wolgan Valley Railway, on 21-22 November. The group will walk the line from Newnes Junction to Constance Depot on the Saturday, and explore the works site at Newnes on the Sunday. Places are strictly limited. Call Trevor Edmunds for details (02) 9744 3366

MEMBERS' ADS

FOR SALE: Petrol Forklift; 4,000lb cap, Lawton Freighter c.1950, Meadows 4-cyl ohv engine. In working order but needs overhaul. Suit preservation group, used ILRMS 15 years, replaced by larger unit. Offers around \$600.

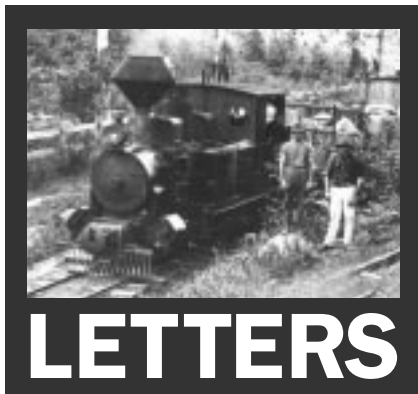
Merry-go-round & Chair-o-plane: children's rides, 10 seats each, Honda petrol-powered. In good order, registered with NSW Workcover and used until mid-98. Offers around \$1500 the pair, but will consider selling separately.

Two diesel locomotive gearbox/wheelsets (EMB type) never used. 610mm gauge, roller bearings. Offers. **Baguley-Drewry 0-6-ODM locomotive** mainly complete but unrestored,

Gardner 8LW engine. Cash or swap offers. Enquiries and offers should be directed to: **The Illawarra Light Railway Museum Society Ltd**, PO Box 244, Albion Park, NSW 2527, or phone 02 42 564627.

FOR SALE: John Fowler Steam Loco Parts; Cast iron sand dome top, 630mm outside diameter. Cast iron sand dome lid, 260mm outside diameter. Firebars, three sets of 'triples', 695mm overall length. Brake shoes, four, cast iron 310mm overall depth.

Offers to: **Fowler Bits**, c/o PO Box 674, St Ives NSW 2075



Dear Sir,

Narrow Gauge Railway at Balikpapan, Eastern Borneo

The article on Malcolm Moore locos on the North Borneo Railway during WW2 (LR 135) has prompted the enclosed photographs from my father's collection. Jack Wicks was stationed at Balikpapan in Eastern Borneo during late 1944 with the 2nd Airfield Construction Squadron. He reports that Balikpapan was a major oil exporting centre and that the photographs, taken by a fellow squadron member, depict locomotives on the narrow gauge railway system there. The railway was not operational at the time due to extensive war damage.

I would be most grateful if any reader could provide further details of the line and the eventual fate of the locomotives.

John Wicks
Drummoyne, NSW

Dear Sir,

General Electric Locomotives for Australia (LR 140)

It is pleasing to see what is a more complete list for an American builder come to light. While a list for GE has been in circulation for many years, it almost wholly concentrated on their surface locomotives with, even then, emphasis on their non industrial production.

The entries in respect of the Westport Stockton Mining Co, NSW were however the cause of some initial puzzlement. A number of researchers of New South Wales collieries were contacted and none knew of such a company and certainly no colliery having a fleet of seven trolley wire locomotives. There was, however, a Stockton Colliery. Operated by the Scottish Australian Mining Co, it mined the Borehole seam with its workings ultimately extending 58 chains seaward from the coastline at Stockton at Newcastle. Production commenced in 1883 and according to BHP records the pit was abandoned on 8 March 1908. Because less than half the coal had been extracted in the areas worked with the leaving of larger than necessary pillars, through from the twenties up to the fifties there was interest in reopening the colliery to get more of the high quality Borehole Seam Coal but ultimately no action was ever taken.

I was however reminded of an early trolley wire application in New Zealand and Ray Graf was kind enough to supply a copy of a photograph of three substantial trolley wire locomotives at Westport in New Zealand.

I would suggest the locomotives listed in the article may have worked there, though how the builders could have become confused between the two countries is not clear.

The Sulphide Corporation is also listed as an owner of four locomotives at its Cockle Creek Works. In August 1918 to mark the visit of the Australasian Institute of Mining Engineers a booklet was issued describing the works in detail. The Company's correct name at that date as noted in that publication, was the Sulphide Corporation Limited.

Three internal systems are noted at that time. Standard gauge was used to move incoming and outgoing materials, a two foot system seems to have fulfilled most of the internal role of moving material and a three foot system is mentioned, together with the two foot system, in servicing the three blast furnaces then in service.

The two foot system is referred to as using at least one five ton trolley wire locomotive, which from an illustration was of low profile with a centre mounted trolley pole. That electric locomotives worked the three foot gauge railway is not mentioned. However, one of them is illustrated at a blast furnace. As originally built they had a full height enclosed end cab surmounted by a large light and collector. While the driver is illustrated sitting in the usual low position at frame height, the cab may have been designed to allow him to stand and view around and over the blast furnace charge cars while giving some protection against the heat.

Further confirmation of the locomotives' gauges comes from an advertisement in the *Sydney Morning Herald* in 1928 when "electric locomotives two foot and three foot and overhead equipment" were offered for sale by the company. A year earlier Goninan & Co Ltd had offered for sale "two General Electric five ton locomotives 250 volts DC" together with other general plant. Presumably Goninan & Co were acting as agent for Sulphide Corporation.

The two three foot gauge locomotives appear not have found a buyer until National Oil Corporation, though there is no mention in the National Oil Corporation records of the gauge change, their first mention in the records being on their arrival at Glen Davis.

For readers with LR 121 one of the GEs is illustrated on Page 5 when it still had the original cast frames.

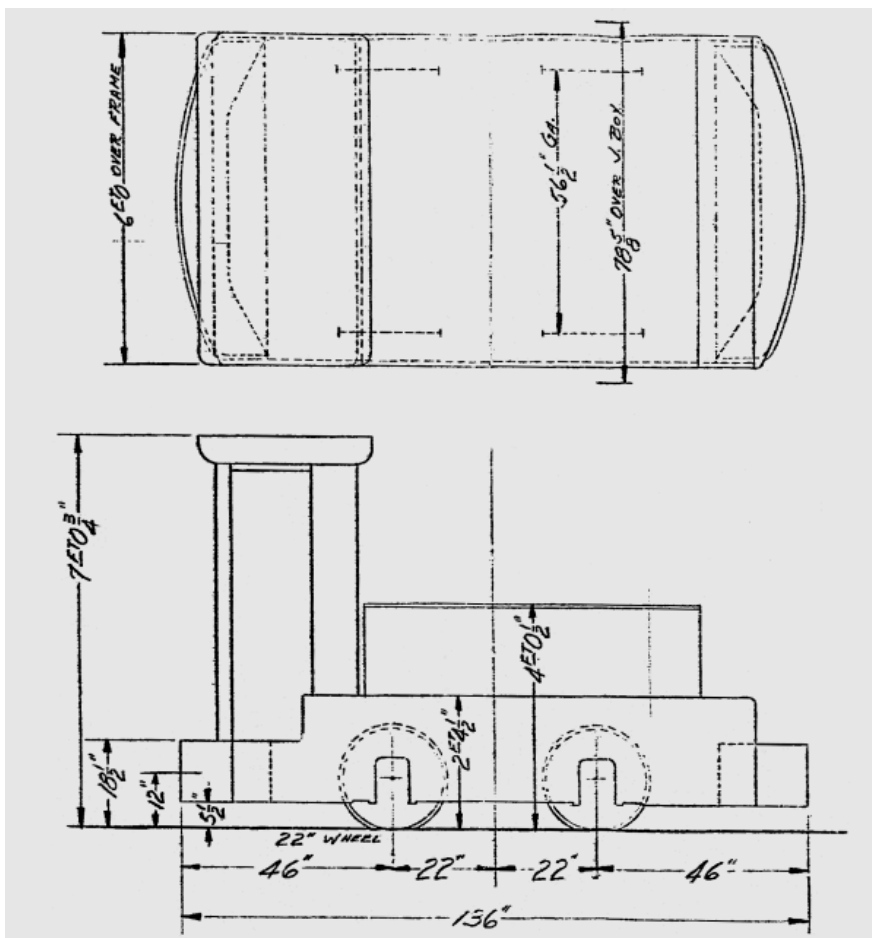
Craig Wilson
Beecroft NSW

Dear Sir,

One omission from the item on General Electric locomotives was mention of the 1210 class of Co-Co diesel electric locomotives built for the Queensland Railways, later (1956) the 1300 class, and finally (1965) the 1150 class. These were GE 31090 to 31099 of 1952.

Peter Medlin
Fern Tree Gully, Victoria





Standard gauge General Electric battery loco for Mulwala Explosives Factory, 1943.

Dear Sir,

There are at least two additions to be made to the list of General Electric locomotives in LR140. While Phil Rickard and I were researching at the Explosives Factory Maribyrnong we came across the specifications and instruction manual for two 4wBE GE mine locomotives supplied to the Mulwala Explosives Factory.

These were ordered for the E I du Pont de Nemours & Co Inc, Gopher Ordnance Works, Rosemount, Minnesota in 1942 but were sent to Mulwala, NSW, as part of the package of factory equipment supplied under the Lend-Lease Agreement. Some details are as follows:

Design: Locomotive two-motor storage battery industrial type (with steel cab at one end), type LSBE-205-C

Weight: 5 tons Gauge: 4 ft 8½ in.

Builder's numbers: 17993 and 17994

The Mulwala factory was constructed in New South Wales just across the Murray River from Yarrawonga, Victoria, to manufacture American-type smokeless propellant "powder" and commenced production in December 1943. The locos were (are?) used on the factory's internal railway to propel the standard-gauge transfer cars which carry the 3 ft gauge solvent-recovery cars between the propellant press houses, the solvent recovery houses and the unloading and screening houses. This line had a total length of about 2.5 km.

Ron Stafford believes that the despatch details seem to indicate that the locos would have been sent to the Gopher Plant before

being shipped to Australia. I agree that is likely to have happened, because Dupont were the suppliers for Mulwala. According to the official history, the Mulwala plant came from Dupont and appears to have included equipment which had been intended to be installed at the Gopher works. This is probably the case, although the design work for Mulwala, including tramways based on Dupont designs, was under way at least as early as June 1942 (that date is on a drawing for a solvent recovery car). As the locos were not ordered until September 1942 (a loco specification sheet is dated 11 September) I presume Dupont ordered any equipment they did not have on hand to make up the complete package. There is also a copy of an order dated 23 October 1942 for an outline drawing of the locos, which shows that the drawing was despatched to Dupont on 1 February 1943.

What I don't know is when the locos actually arrived in Australia - although I'm sure they did arrive as there is a later (1970s) drawing of wiring.

Other rolling stock for Mulwala seems to have been constructed locally to Dupont designs. The Maribyrnong collection included a Dupont drawing dated June 1940 for a nitrocellulose car which seems to be the basis for a Directorate of Explosive Supply equivalent dated October 1942. They also have a copy of an Edw G Budd Mfg Co drawing of a solvent recovery car.

Colin Harvey
Reservoir, Victoria

Dear Sir

The publication *Sulphide Corporation Ltd* published by the Australasian Institute of Mining Engineers (No.31, August 1918) shows GE trolley wire locomotive either 2989 or 2990 at the No.1 blast furnace at Cockle Creek. It seems that this locomotive was used to haul slag from the furnace to the dump.

There are also illustrations of a small gauge GE trolley wire locomotive, possibly 5756 or 5757, both outside and on the charge floor within the H.H. Plant building in the same publication.

There is a photograph of one of the Mount Morgan GE locomotives on the feed floor of the blast furnace at Mount Morgan, illustrating charge car dumping, in *The Mining and Engineering Review* for 5 August 1916.

A number of good photographs of the Kandos locomotives are to be found in museums west of Sydney. In my National Oil Pty notes I have auction notice details of the Kandos locomotives; the sale was with Glen Davis equipment in 1953.

Ross Mainwaring
St Ives, NSW

Dear Sir,

Light Railways at Sorrento, Victoria (Letters, LR 140)

Recently a reader requested information regarding a short tramway at Rye, Victoria.

From about 1932, I spent my Xmas holidays at nearby Rosebud and, over the years, wandered far and wide. I think I came upon the plant and its short tramway in about 1938. The tramway was quite narrow, maybe about 15 in. gauge, and led a short distance to, but without reaching, a shallow quarry. It was derelict even then. Several small skips were lying around, and I remember unsuccessfully attempting to re-rail one.

My father later told me he had worked there briefly in the late 1920s, repairing electrical switchgear, and that it was a fertiliser plant crushing "Guano" taken from the quarry. I last saw the plant about 1944, still isolated amongst the ti-tree. I believe the building was later refurbished, and perhaps still exists.

The holiday camp I stayed at was "Hindhope Park" in Borneo Road, Rosebud (now a supermarket). During the 1940s, the then owners, whom I believe were timber merchants, obtained a narrow gauge railway carriage for use as a dormitory. I slept in it several times and recall that it had vestibule ends. Can anybody tell me where it came from or what was its fate?

R.L. Atkinson
Coldstream, Victoria

Dear Sir

An Australian Military might-have been (LR 133)

A typographical error occurred in my article about the Orenstein & Koppel locomotive displayed in Melbourne after the

First World War. Its appearance suggests it was built in the period up to 1902, not 1920.

I am indebted to Bruce Macdonald for providing me with a copy of a 1969 letter from the Australian War Memorial. This letter indicates that the locomotive was indeed used on the temporary supply line from Gamli towards Beersheba, as illustrated in the diorama on display at the War Memorial in Canberra. This line was commenced on 30 July 1917 and saw use until the fall of Beersheba on 31 October. It also states that the locomotive was displayed at the Exhibition Building, Melbourne, until sold for scrap metal in April 1937.

John Browning
Rockhampton, Q.

Dear Sir,

The accompanying photo [top right], from the Mark Plummer collection in the LRRSA archives shows the Orenstein & Koppel 0-4-2T locomotive near the Melbourne Exhibition buildings in Carlton. The view is looking east, across Nicholson Street, with the Roman Catholic Academy of Mary Immaculate in the background.

The photo, whilst not of absolute clarity, does clearly depict the wheel arrangement and motion; detail that was lacking in the print in LR 133.

Whether the print can be dated prior to 1925, the year when exhibits are supposed to have departed for Canberra, is not sure.

Phil Rickard
Ringwood, Victoria

Dear Sir,

Jetty Tramways of South Australia (LR 142)

I was most impressed by the two Jetty Tramways of South Australia articles in the August '98 issue. It appears, however, that Mr Lockyer has fallen prey to a geographical quirk - there are two distinct "Dutton Bays" on the Eyre Peninsula! The lesser-known one is on the east side of the peninsula, while the other (which is more correctly called "Mount Dutton Bay" but is apparently known locally just as "Dutton Bay") is at the head of Coffin Bay on the west side.

The information in Mr Lockyer's article refers to the Mount Dutton Bay Jetty, but the article and map locates it incorrectly on the east side of the peninsula. Mr Cutter's article describes the condition of Dutton Bay (actually Mount Dutton Bay, but using the abbreviated name) in its correct, west side location.

These comments do not reflect on the excellent content of the articles, but should clarify a potential source of historical confusion. Incidentally, I was made aware of the existence of the two Dutton Bays some time ago by Ralph Holden, who was in turn confused by the supposed location of the fictitious "Dutton Bay Tramway" model which John Dennis and myself have been building for the past 25 years.

Peter Knife
Sydney, NSW



Dear Sir,

Steam Tourist Railway Proposal, Cairns (LR 142, page 24)

The news item referring to the late lamented "Mulgrave Rambler" stirred memories of the last run of that most fascinating little train.

Through the efforts of Owen Johnstone-Donnet, leader of a St James Rail Group touring the Queensland Railways, the "Rambler" was steamed for 'one last run' - on Tuesday, 18 June, 1996 - and the enclosed photograph [above], taken by a Cairns Post staffer, resulted.

David Burke
Buradoo, NSW

Dear Sir,

Quarry Tramway at Bungendore, NSW

I have an anthropologist friend who is currently preparing an Environmental Impact Report for the National Parks & Wildlife Service on the gravel and sand quarries around Lake George near Bungendore, NSW. During his survey he discovered what appears to be the formation of an abandoned (narrow gauge?)

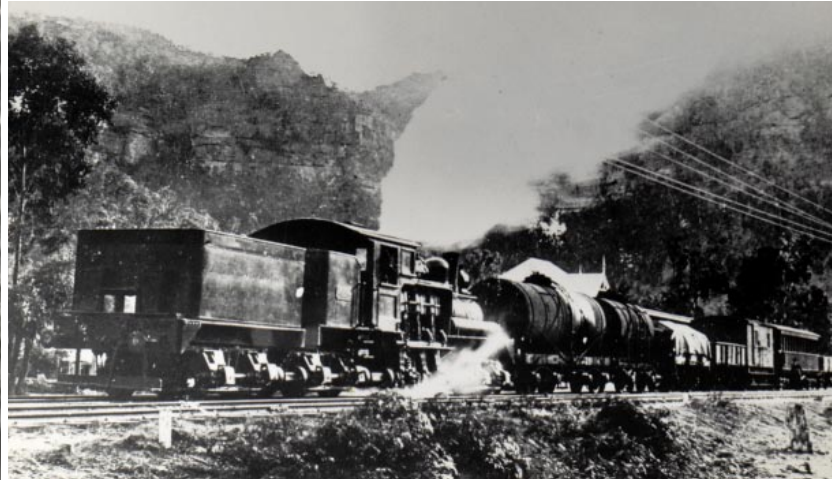
railway which may have been used between the gravel pits and a possible point with the Goulburn-Queanbeyan railway near or in Bungendore township. He reports as follows:

Once I guessed our gravel quarries must have been connected with the narrow gauge railway illustrated in the article, I spotted that there was indeed an obvious railway formation visible from the road between Bungendore and Sutton. This is a distinct embankment west of the landing ground and a cutting visible in the ridge at Sunnyville. The formation runs southeast in a gentle curve towards Bungendore, but ends in an abrupt embankment near the bend in the road, where there is a creek line, probably a former course of the Millpost Creek. I suspect there must have been a timber bridge at this point, but have not yet been able to follow the line closer to Bungendore.

My research does not indicate any branch to the Government railway, so it is possible that, if it existed, it was a privately-owned railway operation.

We are eager to follow-up these findings and would be grateful for any information.

Ken Williams
North Rocks NSW



Wolgan Valley Railway No.3; clockwise from top left: Taking water from Penrose Creek, near the Newnes end of No.2 tunnel; Posing with its driver and fireman - the driver looks comfortable in his commodious wooden cab; About to depart from Newnes with a mixed train - turning facilities were available only at Newnes Junction, Deane and Constance, so all locomotive movements between Constance and Newnes were tender-first in one direction; With No.4 (right) derelict at the works site in December, 1946. Interesting to note that the Lima works plate is still in place on No.4's smokebox, and likewise the Gibson Battle dealer's plate on the bunker of No.3 - in more recent times, these would have been the first items to go! All photos: Grant McCarthy collection.

