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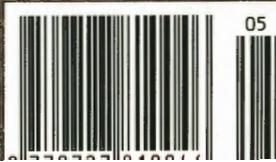
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LIGHT RAILWAYS

Australia's Magazine of Industrial & Narrow Gauge Railways



Light Railway Research Society of Australia Inc.



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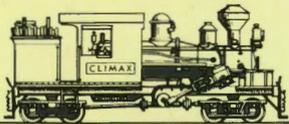
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1 inch (in)	25.40 millimetres
1 foot (ft)	0.30 metre
1 yard (yd)	0.91 metre
1 chain	20.11 metre
1 mile	1.60 kilometres
1 super foot	0.00236 cubic metre
1 ton	1.01 tonnes
1 pound (lb)	0.454 kilogram
1 acre	0.4 hectare
1 horsepower (hp)	746 Watts
1 gallon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

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Comment

Twenty years ago, it would not have been possible to produce a magazine of the standard of *Light Railways* for the modest budget we have.

What makes it so now is that major advances in technology have revolutionised previously time consuming and expensive tasks. Contributions typed on computer are now sent in by e-mail or on disk; the powerful Macintosh G4 that creates the finished artwork provides the sort of creative control my predecessors could only dream of; PDF technology allows John to check the art in Rockhampton as Bob does the same in Geneva; whilst PDF proofing, via the internet, and computer-to-plate printing technology have literally trimmed days from the production process.

Another element that has emerged in recent years is the growing popularity of digital cameras. Several readers have asked that we clarify our position regarding the use of images from these cameras, and the short answer is that, provided the format is suitable and the size of the file is sufficiently large, we're more than happy to receive them. Apart from the obvious convenience, it saves our hard-pressed budget from the expense of a trade house scan!

If you'd like to supply digital images for *Light Railways*, please save in JPG or TIFF format, at a minimum of 300dpi resolution based on full size of final reproduction (say 80 x 130mm, plus cropping allowance, for a typical photo in our news section). Files of 3Mb or less can normally be e-mailed to us.

A cautionary note, however: If planning a shot with a larger application in mind, such as a cover or double-page spread, please capture on transparency or print film, as the scans required are generally too large for the present generation of digital cameras (the scan produced for this issue's front cover, for instance, is 86.9Mb). This is one reason why in the advertising industry, where I work, the colour transparency still reigns supreme, and is likely to do so for some time yet. *Bruce Belbin*

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

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

Light Railways is the official publication of the Society. All articles and illustrations in this publication remain the copyright of the author and publisher. Material submitted is subject to editing, and publication is at the discretion of the Editor.

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

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

Cover: *Proserpine Mill's ex-NSWGR Walkers B-B DH 14 (701 of 1972), rebuilt by Bundaberg Foundry (7339 of 1998), hauls a rake of cane towards the mill at Noorlah, North Queensland, on 4 September 1999.*

Photo: David Rowe



Krauss 0-4-0WT 2178 of 1889 and water gin coupled to a string of four-wheeled side-tipping wagons at Marion Lake circa 1920, during the period of ownership by A H Hasell.
Photo courtesy Port Dock Railway Station Museum

Tramways in the Marion Bay and Stenhouse Bay Areas of South Australia

by Arnold Lockyer

Part one: Marion Bay

Background

Salt and gypsum deposits large enough to support commercial exploitation exist, or have existed, in widely separated areas of South Australia. In some areas, where both minerals have occurred together, they have been mined simultaneously. In others, one has been mined until it was 'worked out', or became uneconomical, and then the mining of the other has taken over.

At the bottom of Yorke Peninsula, in the Marion Bay/Stenhouse Bay area, both minerals have been mined either separately, or together, for almost 100 years.

With a few exceptions, salt and gypsum fields were some distance from major towns and, until recently, were rather isolated. Marion Bay and Stenhouse Bay were no exception. Roads were either poor or non-existent. Supplies were brought in by ships, which, in turn, took away the salt and gypsum. The small communities required to operate the mines did not justify a local newspaper and their activities, and that of the mine, seldom rated a mention in the nearest town's paper.

As a result, when trying to record the history of the tramways that served the mines, one is restricted to old Mines Department reports and photographs, and, in later years, local histories prepared and published by local District Councils and Historical Societies. Much of the information in this article came from these sources and the personal observations of the author, who visited Stenhouse Bay when the tramway there was still in operation and shortly after it was no longer in use. All the tramways covered by this article were 2ft gauge.

1889-1898. The Australian Gypsum & Whiting Co Ltd

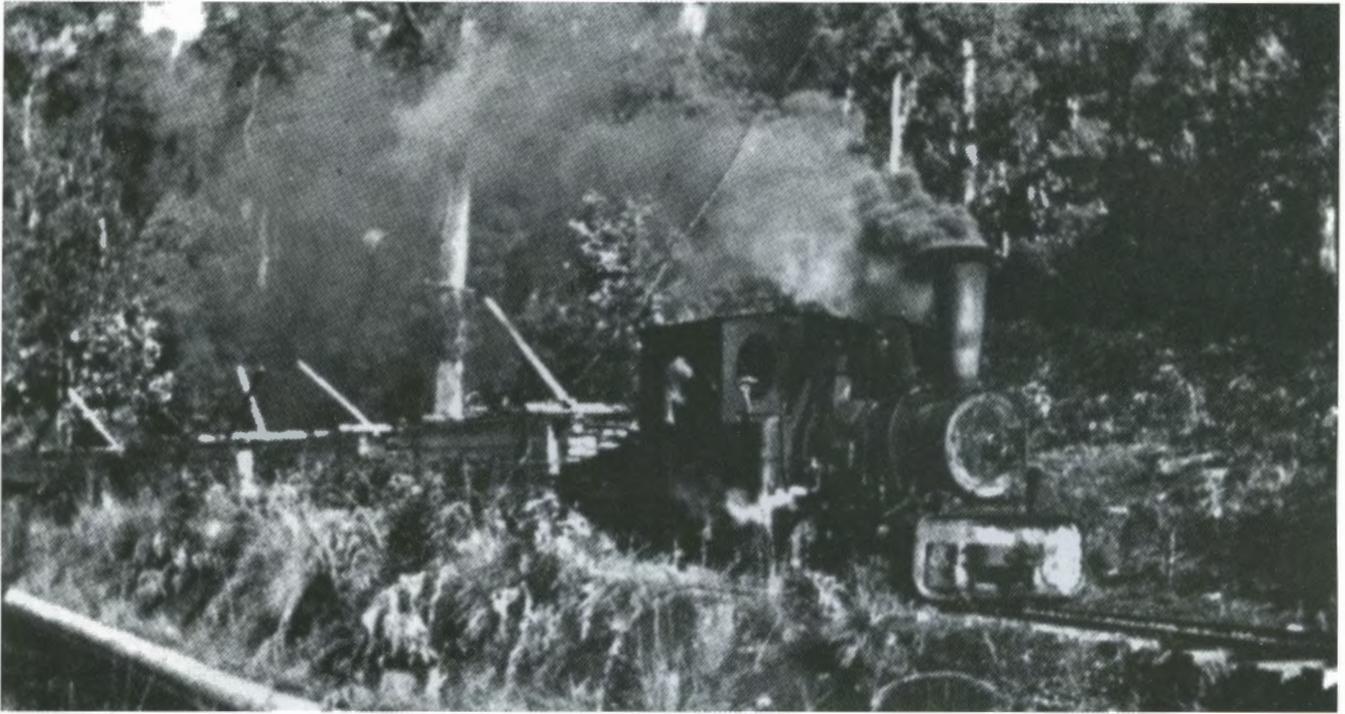
In 1889, The Australian Gypsum and Whiting Co. Ltd. was formed in Melbourne to take up gypsum leases at and around Marion Bay. The Company spent a large sum (about £30,000) in development, including the building of a jetty for shipping out the gypsum and the laying of a wooden tramway between the jetty and the lake, ie Lake Marion.¹ This tramway was probably laid in the early 1890's and the Company also built another similar tramway to the whiting leases, about 3 miles to the north. In 1891, a Mr Winnecke, on behalf of the company, applied for permission to build tramway tracks "across the reserve".² Unfortunately the writer did not indicate to whom he applied or the location of the reserve. It is suspected that the reserve would have been near the jetty and the tramway was being laid to the whiting leases.

Gypsum from Marion Bay was to be shipped to Melbourne, where the Company had erected a plaster of paris factory. In spite of spending in all about £70,000, the project proved to be unsuccessful and the Company was liquidated in 1898,¹ before operations commenced.³

1898-1925. A H Hasell

On liquidation, all the Company's interests at Marion Bay were taken over by Mr A H Hasell of Melbourne. In 1901, he relaid the tramway - about 5 miles long - with steel rails and introduced steam traction,¹ from which it would appear the previous operator had intended to use horses. Although Mr D C Winterbottom, in SA Department of Chemistry Bulletin No.7 dated 1917, stated that "in 1901, Mr Hasell...installed two locomotives to haul gypsum to the jetty", there is some doubt about the number quoted. During the time that Hasell was at Marion Bay he did own two Krauss steam locomotives, but did not acquire the second until about 1913.⁴

The first locomotive, Krauss 2178 of 1889, was used on the construction of the Happy Valley Reservoir in South Australia in the 1890s. It was sold to A H Hasell and remained at Marion Bay⁵ where it was eventually written off and abandoned. In 1937, a friend of our late LRRSA member, John Goggs, on a



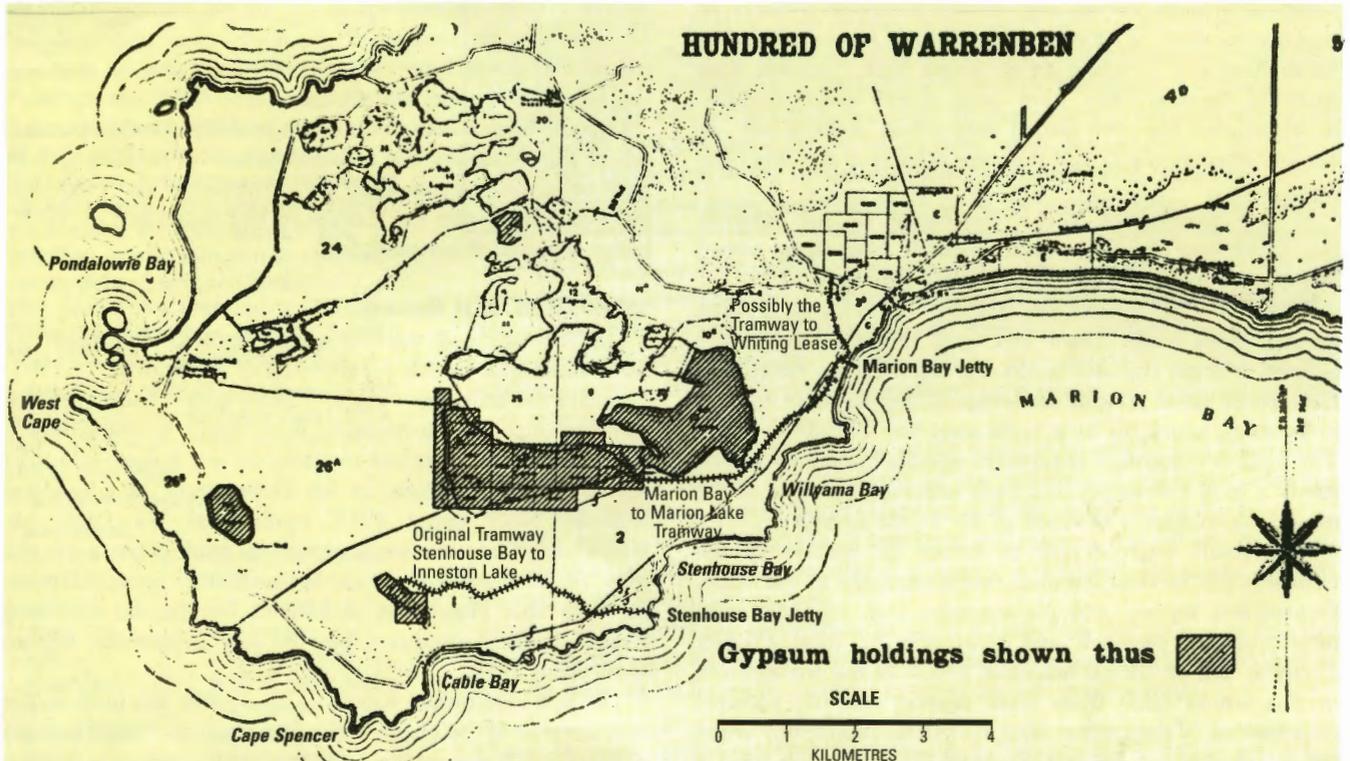
In 1925, Krauss 0-4-0WT 4387 of 1900 was sold to the Rubicon Timber & Tramway Company in Victoria, and is seen near Lower Rubicon hauling a load of sawn timber to Alexandra. Photo: NE Wadson collection

visit to the area, photographed the locomotive still upright but minus its funnel and surrounded by undergrowth near the shore end of the Marion Bay jetty. On 23 January 1947, it was still there, but had been tipped over onto its side and vandalised, with the cab ripped off. By January 1969, it had completely gone.⁶ According to the locals, after it had been stripped and vandalised by visitors, it was cut up by scrap merchants, who had been active in the area "in recent years".

The second locomotive, Krauss 4387 of 1900, was brought to South Australia by Wadey and Company for use during the construction of the Metropolitan and Export Abattoirs at

Gepps Cross, in 1912. On completion of that project, it was sold to A H Hasell. In 1921, it was condemned, at the premises of Simes and Martin, Engineers, at Port Adelaide. Though reboilered, the loco's new boiler was not registered, which would indicate that it never again worked in South Australia. In 1925, the year that Hasell disposed of his Marion Bay operations, it went to the Rubicon Timber & Tramway Company in Victoria.⁵

From the foregoing, it appears that, at the time Mr Winterbottom prepared his report (1917), Hasell did have two locomotives and, because of the dates on their builder's



This early map, prepared by the Department of Mines, appeared in South Australian Dept of Chemistry Bulletin No.7 of 1917 as part of an article by D C Winterbottom on SA's gypsum resources titled Gypsum & Plaster of Paris. Sections have been retouched and relettered to aid legibility.

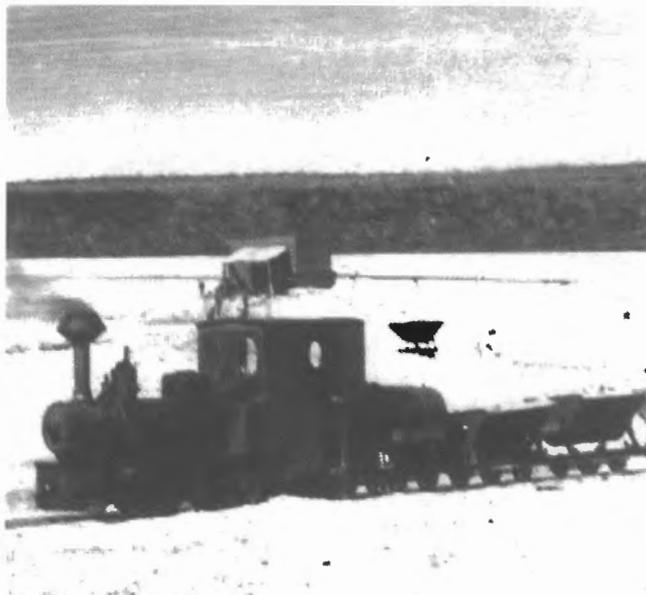
plates (1889 and 1901), he assumed that they were there in 1901. It should be noted that only the first locomotive was registered by the new lessees when they took over the Marion Bay operations.⁴

In addition to the improvements already mentioned, Hasell also increased the length of the Marion Bay jetty to 536 feet.² The implementation of these improvements must have taken some time, as it was not until 1905 that a small amount of gypsum was bagged and sold.³

Little is known of what happened to the tramway to the whiting leases north of the jetty. All reports of the Marion Bay operations after Hasell took over relate only to the gypsum mining. However, according to an old resident "my late father told me there was a single rail line from a whiting works about two miles north of Marion Bay",⁷ which would seem to indicate that the line was used. Unfortunately, he gave no indication of the date, so when and for how long this line operated remains a mystery.

By 1917, Hasell had introduced "up to date" methods to the quarrying operations to increase production. These included the use of dynamite to blast out the gypsum, with boring for the charges being done by single-man compressed air rock drills of the jack hammer type.¹ Quarried gypsum was loaded by hand labour into side-tipping trucks which were hauled, one or two at a time, by horses across the floor of the lake. Marshalled into trains at the edge of the lake, the trucks were then steam hauled to the jetty for shipment, or to stockpiles where the gypsum was held for shipping during the winter months.¹ A contemporary photograph shows a train at the stockpiles consisting of approximately 16 one cubic yard, side-tipping trucks. The total number of trucks on the tramway was around 70,¹ plus at least one four-wheeled 'water gin' (auxiliary water tank).

Little has been recorded about the nature of the trackwork, but a photograph shows some rail consisting of "T" section connected to a set of stub points which are made from standard light-weight flat-bottom rails.



Krauss 2178, with water gin attached, collects loaded wagons out on the lake. Date unknown. Photo: SA Mines Dept, courtesy Dr Ludbrook

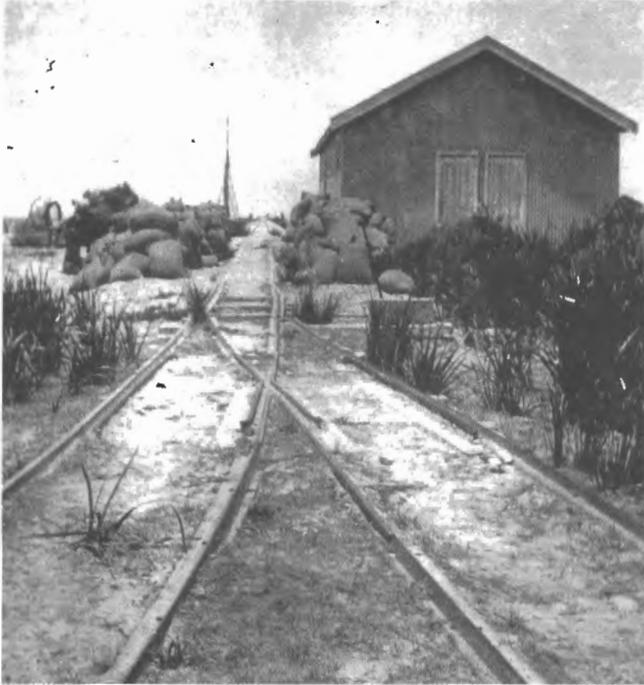
Up until 1925, when Hasell's leases were transferred to the Victor Electric Plaster Mills Pty Ltd, there seems to have been little change to the operation of the tramway. Gypsum was blasted from the lake, loaded by manual labour into the trucks, which were then pulled in ones or twos by horses to the side of the lake, assembled into rakes of 10 or 12, then taken away by steam traction.² It was not until 1928 that the new operators finally transferred the boiler registrations, including that of the Krauss loco, into their name.⁴

1925-1930. The Victor Electric Plaster Mills Pty Ltd

At the time the new lessee took over, the plant was apparently beginning to show its age, with the Krauss locomotive beginning to give trouble. Though the company registered the Krauss in



With one of the Krauss 0-4-0WT locomotives at the head, a lengthy train load of gypsum is discharged onto the stockpile at Marion Bay, circa 1917. Photo: SA Dept of Chemistry



The junction of the tramlines at Marion Bay, during the Hasell period. The points feature an unusual stub swith and appear to have been constructed from a combination of inverted 'T' section and standard light flat-bottom rail. Photo: SA Mines Dept, courtesy Dr Ludbrook

1928, this may have been a 'catch-up', or as insurance to maintain the loco as a standby unit. By then, the company had undertaken a large number of improvements, including adding 1400 feet to the jetty and equipping it with a T-head, and acquiring two 45hp internal combustion locomotives from Vulcan Iron Works, Wilkes Barre, Pa, USA. Carrying

builder's numbers 3549 and 3655 of 1926, they became locomotives 'F' and 'G' respectively.

A certain degree of mechanisation was now applied to the actual quarrying process. A diesel-powered shovel was imported from the USA, and the existing portable washing and screening equipment was attached to it. Numerous temporary tracks were laid across the lake. As the shovel and its attached plant moved, it left heaps of gypsum of 5 to 6 tons, which were then loaded into the rail trucks.²

The company continued to operate until 1930, when it was amalgamated with the Peninsula Plaster Company and Australian Gypsum Ltd to form Australian Gypsum Products, the mining subsidiary of which was Waratah Gypsum Pty Ltd.²

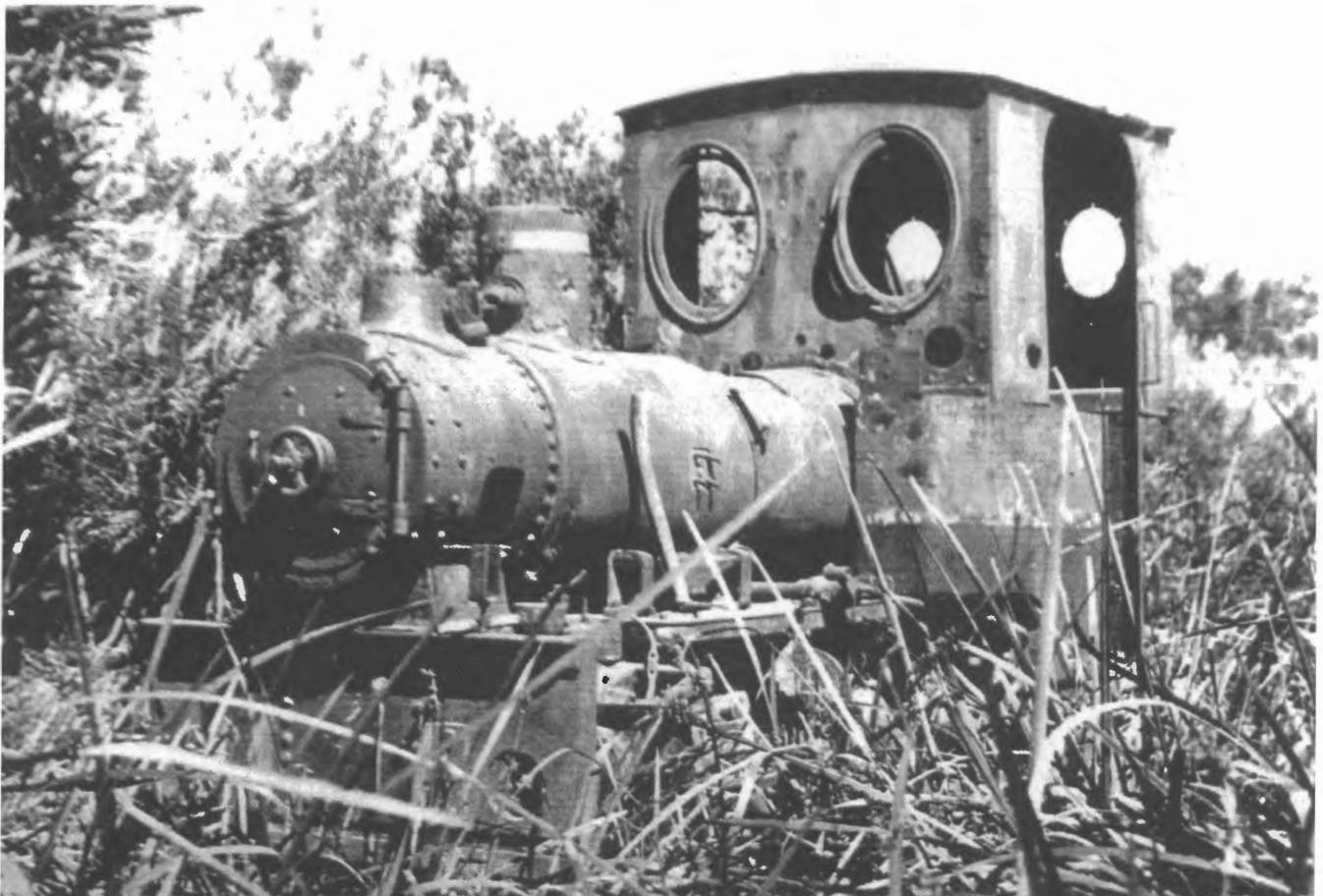
1930-1932(?). Waratah Gypsum Pty Ltd.

When Waratah Gypsum Pty Ltd took over in 1930, a decision was made to transfer the centre of operations from Marion Bay to Stenhouse Bay and, by 1934, this had taken place.⁸

Some thirty years later, the most obvious reminder of the Marion Bay tramway was the section of track that remained on the much-shortened jetty, still in 2ft gauge.

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Krauss 2178 seen abandoned in the undergrowth near the shore end of the Marion Bay jetty in 1937.

Photo: John Goggs collection

West Coast Rail Trails

by Alexander Cooke, Mark Plummer and John Robin

Rail trails are walking, cycling and horse riding trails along the formations of disused railways. They help preserve railway history and keep the old rights of way in public hands. Many such trails have been developed around Australia, with Victoria having the most developed trails.

Although the term rail trail is not used in Tasmania, individual efforts by different departments and some private individuals have meant that a number of closed railway lines are now accessible for bushwalkers, cyclists, horse riders and four-wheel drive vehicles.

Magnet Tramway (16km)

Seated on top of the rearmost truck was the guard, clad in an oilskin coat and gumboots. Now and then he laughingly sympathised with the 'Itinerant', which only tended to exasperate him more. As if the rain wasn't sufficient, the wind in the trees would also send down showers of water. When the Magnet siding was reached, it was a limp and sorry being that clambered down from the truck and gave up his ticket. The trip to Magnet Mine is recommended to anyone who is tired of ordinary train travel. The fare is 2/6d.

So wrote an "Itinerant Traveller", quoted in Lou Rae's book *Railways and Tramways on Tasmania's West Coast*. The Magnet tram served the silver mine at Magnet between 1900 and the early 1930s. It was a torturous 2ft gauge line about 16km long running through beautiful rainforest between Magnet Junction near Waratah and the town of Magnet and its mine. Trains were operated by three Orenstein & Koppel steam locomotives, one of which still exists in Western Australia.

To find the line today, drive out of Waratah on the Corinna Road for a couple of kilometres until you come to the Waratah tip on the right-hand side. The formation starts at

the tip. Leaving the flies behind, the formation quickly descends into rainforest. The track is driveable in a 4WD and is certainly walkable or able to be cycled. There is at least one trestle bridge which has been filled in, but you can still see the cross beams!

The track is very windy, passing through the inevitable rainforest, until you come to the Arthur River. The trestle across the river still exists, but it has partly collapsed – so time to get your toes wet.

From here the railway follows the Arthur River flats through what were once farms, finally turning left up Magnet Creek Valley to the mine site.

Although all buildings are now gone, there is a lot of junk lying around to look at and the marsupial lawns amidst the epiphytic fern strewn willows offer some marvellous camping sites. Bits of the mine's battery still stand and there are odd ruins including loading banks. If you're too tired to go back the way you came, a quick way out is via the zig-zag road up through a quarry and back out on the Corinna Road again.

Tullah Tramway (approx 5km)

Until the opening of the Murchison Highway, the only access to the little mining township of Tullah was by a 2ft gauge railway. It connected with the Emu Bay line to Burnie at Farrel Siding, just north of Rosebery. The line was closed in 1962 when the Murchison Highway finally reached Tullah, and the creation of a large artificial lake subsequently cut the formation in two.

The part of the line closest to Tullah has been restored and is operated by one of the original Fowler steam locomotives *WEE GEORGIE WOOD*, named after a vaudeville singer from early last century.

You can walk along 4 to 5 kilometres of the old formation on the other side of the lake. To do this, go to the Lake Rosebery boatshed. The access road to the boatshed is on the old railway formation. Simply walk past the boatshed and

On the Magnet S. M. Coy's Tramway
Magnet, Tasmania



One of the Orenstein & Koppel Mallet locos hauls a train through the rainforest on the Magnet Tramway. Photo: Winter's Studio, Burnie

keep going to follow the old railway formation down to the edge of the lake.

North East Dundas (two sections – 5km and 14km)

This rail trail follows the route of an old mining railway which ran from Zeehan to the mining settlement of North East Dundas, later known as Williamsford. The line closed in 1932.

The main features of this rail trail are the Montezuma Falls, the cuttings, embankments and bridges of the old railway, and the dense rainforest. The forest is notable for myrtle, sassafras and leatherwood trees. When the leatherwoods trees bloom they are magnificent to see. The falls are over a hundred metres high and are the tallest in Tasmania.

The old formation can be followed between the Murchison Highway at Melba Flats (7km north of Zeehan) and Williamsford. The rail trail is clearly signposted at both the Melba Flats and Williamsford ends. The rail trail is suitable for walking and cycling from Williamsford (5km to the falls) and for walking, cycling and four-wheel drive vehicles from Melba Flats (14km to the falls).

On the Williamsford side of the falls, a landslide has reduced the width of the formation to around half a metre for about a hundred metres. This landslide, and the lack of a bridge across Montezuma Falls, prevents a through journey by four-wheel drive vehicle, but not for walkers or determined cyclists. A footbridge is currently being built across the front of the falls. It is yet to be seen if the footbridge will be wide enough to take bicycles.

At Williamsford there is a car park leading into a dirt road. You can also see the formation of the Hercules Haulage, which

delivered ore to the tramway. The road branches into two, the right-hand branch leading down to a creek crossing and the rail trail. The creek was once crossed by a trestle bridge carrying the railway. Once across the creek, the rail trail is on the old formation. It is easy to walk and cycle, but muddy and narrow in cuttings.

There is one old railway bridge still intact. A footbridge has recently been built next to this bridge suitable for walkers and cyclists. From the landslide to the falls the sleepers are intact complete with dogspikes.

At the Williamsford side of the falls there is a boardwalk leading to the falls themselves and a viewing platform at the falls. Most people approach from this end, as it is a shorter distance to the falls than from the Melba Flats end, and access to the falls from that side is not as easy as it is from Williamsford.

You will often find international backpackers on the rail trail as it is now described in many guidebooks as a wonderful walk to Tasmania's highest waterfalls. At the falls themselves all that remains of the railway bridge are some fallen timbers in the gorge.

Melba Flats to Zeehan (11km)

The railway line between Melba Flats and Zeehan has been closed, although the rails are still there for most of the distance. There are proposals to reopen but at present you can hike between Melba Flats and Zeehan.

There were two railways running parallel in this section, one was the 2ft gauge railway to North East Dundas, the other the 3ft 6in gauge line to Burnie operated by the former Emu Bay Railway Company.

Zeehan to Spray Mine Tunnel (5km)

This rail trail follows two old mining railways, one of which passed through a tunnel. It provides excellent views of mining areas close to Zeehan. The vegetation in the area is mostly scrub.

Start in Zeehan at the intersection of Main Street and Fowler Street. Turn into Fowler Street and go past the golf club. You are now on an old railway embankment. At the next intersection after the golf club, turn right. You are now on a one-way road to the Spray Mine's railway tunnel. If you are on foot, bicycle or driving a small vehicle, go through the Spray Tunnel to the cairn at the other end. If you are in a large four-wheel drive vehicle you will probably get stuck in the tunnel!

The plaque on top of the cairn outlines the history of the Spray Mine. To the right is a track leading to the mineshaft.

With the Spray Tunnel behind, you turn left and follow a dirt road climbing up the grade, and go around the hill to a very sharp left corner. You are now on the formation of another mining railway. Follow it back to the golf course and Fowler Street.

Zeehan to Strahan Road (52km)

The Tasmanian Government Railways operated a 3ft 6in gauge railway line between Zeehan and Strahan. It was closed in the early 1960s. For many years the closed line was a four-wheel drive track, although there were difficult sections where large sand dunes encroached along the formation.

In the 1970s the Tasmanian Government sealed most of the old formation and it became the main road between Zeehan and Strahan. There are some portions of the permanent way that are still intact and can be driven on in a 2WD for several kilometres, including "Firewood Siding" which appears to be a mine site. Some telephone poles still remain.



On the North East Dundas Tramway, a 'G' class 0-4-2T leads a short mixed train across the trestle bridge at Montezuma Falls.

Photo: courtesy Ralph Proctor, from Phil Belbin collection



The North Mt Lyell Railway's Riley railcar pauses for a photograph beside the Bird River.

Photo: Frank Stamford collection

Strahan to Regatta Point (3km)

This short walk follows the route of the railway line built along the waterfront to connect the line from Burnie to Strahan with the terminus of the Mt Lyell Company's railway at Regatta Point. The railway from Regatta Point to Queenstown is now being rebuilt for tourists as the Abt Wilderness Railway.

The walk runs along the foreshore for its entire length starting from West Strahan Beach and finishing at the restored Regatta Point railway station.

Margaret River Power Station to Lake Margaret (3.5km)

The Margaret River Power Station was the first hydro-electric power station in the State. The Mt Lyell Mining and Railway Company built it in 1914 to supply electricity to its mine when supplies of firewood became scarce as the surrounding bush was logged out. A wooden pipeline was laid between the power station and Lake Margaret, with a tramway running parallel for maintenance purposes.

The Power Station is still in operation today, using generators dating from 1918, and may be inspected by the public. The wooden pipeline still carries water and the tramway remains in place.

Leaving Queenstown towards Zeehan, the turn off to the power station is signposted on the right approximately 3km from town. Walkers should register at the power station. From there a steep zigzag track leads up the hill beside the pipe and a cable haulage. Allow 40 minutes to reach the top. From this vantage point superb views may be had of the surrounding ranges.

The wooden-railed tramway starts at this point. The walking path is actually a boardwalk laid between the rails. As you walk, the wooden pipeline is on your left, crossing to your right side where the tramway becomes steel-railed. Jets of water spray out at intervals where the pipe has developed leaks. Allow 40 minutes to walk along the tramway to the dam wall.

The North Mt Lyell (5km 4WD and 8km walk)

The 3ft 6in gauge North Mt Lyell railway line once ran from the eastern side of Mt Lyell, at Linda and Gormanston, to Pillinger on the Kelly Basin of Macquarie Harbour.

Leaving Queenstown, the first few kilometres of the line are now part of the Queenstown to Hobart Highway. From there, the old formation turns south and is covered by the waters of Lake Burbury. Unless you have scuba gear you must backtrack to Queenstown and take the road south through Lynchford over Mt Jukes to the south end of the lake.

There, the old formation is adjacent to or part of an all weather two-wheel drive road. After several kilometres, there is a car park and barrier across the trail. Beyond the barrier is the Bird River Bridge. This is believed to be the original railway bridge, dating from 1899. Near the bridge is an old water tank that once refilled the tenders of the North Mt Lyell's steam locomotives.

From the bridge it is an 8km walk to the old port of Pillinger. The track is muddy in the cuttings and slippery where landslides have partially filled some cuttings. In other places, landslides have undermined the old formation and, because of this, it is not practical to follow this trail by bicycle.

The rail trail follows the wild Bird River half the way to the old port. The walk is entirely in the World Heritage area and the scenery is magnificent. Many relics of the old town of Pillinger can still be seen, including the remains of the old jetty and the brickworks. A new jetty has been built for boat and sea-plane access.

For information on other Tasmanian rail trails and trails around Australia, visit the Railtrails Australia web site at www.railtrails.org.au/states.

The authors would like to hear from readers of this article who are interested in conducting further research on Tasmanian rail trails, toward the possibility of producing a comprehensive guidebook on the subject.

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Kennett River Tramway

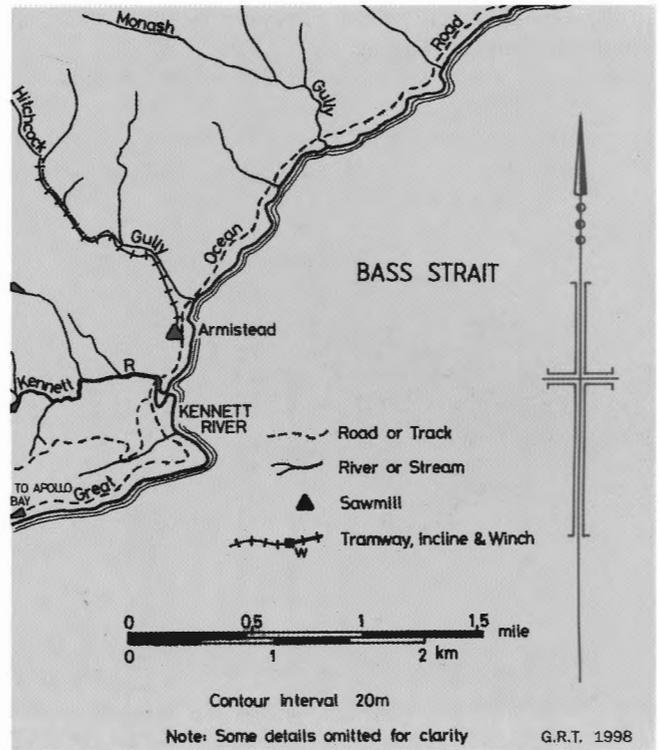
by Norm Houghton

The extension of the Great Ocean Road from Lorne to Apollo Bay in the 1930's made the timber resources at Kennett River accessible for the first time. In 1941 Sid Armistead opened a sawmill in the area to exploit the blue gum, mountain ash, mountain grey gum and manna gum that grew along Hitchcock Gully, the Kennett River and the Grey River.

The mill was erected on a wide flat alongside the Great Ocean Road and equipped with plant relocated from the ACA mill at Lorne. After a short time the original steam engine was replaced by a Hercules diesel marine motor but it proved unsuitable and expensive to operate and was eventually replaced by a General Motors Detroit diesel motor. The sawdust was dumped downslope on the sands of the beach by means of a pipe that ran under the Great Ocean Road.

At that time Kennett River comprised a wayside general store and camping spot but not much else. The mill built a number of houses and huts and a State School was established for the mill children. Water supply was secured from the river where a take-off pipe was placed well above the tidal zone and the water routed to the slope above the houses. The area was extremely isolated and apart from home-grown entertainment there were few recreational opportunities for the mill families. Trips to Lorne for shopping and motion picture shows and to Wye River for a hotel visit were about the only diversions.

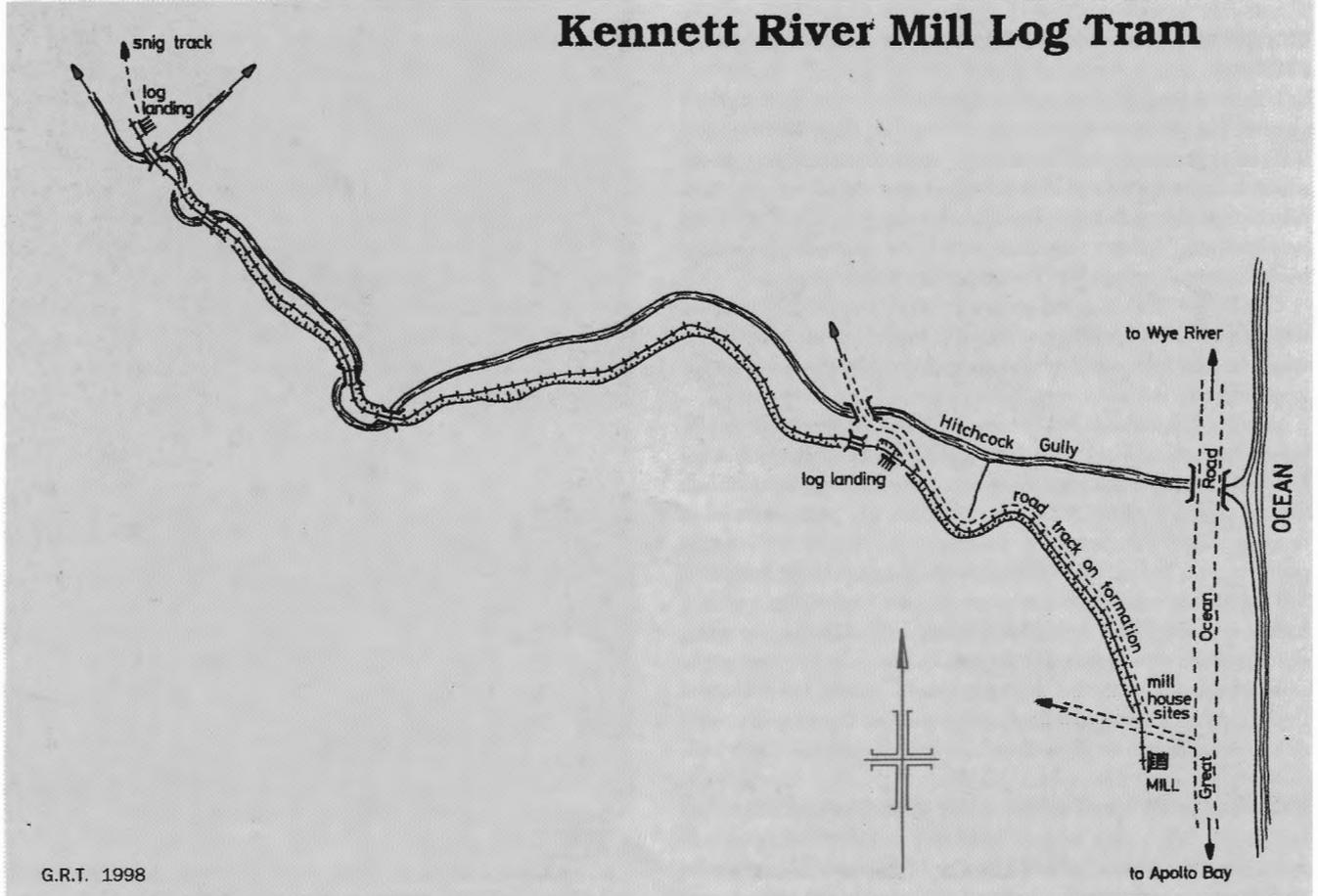
Logs for the mill were initially secured along Hitchcock Gully by a 3ft 6in (1067mm) gauge steel rail tram. The tram was laid north-east from the mill on a rising grade above the creek for 700 meters to a log winch site. Logs were hauled in from the south. When this part of the ridge was cut out, the tram was extended for 800 metres, using deep side cuts and



seven bridges, to terminate on the north side of the creek. From here, logs were snigged almost 800 metres down from the northern crest of the Hitchcock Gully-Monash Gully divide.

The tram was mostly graded with the load. Motive power was provided by horses at first before a Leyland 0-4-0 rail tractor was obtained second-hand, possibly from a Gippsland sawmill. The tramway was used until about 1945, when Armistead acquired road-based logging plant and abandoned tramway technology. The loco tractor was then despatched

Kennett River Mill Log Tram



to the sawmill supply broker Hardware Co of Australia, in South Melbourne, for resale.

Armistead's road-based logging plant comprised two crawler tractors, a TD18 with a winch and a TD9 with a blade, as well as a log truck. A logging road was built to the south-west of the tram route, along the top of the spur separating Hitchcock Gully from the Kennett River. The road was originally two kilometres long and terminated at a winch site. By 1950 the road was extended another kilometre and logs secured from another kilometre further out by winch and tractor.

After this, logs were drawn from further afield along the newly built Grey River Road, using tracks along the spur summits and a winch to haul up from the valleys. The mill had several owners after 1953 and remained in operation until 1970.

Sources:

Information from former owner Mick Clarke
Forest Commission Victoria File, Cooper 66/1267
Wallace Wall, Barbara Wall, Personal Print, Geelong, 1993.



The Kennett River Tram.

Photo: courtesy Apollo Bay Historical Society

Our Railway Men in France Face Death at their Work

from NEWS OF THE WEEK 10 January 1918, submitted by
Norm Houghton

Mr Fraillon's letter in these columns showed how great are the risks run by our craftsmen at the Front. "We are now in a much different job from that which some stay-at-homes suggested", writes Captain GJ Duncan, formerly inspector on the Victorian Railways, and now with the Railway Unit in France, to Mr E Howard, of the Ballarat East Locomotive sheds. "We were called cold-footers more than once," he continues, "but let me assure you all in Australia that our position is one of the hottest that can well be imagined. The whole thing is so stupendous as to be almost indescribable to the ordinary mortal. Just fancy 1200 large guns on each side of our small sector firing off continuously for six or seven hours on end. This is what we heard and saw after our first few days here. We started work on the light railway as soon as we landed, and up until the end of last week our men worked long hours like demons and under most adverse conditions. Everything was against us, but, thanks to the loyalty and bravery of my men, we pulled through and earned the good opinion of all in this area. I am proud to say the system of training enginemen in Victoria stood us in good stead in our work of carrying guns, ammunition, stores, etc., right up to the firing line under shell fire daily, our lines at times blown up under our feet, engines rolling over into shell holes, and some struck and disabled are some of the many difficulties my men have to contend with. We have so far two military medallists and quite a number mentioned in orders for gallantry, so you can well imagine what a 'cold-footed stunt' we are on. The Victorian Railways may well be proud of the men's achievements. Our engines are a small Baldwin

(American) type, just like Australian narrow-gauge engines. When I took charge here we had ten in this depot; now we have more than 60, or on the whole system 125, so you see we are 'some railway', to use Americanese. We have more than 70 tractors of up to 40 h.p., which run to each battery up to the firing lines. About 80 of my men are driving on these. I am what is called here general loco. superintendent over all the engines and men in this branch of the army. I have five depots under me. We also do the repairs, and it is wonderful what a man can do when he gets his back up against it. I have had to construct water supplies, build sheds, make pits, unload engines and trucks of broad gauge tracks, and, in fact, do almost anything in connection with the building of a railway. My early experiences on the Victorian railways have proved a wonderful help to me. We have two splendid cranes, like our 90-tonners in Victoria, the parts of which were assembled here. If you could only see some of our derailments your hair would stand on end. A while ago two of our engines collided on a fouling point and stood on their backs, their funnels in the ground and wheels up aloft. This occurred on the side of a bank. I offered to right them if given three hours, and got my cranes to work in the presence of about 50 officers and 2000 Tommies gathered to see us Australian railwaymen make fools of ourselves. We had the first engine back in 35 minutes, and the second in 25 minutes, and both were in service again within 24 hours – a really good performance, which received the commendation of all the leading men of our army. Another day I took an engine from a creek and rescued another engine from an exposed point near the firing line, just before 'Fritz' got onto us with five shells, which, luckily, fell 50 yards short. Well, so far I have had the varied experience of being torpedoed (on the Ballarat) and bombed and shelled by big guns and aeroplanes. May our luck stick to us. We now have the Commonwealth Railway Unit to help us, and not before it's time, as we were just about up to our limit."



In October 1917, at Frizeville, near Poperinghe, Belgium, members of the 16th Australian Light Railway Operating Company are in the process of transferring ammunition from standard gauge wagons to their own. The Baldwin 4-6-0T, number 667 (45495 of 1917), is one of 495 such machines supplied to the British War Department Light Railways between October 1916 and April 1917. Photo: Australian War Memorial C1357



In the late 1950s, the derelict piggery line was visited by Cedric Thomas, Giff Eardley, Bruce Macdonald and Bart Wiles. Here Cedric Thomas poses with a point lever at the junction of the two lines while Giff Eardley explores further along the right-hand branch. Photo: Bart Wiles

The Riverstone Meatworks Light Railway

by Jim Longworth and Grant Fleming

Introduction

Riverstone was a small farming town north-west of Sydney, situated between the suburb of Blacktown on the main western railway line and the town of Richmond on the Hawkesbury River. The area has a long history of being a rich and productive agricultural area, with lush grass and crops growing in the heavy clay soils of the Cumberland Plain.

The first land grant in the Riverstone area was made in 1810 to Maurice Charles O'Connell, as a wedding gift on the occasion of his marriage to Mary Putland. O'Connell called his property "Riverstone Farm". A stock farm, vineyards and a sawmill were erected on the land. Timber cutting and farming were the main activities of the area until the establishment of the Riverstone meat-works in 1878.

Prior to the early 1880's, Riverstone comprised some dozen landed proprietors who monopolised the area's fertile acres and natural resources¹. The estates were gradually subdivided up into town and business lots, which were clustered around the railway station and the developing main business streets. The little township gradually made progress, with erection of a new railway station, post office, theatre hall, and extensive improvement to the Meat Preserving Company works being made during May 1886². Wood cutting, brick making, fruit growing, and poultry production were the major industries of the area late last century.

Despite now being incorporated into Sydney's spreading suburbia, Riverstone still retains much of its rural character.

The Riverstone Meat Company

For many years New South Wales light railway researchers have known that the Riverstone meatworks once contained a light railway. A short tram line is shown on the one Inch to the Mile (1:63,360 scale) military map dated 1942. The line is shown running from the works out into the paddocks that lie to the west of the abattoir.

Cedric Thomas, Giff Eardley, Bruce Macdonald and Bart Wiles visited the site in the late 1950's to investigate the line that was shown on the map. There they found the line out near the piggery, measured and photographed it. However, being sensitive about being seen, they did not dare explore closer to the works. Fortunately, amateur interest in industrial archaeology or light railway history is rather more acceptable now.

During the 1870's, an entrepreneurial cattle drover, Benjamin Richards, operated some resting paddocks along the banks of Eastern Creek, which flows to the west of the Riverstone railway station. Richards erected some ironbark wooden slab buildings that he used as an abattoir³. A beef-house was erected where, due to the lack of refrigeration the killing was restricted to night time. A mutton house was completed in 1879, employing up to thirty butchers. Members of the Ministry (presumably of Mines & Agriculture), gentlemen interested in pastoral affairs and the export of meat inspected the works in July 1888, and were reported as being *both pleased and surprised at the extent of Mr. Richards' operations and the cleanliness which pervaded everything, especially as he is far from running water*⁴. From these humble beginnings grew what was to become one of the largest abattoirs in NSW. The meatworks was the making of the town of Riverstone. Riverstone's population grew from about fifty people to several hundred in a few years. By about 1893 an average of 2,000 sheep and 100 bullocks

were being processed daily⁵. At its height the meat-works employed about 1,600 staff.

A Mr W Angliss acquired the works in 1919, and in 1934 the Vestey group of companies took them over⁶.

The Riverstone meat-works was massive. No part of the animals went to waste. All parts were processed to produce some form of saleable product. In addition to the slaughtering operations, there were at various times a cannery, boiling down works, tannery, fellmongery and a margarine plant.

Sidings off the Mainline

The NSW government railway single track branch-line from Blacktown to Richmond was officially opened on 1 December 1864.

In June 1879 a siding known as "Richard's Siding" was laid in on the down side of the line, past the Riverstone station platform, facing trains heading in the Down direction. The siding was 190 feet long inside the railway boundary and 437 feet long outside the railway fence, and laid in at an estimated cost of £254. Mr Richards executed a bond with two sureties in sum of £500, which was to be forfeited if revenue to the NSW Government Railways did not amount to at least £750/annum for a period of ten years. Apparently the requirements of the bond were fulfilled⁷. Richards Siding was renamed the "Riverstone Meat Company's Siding" in 1912⁸, and B Richards & Sons Ltd signed an agreement to take over responsibility for the cost of alterations, renewals, repairs, etc for the whole of the siding accommodation. Points leading to the "Meat Works Siding" were located 1,021 feet on the down side past the points to the loop off the mainline that was the station platform road⁹.

By August 1922 the points off the mainline leading into "Richards' Siding" had been moved about 996ft closer to Riverstone station, bringing the points inside the Up Home signal, and a back spur had been laid in¹⁰.

A pair of back roads (No. 1 and 2) and a siding known as the "Egg Siding" were laid in later. The crossover between the

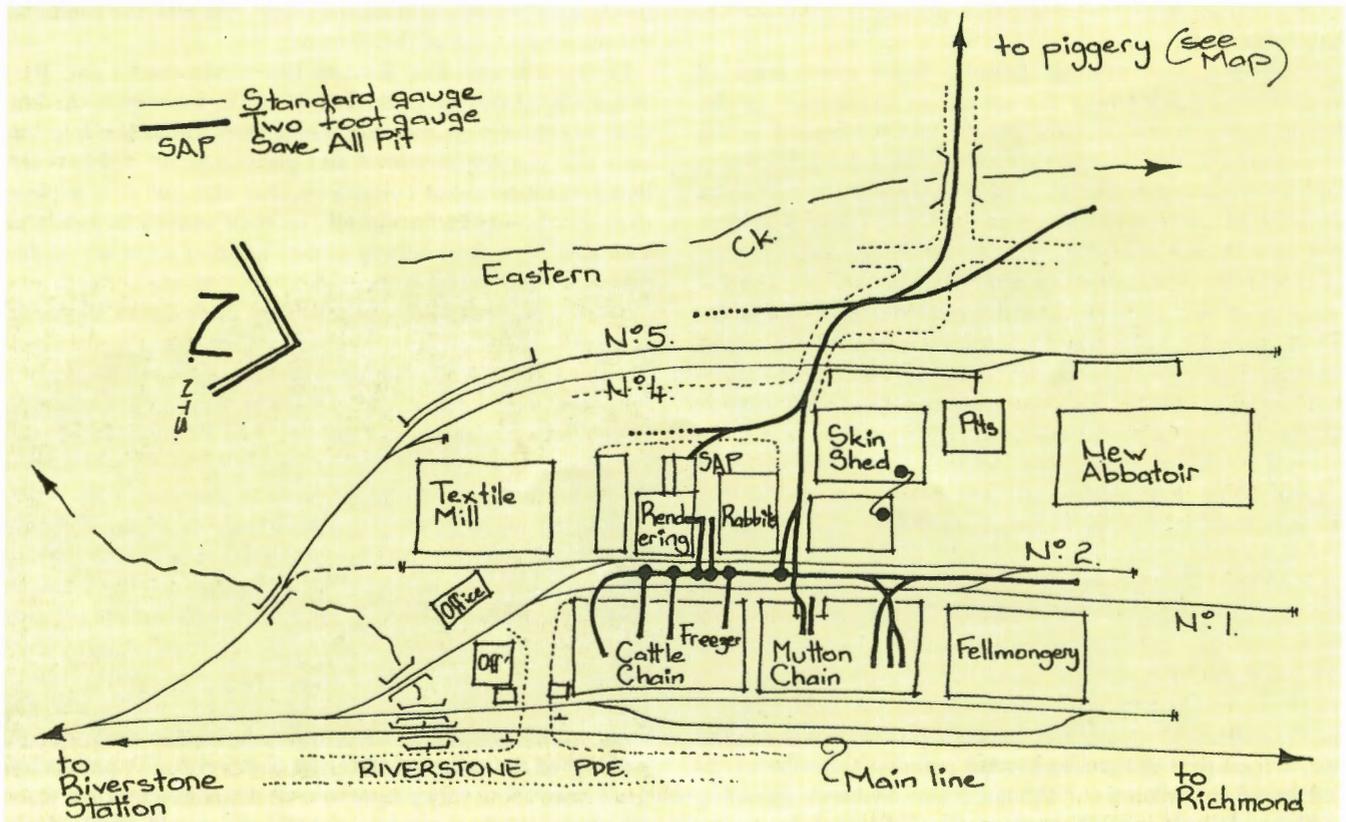


In this 1950s photo, taken near the Rendering Department, both standard and narrow gauge tracks are seen embedded in the roadway, whilst a narrow gauge skip is visible in the background on one of the side lines. Photographer unknown, Rosemary Phillis Collection

two back sidings had sharp curves so government railway engines were not permitted to proceed through the crossover¹¹. The "Egg Siding" was so named because it provided access to an egg drying plant. During World War II dried egg became scarce, as supplies from the British plant in China were cut off by war action. So, a two-story brick building was erected on the meat-works site. Machinery and experts to supervise installation were brought over from China. The building was later converted into a works for spinning yarn, when it became known as the "Textile Works".

Sometime after 1944 the siding off the mainline leading to the meat works sidings was again extended, and converted into a through siding that was connected to the goods loop¹².

On 21 July 1947 additional siding accommodation was again provided, this time in the form of back roads that were





Looking out towards the piggery, beyond the second creek crossing, in the late 1950s. Giff Eardley is standing near the junction of the two lines.
Photo: Bart Wiles

located behind the works buildings¹³. Addition of the sidings increased the standing room for wagons in the sidings from 204 to 318 wagons. All points in the works sidings were worked by throw-over levers. On 28 November 1958, back road No.3 and a portion of back road No.2, together with the crossover to back road No.1, were closed to traffic and the points spiked¹⁴. Expenditure on the sidings occurred often¹⁵ and new maintenance agreements were entered into as the works expanded and the layout changed.

Due to the number of level crossings over many of the sidings located within the works, train guards, drivers, and others concerned with operation of the trains had to exercise care during shunting to obviate possible mishap.

Narrow Gauge Line

As well as being served by the government railway standard gauge sidings, a narrow gauge light railway line ran throughout the meatworks connecting the Beef House and Mutton Board with the Rendering Department, and for many years with the Piggery that was situated well out in the paddocks.

Down the center of the works between the Nos 1 and 2 standard gauge back roads, ran the spine of a two-foot gauge light railway. The line was used to move skips full of the various bits and pieces of the slaughtered animals, from one part of the works to another. Buildings throughout the works were connected by tracks running off the main spine, by a series of turntables and/or skid-plates, and two sets of conventional bladed points. For the most part the steel rail was embedded in the concrete roads or pathways around the works flush to the top of the rail.

The line ran underneath the first-floor level of both the Mutton Board/Chain and Beef House/Cattle Chain, connecting them with the Rendering Department (which was also known as the Tallow House). Rail trucks were positioned under the various chutes, down which were thrown the different parts of the animals that were being cut up, eg; sheep trotters went down one chute, hearts and fries down another chute, and offal down yet a different chute¹⁶.

In the Rendering Department, parts of the animals were

boiled down to produce various grades of fat. The line did not enter the Rendering Department, but ran alongside the building. To get trucks into the building, they would be run along the line onto a round steel skid-plate, where they were uncoupled from the rake of skips. Once the trucks were unhooked they would be turned around through ninety degrees, and each one then pushed over the top of a revolving chain. The chain had metal lips attached to it (the lips were about the size of a person's hand), sticking upwards, which when the chain was in motion would catch behind a skip axle and pull the skip up a ramp into the building. Once inside the building the skips were emptied discharging the contents into the various vats.

Once empty, the trucks were returned back down the other side of the ramp onto the line. Alfie Smith used to follow Charlie Voysey (the locomotive driver) and help hook up the skips and take the empties away and redistribute them to the various sections of the works¹⁷. Otherwise the empty skips would be pushed by hand back to the Mutton Board or Beef House.



An abandoned skip body lies in a creek bed near the line out to the piggery.
Photo: Bart Wiles

There was also a small side line that ran to the back of the Rendering Department and near the ramp at the side of the Skin Shed connected to the line that ran out to the piggery. This small line ran to the back of the Rendering Department as far as the Save All Pit, which was where the rubbish and waste water from the Beef House and Mutton Board ran to. In the pit the rubbish floated to the top, from where it is thought to have been scooped out, loaded into trucks, and taken out to the piggery. There is thought to have been a second track near the Save All Pit that was probably used to store spare trucks¹⁸.

Frank Dunn used to push a flat top wooden trolley, along the small railway line, from underneath the Mutton Board up to the part of the Casings Department which was on the hill where the New Works was later located. Originally the Casings Department was up towards the Vineyard end of the works, but was later moved to a new building closer to the main part of the works. Runners from the sheep stomachs that had been partially cleaned and knotted together were placed into wooden casks sitting on top of the trolley, and taken for further cleaning. Mr Dunn used to push the trolley by hand. When some of the younger fellows had spare time, they would think it great to give him a hand pushing it¹⁹. Mr. Dunn started doing this job some time before 1933 and continued to do the same task for 20-30 years afterwards.

The works' old boiler house had Babcock and Wilcox boilers that were hand stoked. After burning, the coal fell through the grate into a pit. The ash was then raked out and shoveled into skips that were pushed along the line by the locomotive and used as landfill. The ash was also used extensively for road construction.

The skips on the line were solidly made of steel. They got a lot of use, being in use nearly all day making trips from the Mutton Board and Beef House. To empty them, a pin was

released and the body was tipped sideways. The skips were washed out at the end of each day and stored underneath the Beef House or Mutton Board. The skips could be seen in the afternoon, tipped sideways for drying out.

Locomotive Haulage

Following Vestey's purchase of the Australian meat operations of W Angliss, their operation of Union International carried out extensive upgrading of the Australian plants in and about 1938, which included the introduction of "Lister" petrol-powered locomotives to move the tipping trucks on the narrow gauge lines, both at Riverstone and the Rockhampton plant at Lakes Creek, where horses had previously been used.²⁰

The locomotive at the Riverstone Meat-works was a small, four-wheeled engine, most likely a Lister 'R' model 4wPM, driven by Charlie Voysey. Normally a peaceful and placid man, Charlie was known to curse loudly when the loco broke down.

The loco ran on petrol with a single-cylinder, side-valve, JAP motor that was described by one ex-worker as a "small air cooled motorbike engine"²⁰. The gearbox was in the middle with two "speeds" (or rather directions), forward and reverse²¹. The driver sat side-on in a small cab, mounting the loco from the left hand side²² [see Note 1].

Fred Wiggins did most of the work on the engine. He usually worked out along the line wherever the loco had stopped working. The locomotive was usually parked overnight near the side of the Preserver building, ready for the next day's work from the Beef House.

One day while filling the loco petrol tank with petrol, the petrol caught fire. Fortunately the locomotive was successfully driven away and the fire extinguished. Apparently no damage was done to the small robust machine.

All of the staff interviewed have fond memories of the little loco, and it was very much a part of the works scene.

Line to the Piggery

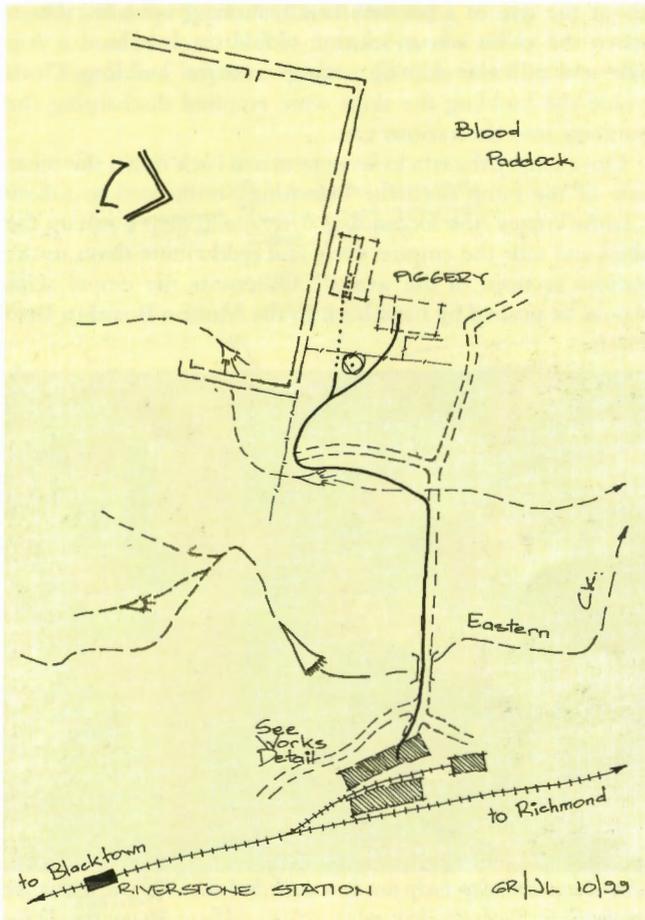
The line to the piggery turned off the main works line beside the Skin Shed, and crossed Eastern Creek on an old wooden bridge. The bridge was used by all of the cattle and sheep coming into the works from the extensive Meat-works Paddocks. The line followed the road for a way out and up into the paddocks. When the line reached a small creek, the line veered to the left across towards the boundary fence, and divided into two lines, one to each of the two piggery buildings. Once at the piggeries, there were a number of tracks to different parts of each piggery. The line out across the paddocks was made up of an incredible variety of rail cross-sections, many different sizes and shapes²³.

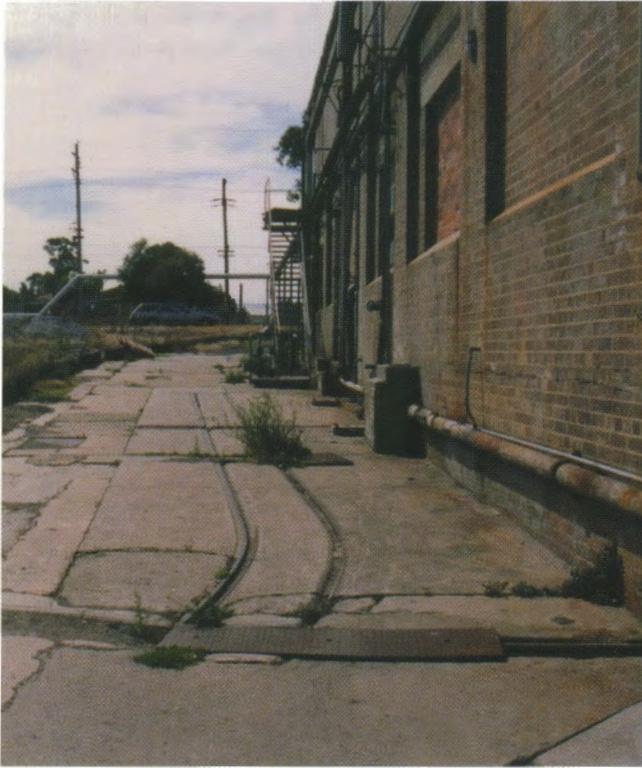
The line to the piggery was used to cart offal and other waste products from the meat-works out to the piggery, where the material was dumped into an old cooking boiler, boiled up, and fed to the pigs. Manure from the paunches of the animals was also carted out to Blood Hill where it was drained over the hill. The line probably also carried firewood and coal from the works out to fuel the boiler at the piggery.

The line to the piggery was always horse worked, the works' locomotive did not go out there. Mr Smith senior used one or two horses to pull the trucks.

To bring the skips from the piggery back down to the works, a few skips would be coupled up into a rake, with one man standing in the back one acting as a brake-man using a piece of timber as a brake²⁴.

During the 1930-40's, local kids would get into the empty skips up at the piggery, which was on the crest of a hill, and ride the skips down the line as far as the skips would go. Sometimes





Track leading up to the Beef House. The Margarine Department is on the right. 23 September, 1994. Photo: Rosemary Phillis

if they were lucky, the skip would pick up enough speed to propel it up and over a little rise near the little creek and take the rider(s) all the way down to Eastern Creek²⁵. There are also rumors of races down the hill in skips one on each line, with the first skip to reach the set of points being the winner.

Some time after 1941, possibly in the late 1940's, there was an outbreak of Swine Fever which forced the piggery to close.

Beyond the piggery was a paddock, known as "Blood Hill", where water, blood and slops from the works were drained. The odious liquid was pumped out to Blood Hill, where a number of men were employed to channel the liquid down the hill where it was absorbed into the ground. The area was very wet and dangerous, so other workers did not go out there unless they had to.

Closure

The precise date when use of the line (and therefore presumably of locomotive haulage also) ceased is not known, but was almost certainly in the early nineteen-sixties, when fork-lift trucks were introduced and the offal started to be moved around in big bins.²⁶

A new works was constructed in 1973 at the Richmond end of the old works. The meatworks finally closed down in March 1994.

Extant Remains

As at early 1998, traces of most of the standard gauge sidings can be readily followed. Much of the narrow gauge trackage around the works remains intact, being encased in concrete roadways. The piggery line can just be traced across the paddocks, providing one knows where to look for the line of thistles that mark the route of the old track formation. A length of rail lies partly exposed in a dam wall that has been built across the small creek at the base of the hill below the piggery. Two lengths of rail are being used as slip-rails in a gate in the fence that runs along the side of the paddocks between the works and the piggery.

Acknowledgment

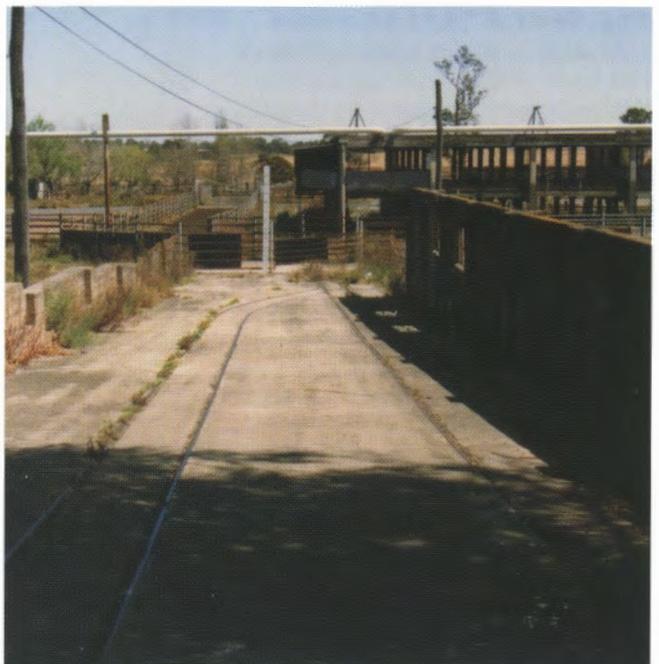
The assistance of the local historian Rosemary Phillis has been invaluable, indeed most of this description of the line has been drawn from her interviews. Rosemary's willingness to allow us to publish this part of her own research is acknowledged and appreciated.

Note:

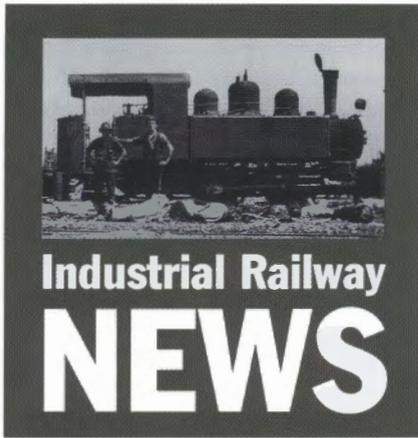
1. Despite the apparently overwhelming evidence that the locomotive at Riverstone was an 'R' model Lister 4wPM, investigations to date both here and in the UK have failed to establish the actual identity of the machine. Incidentally, the loco is not to be confused with the three wheeled road truck, a Lister AUTO TRUCK by the sole makers R A Lister & Co. Ltd, Dursley, Glos, England, that used to operate around the works. The AUTO TRUCK was for many years a monument in a playground in the park near the railway level crossing in town and is now in the local museum. [For anyone who is interested in AUTO TRUCKs there is another AUTO TRUCK dumped in the Rail Services Australia's per-way compound at Binnaway, NSW]

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- 25 Crouch K. comments via Phillis E.. 6 Feb 1998.
- 26 Correspondence with Garth Gee, former Chief Engineer of Riverstone meat works, June-July 2001.



Track, including a set of points, embedded in the ramp down the side of the Skin Shed. 23 September, 1994. Photo: Rosemary Phillis



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NEW SOUTH WALES

BHP Ltd, Port Kembla

(see LR160 p.18)

1435mm gauge

National Rail's Clyde Co-Co DE 8115 (82-1034 of 1982) was used in BHP service in July while one of the locomotives normally allocated was out of service. Late in July another of this class was a casualty when 8106 (82-1025 of 1982) had coal waste dumped on it at the loading bins near the coke ovens, filling the radiator and fans with coal entering the turbocharger. It apparently took 2 1/2 days to dig out the loco, which was sent to Dry Creek in South Australia for attention, returning during August. By late August, 8115 had been fitted with the strobe and marker lights fitted to the other units used by BHP.

Early in August it was announced that from November BHP would be contracting out its maintenance work at Port Kembla, apparently including rail transport operations and maintenance, to preferred alliance partners, Transfield Services and Fluor Goninan. This would affect 86 rail workers. Noise trails were carried out in the Mt Kembla and Cordeaux Heights area along the rail line to the Kemira Valley on 9 August in connection with a public enquiry into the proposed BHP Billiton Illawarra Coal Dendrobium mine. Residents are concerned about increased noise nuisance with higher tonnages of coal being railed.

English Electric Bo-Bo DE D30 (A.083 of 1964) returned to BHP on about 25 August after repairs at Chullora. It has been painted yellow.

Chris Stratton 7/01, 8/01 (Locoshed internet discussion group); *Illawarra Mercury* 7/8/01, 10/8/01

BHP Ltd, Elouera Colliery

(see LRN 108 p.5)

1067mm gauge

Visits to the Nebo portal of Elouera Colliery in August found a number of battery locomotives, personnel carriers and flat cars. The 10-ton 4wBE locomotives are from a batch built by BHP to a Jeffrey design after the second world war and those noted included 23 & 33 (built 1947),

65 & 66 (built 1948) and 78 (built 1949). 66 was being stripped to provide parts for 65. It seems that some at least of these BHP battery locomotives were rebuilt with cabs by Vernier Engineering in order to comply with modern safety requirements. One of the 4wDHR personnel carriers noted was 117, built by Vernier in 1981, while two others were numbered 145 & 146, possibly also by Vernier. Elouera Colliery was originally the old Wongawilli Colliery and later absorbed the old Kemira and Nebo Collieries. The rail system is used for man transport and moving timbers and is expected to close by the end of 2001.

Brad Peadon 8/01; John Garaty 8/01 (both Locoshed internet discussion group); Editor

QUEENSLAND

BUNDABERG SUGAR LTD, Bingera & Fairymead Mills

(see LR 160 p.18)

610mm gauge

Further names of locomotives at **Fairymead Mill** are as follows:

56 *HINKLER* 0-6-0DH Clyde 56-89 1956

6 *PERRY* 0-6-0DH EM Baldwin 6-1576-1-8-66 1966

EM Baldwin 0-6-0DH *RUBYANNA* (3406-1-7-70

of 1970) was involved in a 18 full bin derailment on **Bingera Mill's** Givelda trestle bridge at 4pm on 18 July. The loco parted company with its train and was left partially hanging off the bridge. Six full bins were left upright on the southern side of the bridge, while the other twelve were in the Burnett River. Both the driver and his assistant jumped clear well before the bridge. The usual locomotive used on this run is Com-Eng 0-6-0DH *TEGE* (FD4799 of 1966) but this being used elsewhere because of a loco breakdown.

Babinda Mill's Com-Eng 0-6-0DM 19 (B111 of 1956) has remained at Bingera Mill, and has seen frequent use because of locomotive breakdowns. Com-Eng 0-6-0DH *INVICTA* (A1513 of 1956), damaged in a collision with a bus last year, is back in service at Bingera Mill's Wallaville depot. It has been rebuilt with just one big cab window front and rear.

Because of the bigger cane crop at Bingera, Fairymead Mill's EM Baldwin B-B DH 82 *FAIRY-DALE* (10048-1-6-82 of 1982) was being used to transfer cane from Bingera to Fairymead in July. The ferry that takes cane from the Qunaba area to Fairymead was only being used for one shift per day. Other cane from the Qunaba area was being directed to Millaquin Mill.

Lincoln Driver 7/01; David Mewes 8/01; Editor



Farleigh Mill's Clyde 0-6-0DH ST.HELENS (61-234 of 1961) approaches the mill yard having just passed under the QR north coast line, 2 September 2000.
 Photo: David Rowe

BUNDABERG SUGAR LTD, South Johnstone Mill

(see LR 160 p.19)

610mm gauge

The locomotives at South Johnstone Mill have been given additional numbers to become part of a combined local series as the result of the acquisition of the mill by Bundaberg Sugar. These are large white numerals and seem in almost all cases to have been formed by adding 20 to the original South Johnstone numbers, although South Johnstone 20 (Com-Eng 0-6-0DH AH4695 of 1965) has been numbered 38. In addition, EM Baldwin B-B DH *LIVERPOOL* (10385-1-8-82 of 1982) and Prof B-B DH *NYLETA* (P.S.L.25.01 of 1990 rebuilt by South Johnstone 1993) have been numbered 32 and 33 corresponding to numbers they were allocated but never carried.

Locomotives based at South Johnstone's Silkwood depot on 12 August were Com-Eng 0-6-0DH locomotives (new numbers): 21 (AD1453 of 1962), 23 (AD1452 of 1961) and multiple-units 31 & 36 (C1125 of 1957 & A1102 of 1955). 32 *LIVERPOOL* was based at Japoon and it was noted hauling trains on the Japoon Range on 14 August. Also working cane up the range was 33 *NYLETA* which took a train of 94 full bins through to the mill from Silkwood.

Scott Jesser 8/01; David Mewes 8/01

CSR LTD, Herbert River Mills

(see LR 160 p.19)

610mm gauge

From this season the Macknade and Victoria traffic officers are in the one room in an old house at Victoria. Crews at Macknade get their trip slips from a fax machine in the old traffic office. The Macknade traffic officer has control of everything east of the Victoria navy shed, including Victoria's Nyanza, Danger Camp and 4 Mile lines and the sugar line at Victoria. This means that a loco travelling between the two mills, and the Victoria bulk sugar loco, can stay on the Macknade radio frequency all the time. The Victoria traffic officer controls the Gairloch line and the two main lines south and west of the Victoria yard. The yard itself is now under a yard controller based in the old traffic office. The yard is so large that it operates under a separate radio frequency to the two mills' traffic frequencies.

Clyde 0-6-0DH 18 (DHI.5 of 1954) is spare loco again this year at **Macknade Mill**.

Victoria Mill has this year ended up with a few locos in reserve owing to some harvesters working a very early morning shift instead of during the day. This results in better utilisation of locos and rolling stock. Some of the locos which in the past did only day shift are now on 3 shifts and some others which only did day shift are now in reserve. It seems there are only a couple of one shift locos at Victoria now.



Top: Elouera Colliery's 4wDHR AIS 117, built by Vernier Engineering in 1981, at the mine's Nebo portal, 18 August 2001. Photo: Brad Peardon **Centre:** Racecourse Mill's Walkers B-B DH BALBERRA (657 of 1970), rebuilt by Tulk Goninan in 1994, heads a rake of cane back to the mill along Cowley's Road, 22 July 2001. The locomotive's new number, 55, is clearly visible. Photo: David Rowe **Above:** Plane Creek's 4wPMR LINECAR (Plasser built 1982) sits outside the traffic office at the mill, 19 May 2001. Photo: David Rowe

CANE RAILWAY BRAKE WAGONS

Photos by Brian Webber; notes by John Browning

As cane bins are unbraked, a major issue for cane haulage by powerful diesel locomotives from the 1960s was not how many tonnes could be hauled but how could they be controlled and brought to a halt safely. The first brake wagons (often referred to as "brake vans" in the industry) were built by locomotive builders and were used to increase front end braking power. These vehicles had locomotive-type frames and carried a small diesel engine, an air compressor and air brake equipment. By 1970, however, the Sugar Research Institute had demonstrated that a brake vehicle marshalled at the rear of a train could be far more valuable. By enabling the rake to be kept stretched out, the train could be kept under much better control, and derailments caused by buffing shocks minimised. This led to brake wagons being fitted to be activated by radio from the locomotive cab. Since the 1970s they have evolved in a way similar to cane locomotives, and Brian Webber captured a few examples in September and October 2000



Clockwise from above: South Johnstone Mill's brake wagon 2 was built by EM Baldwin in 1976 (6575-1-76, Model BV12) but has been heavily rebuilt by the mill. It is coupled next to the loco as EM Baldwin B-B DH 4 (5477-1-8-74 of 1974) heads off from the mill for the former Innisfail Tramway line to Nerada □ Macknade Mill normally uses this EM Baldwin brake wagon, numbered 2 (7065-5-6-77 of 1977, Model DB16), to assist with the haulage of trains of 11-tonne bulk sugar boxes from the mill to Lucinda. It is seen here at the rear of a train of empties returning to the mill between Halifax and the Herbert River crossing at Cordelia. This vehicle has also been rebuilt and carries the type of portable air compressor pack nowadays fitted to many brake wagons. □ Some mills used the frames of discarded locomotives to build brake wagons. One was CSR's Hambledon Mill, where the remains of Drewry 0-6-ODM 2514 of 1954 from Kalamia Mill were used to build a brake wagon in 1990. The following year, the mill closed and the unit passed to Mulgrave Mill, being renumbered from 1 to 11. Here it has just been placed at the head of an empty rake by Com-Eng 0-6-ODH 8 (A1926 of 1958) in preparation for leaving the mill yard. □ The intermediate step to the bogie brake wagon was this pair of twin 4-wheel brake wagons for Pleystowe Mill. Built by Gemco in Perth in 1985, only one carried a diesel engine, powering the brakes on both vehicles. The powered vehicle carries Gemco builder's number CV001-WR20911-85. □ Parallel with the development of the bogie locomotive came the bogie brake wagon, and with the bogie locomotives regauged from 1067mm came the regauged QR bogie. This brake wagon was built by Racecourse Mill in 1995 utilising regauged main line bogies. It features a central cabin to house the brake equipment as well as safety handrails. It is seen here at the rear of an empty rake leaving the mill yard.



Clyde 0-6-0DH *CENTENARY* (64-381 of 1964) is the regular full yard loco at Victoria with Clyde 0-6-0DH *LUCINDA* (65-436 of 1965) the regular loco on empties. *DALRYMPLE* (70-709 of 1970) is apparently unpopular owing to its low speed and different control systems compared to the other Clydes. Clyde 0-6-0DH *CANBERRA* (65-433 of 1965) has been in use by the navies.

The newly built extension on Victoria's Elphinstone line was first used for cane haulage on 25 July with EM Baldwin B-B DH *WALLAMAN* (6400-3-4-76 of 1976) hauling the first train. Two days later, its Clyde brakewagon, 6, took a dive from the Herbert River bridge at Long Pocket and landed upside down on the sand along with 15 bins. The bridge was seriously damaged by empty bins crashing down onto the piers below. One steel pier column was bent and separated from its base plate and several concrete pile caps were badly cracked. Three locomotives and about 600 full bins of cane were trapped on the Abergowrie side with no chance of getting back to the mill. The bridge was closed for nearly two days and then opened to very restricted loads and speeds. As repairs progressed over the next couple of weeks, speeds and loads were gradually returned to normal. Permanent repairs will not be carried out until the slack season. The brakewagon was sent for emergency mechanical repairs to Macknade Mill, where it was fitted with a replacement air compressor. After being sent back to Victoria for electrical work in early August it soon returned to service.

On 12 August, Macknade's EM Baldwin 0-6-0DH 14 (6-2490-1-7-68 of 1968) hauled a load of Victoria Mill bulk sugar from 4 Mile Loop at Braemeadows to Lucinda, the first time this working has occurred for a couple of years. It has been repeated several times since.

On 8 July, EM Baldwin B-B DH *BRISBANE* (5423-1-9-74 of 1974) with brakewagon 5 returned ex loan from Macknade to Victoria. On 15 August, EM Baldwin 0-6-0DH *HOBART* (4413-1-7-72 of 1972), came over to Macknade from Victoria as Macknade's EM Baldwin B-B DH 19 (7070-3-4-77 of 1977) was out of action. It returned on 23 August.

30 new 10-tonne bogie bins will be purchased this season. Other current capital works are several siding rationalisations on Victoria's Stone River line

Chris Hart 7/01, 8/01; *Herbert Cane Supply & Transport Newsletter* 10/9/01 via Chris Hart

CSR PLANE CREEK PTY LTD, Sarina

(see LR 156 p.20)

610mm gauge

1500 cane bins at Plane Creek Mill have had their capacity increased by 10% by having the tops of the bin ends pushed out by 200mm. Triangular sections of steel were bolted and welded to extend the bin ends at a very reasonable cost. This idea is likely to be tried by other mills.

Australian Canegrower 21/5/01 via Chris Hart

W.HECK & SONS PTY LTD, Rocky Point Mill, Woongoolba

(see LRN 105 p.12)

610mm gauge

Eight years after the end of cane delivery in tramway bins, and 50 years after the closure of the tramway system, a short length of line remains at the mill for the transport of mill rollers. A line of modified cane truck chassis carrying rollers was observed on 6 July.

<http://www.mullettv.com/cctcr/rp/>

ISIS CENTRAL SUGAR MILL CO LTD

(see LR 158 p.18)

610mm gauge

Walkers B-B DH No.3 (600 of 1968) was involved in a collision with a truck carrying a bulldozer on the Isis Highway on Friday 30 June. The driver's side of the cab was badly damaged and it was at first thought that the entire cab would have to be replaced. This decision was later changed and the cab was repaired by Bowquip, a manufacturing company in Bundaberg. The bogies were sent away to be tested for cracks and a spare set was put under the loco.

It is reported that completion of the rebuilding of the 900mm gauge ex-Cooks Construction Walkers B-B DH 610 of 1969 has been authorised and that a new cab has been ordered for it. This locomotive will be No.6.

The mill purchased 1067mm gauge Walkers B-B DH 5804 (589 of 1968) from Mt Isa Mines, and it arrived at Bundaberg station by rail early in August for transport to the mill by road on 6 August.

Brian Bouchardt 7/01; Lincoln Driver 7/01, 8/01

MACKAY SUGAR CO-OPERATIVE ASSOCIATION LTD

(see LR 157 p.20)

610mm gauge

A new numbering system is being applied to the Mackay Sugar locomotive fleet, based around the existing Marian numbers. The black adhesive cabside numbers are not used to refer to the locomotives by the traffic office but are code numbers to represent each locomotive's cost centre for accounting purposes. New numbers currently known are as follows:

2	<i>PLEYSTOWE</i>	0-6-0DH Clyde	64-321	1964	Pleystowe
3	<i>DALRYMPLE</i>	0-6-0DH Com-Eng	AL4892	1965	Marian
4	<i>HABANA</i>	0-6-0DH Clyde	60-215	1960	Pleystowe
8	<i>PALMS</i>	0-6-0DH ClydeQ	70-708	1970	Pleystowe
10		4wDH	EM Baldwin		
			4529-?-1-73	1973	
	rebuilt EM Baldwin		8860-1-8-79	1979	
	rebuilt Marian		1980	Marian	
24	<i>NETHERDALE</i>	B-B DH Walkers	699	1972	
	rebuilt Walkers		1997	Marian	
28	<i>TE KOWAI</i>	0-6-0DH Clyde	56-103	1956	Pleystowe
32	<i>ST.HELENS</i>	0-6-0DH Clyde	61-234	1961	Farleigh
43	<i>CHELONA</i>	0-6-0DH Clyde	59-201	1959	Marian
46	<i>BARCOO</i>	0-6-0DH Com-Eng	FB4383	1965	Farleigh
53	<i>MUNBURA</i>	0-6-0DH Clyde	67-570	1967	Racecourse
55	<i>BALBERRA</i>	B-B DH Walkers	657	1970	
	rebuilt Tulk Goninan		1994	Racecourse	

Loco servicing is now carried out 24 hours a day and fitters have been removed from Racecourse and Pleystowe mills. Running repairs on locomotives at these mills are now covered by personnel from Farleigh and Marian respectively. There was a major derailment in the Victoria Plains area on the Pleystowe system on the night of 13 August, with 27 loaded bins derailed and extensive track damage. Repair gangs were working from 2am the next morning and the line was not expected to re-open until the afternoon. Cane caught behind the derailment was diverted to Marian, and the shortfall at Pleystowe was made up with cane sent from Farleigh. Pleystowe Mill's Walkers B-B DH *WALKERSTON* (672 of 1971 rebuilt by Pleystowe Mill, 1994) was scheduled for driver only operation trials on 14



Marian Mill's Eimco B-B DH NARPI (L256 of 1990) heads west towards Finch Hatton with a rake of empties at Otterburn, 22 July 2001.

Photo: David Rowe

Industrial Railway NEWS

August, using remote control driver-less shunting equipment, but the trial had to be cancelled as the locomotive was caught behind the derailment.

A single centralised communications centre is now operational at Pleystowe Mill for traffic control. All branch lines on the network now have official reference numbers allocated to them to assist traffic control.

During the slack season, Mackay Sugar drivers received extensive training on a mobile QR simulator sited temporarily at Pleystowe Mill.

Sugar Times (Mackay) 29/5/01 via Bill Kerr; David Rowe 7/01; Andy Roberts 8/01; Tony Wells 8/01

BUNDABERG SUGAR LTD, Moreton Mill, Nambour

(see LR 159 p.21)

610mm gauge

Crushing began on 9 July and it was noted that the North Maroochy River lifting bridge has now to be opened after the passage of each train. No definite announcement has yet been made about the future of the tramway although it seems sure that the lines to Didillibah and towards Maroochydore will be closed. ANGRMS Bundaberg Foundry 0-6-2T 5 of 1952 made a brief visit to the mill in connection with the annual sugar festival in early August.

Neville Conder 7/01 (Locoshed internet discussion group); Steve Malone 8/01

MT ISA MINES LTD

(see LR 159 p.21)

1067mm gauge

The ex-QR Walkers DH-class B-B DH 5804 (589 of 1968) has been sold to Isis Central Mill and was transported to Bundaberg by rail, beginning its journey in late July. It was to be transported from Bundaberg to the mill by road transport on 6 August. 5803, the second Walkers B-B DH offered for sale at auction by Mt Isa Mines in

March (682 of 1972), was still unsold in August and expressions of interest were invited by Pickles Auctions Pty Ltd through their web site (<http://www.picklesauctions.com.au/tenders.html>) Ian Hughes 7/01; Melanie Dennis 8/01 (Ausloco internet discussion group)

PROSERPINE CO-OPERATIVE SUGAR MILLING ASSOCIATION LTD

(see LR 157 p.21)

610mm gauge

Contrary to the report in LR 157, a small number of 4-tonne bins are still in use at Proserpine this year, and they may be used in 2002 also. There is still one small grower that uses the 4-tonners for roll on/roll off, and another contractor uses them with his road trucks. The poor crops in the last couple of years has slowed the purchase of new 10-tonne bins (they cost \$11 000 each). At the last count there were 180 4-tonne and approximately 1300 10-tonne bins roaming the system. Since the introduction of converted Walkers B-B DH locos, a number of the small Clyde Model DHI-71 0-6-0DH diesels have seen little use. 2 (56-91 of 1956) is the main loco used by the navvies while 6 (62-272 of 1962) sees very occasional use on the weed sprayer and other track duties. It appears that 4 (59-202 of 1959) has either been sold or scrapped: it has not been noted on visits to the mill for some time.

David Rowe 8/01

VICTORIA

ENERGY BRIX AUSTRALIA CORPORATION PTY LTD

(see LR 159 p.22)

900mm gauge

During July it was reported that the Gemco and Walkers locomotives remained unsold, although it was reported that the Walhalla Goldfields Railway had purchased some rolling stock and equipment. Meanwhile, coal hoppers from the line had been noted being transported to Melbourne by road, presumably for scrapping.

John Cleverdon 7/01; Brad Peardon 7/01

WESTERN AUSTRALIA

HOPE DOWNS MANAGEMENT SERVICES PTY LTD

1435mm gauge

The proponents of the \$1.3 billion Hope Downs iron ore project are pushing ahead with plans to build their own Pilbara railway and port after continued failure to strike an infrastructure sharing agreement with BHP Billiton. Proposals to provide the proposed Hope Downs mine, about 75km north-west of Newman, access to the BHP Iron Ore rail network have so far failed, but negotiations are believed to be continuing. The development of the new mine depends on an increase in demand for iron ore but it could be as early as 2005.

Barry Blair via Leon Oberg 8/01 (Locoshed internet discussion group)

HAMERSLEY IRON PTY LTD

(see LR 158 p.19)

1435mm gauge

Following concerns from Japanese steel interests, an agreement has been announced to develop the new West Angelas mine using the Hamersley Iron line. A new dedicated railway would be built should West Angelas reach an annual production life of in excess of 20 million tonnes.

A number of ex-Hamersley Iron locomotives are currently in use by USA railroads. The Minnesota Commercial Railroad has repainted Co-Co DE 5059 (Goninan 055 of 1978) in its own version of Green Bay Western Red, and renumbered it 59. This locomotive is known as *CROCODILE GE*. Meanwhile, the Utah Railway has Clyde Co-Co DE locomotives 6060 to 6064 (81-1001 to 81-1005 of 1982) and has been repainting them in their grey livery.

Barry Blair via Leon Oberg 8/01; Andy Inserra 7/01 & 8/01 (both Locoshed internet discussion group)

PEMBERTON TRAMWAY CO

(see LR 160 p.21)

1067mm gauge

An ex-QR ballast tamper is being restored for use on the line. On arrival it was completely stripped down to bare chassis for rebuilding. Its engine was started for the first time in early August and much of the hydraulic equipment was run satisfactorily. Simon Mead 8/01

NEW ZEALAND

NORTON'S BRICK & TILE CO, Pukerau

(610mm gauge?)

Noted on a drive from Dunedin and Gore on the South Island in October 2000 was a little railway running through a tunnel under the road. Its purpose is to convey clay from a drying shed to the tile works. It used to be operated as an endless ropeway using equipment from the long-defunct collieries at Kaitangata. It has recently been reconstructed and converted to locomotive operation. A small 4w internal-combustion locomotive that appears to be home-built was noted hauling three clay skips. John Shoebridge 7/01



The driver of the small locomotive appears dressed for South Island weather as his train returns to the clay drying shed at Norton's Brick & Tile Co, Pukerau, NZ. Photo: John Shoebridge

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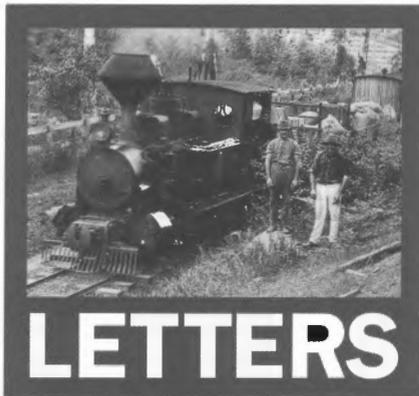
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LR 2001-2002



Tramlines at Merauke, Netherlands New Guinea (LR 156)

A tramline existed at Merauke in 1926. It can be seen in the 1926 Frank Hurley film *The Jungle Woman*. The film was originally to be produced in Papua, but the Australian administration would not permit this, as it showed images of Papuans attacking white people. The story also depicted the villain winning the fair damsel, while the planter won the *Jungle Woman*, which was against the acceptable social policy of the Australian Territory.

The tramline shown briefly in the film is typical of those serving early port facilities in the colonies. The tramline has footpads worn along it, showing that it was hand-pushed. Its probable route was from the Old Jetty and down the street of the town to various business and administration buildings.

Regarding the railway described in LR 156 (p.25), a map found at the Modern History Museum in Port Moresby indicates that this railway went all the way to the aerodrome, serving gravel pits at its northern end. In relation to the map on p.25, the line ran along 12th Avenue for a short distance, then turned south to run west of and parallel to the dotted road (Crescent Boulevard?), then east again to the gravel pit. A line labelled 'Proposed Light Railway' continues along the eastern side of the drome to a sawmill at its southern end, which appears to be in a village marked as Mopah. The proposed line then heads north-west on the western side of the Aerodrome, then heads east to join with the existing line at 11th Avenue, as marked on the map on page 25.

Michael Pearson
Boroko, PNG

Dear Sir,

Fairground Railways

The enclosed photograph was taken by our late member, Colonel John Goggs, at Frankston, Victoria during World War Two. The only information we had was that written on the back by John - "Frankston, 1941".

The topic for the June meeting of the South Australian Group was "Fairground & Miniature Railways in South Australia" and members were asked to bring along any photographs or information for a general discussion.

As a bit of light relief, I took along this photograph, notwithstanding that it was not

in SA, and nominated it as the ugliest locomotive in this category. Imagine my surprise when member Barry Kenyon produced a cutting from the "For Sale" section of the July 1989 issue of *UNIQUE CARS* magazine, with an illustration of the loco together with the following information:

1921 vintage. Made by HV McKay, Sunshine, Victoria. For Sale with Tender & 6 Carriages. Asking Price \$58,000.

The two phone numbers provided were both from the far north coast area of NSW.

Since the meeting, I have shown the photograph to another member, Peter Barry, who identified the faded lettering along the side tank as *CANTERBURY*.

It is hoped that other members and readers of LR may be able to fill in some details of the history and eventual fate of this "ugly duckling".

Arnold Lockyer
Dover Gardens, SA

Dear Sir,

Early Bogie Steel Hopper Wagons (LR 159)

On page 12 of LR 159, June 2001, John Shoebridge and Bob McKillop suggest that the Dewhurst hoppers for Great Cobar, put to work in 1907-8 (p 4) were probably the first steel bogie hoppers in Australia.

Surprisingly, the Queensland Railways had such vehicles a few years earlier, surprisingly because not until 1950 did the QR start to obtain steel freight rolling stock in great numbers.

The QR ordered twenty bogie steel hoppers, able to discharge at the bottom and sides, from American Car and Foundry in 1901. They were delivered in December 1902 and entered service in 1903. They were 11.8 tons tare, carried 20.2 tons, were classed HV initially, but VH from 1908. Between 1916 and 1924, 52 wagons of the same basic dimensions, also classed VH, were built at Townsville, but of timber.

Full details appear in my article in *Sunshine Express*, April 1994, p 357, much drawn from QR CME file 03/11687 in the Queensland State Archives.

John Knowles
New Malden, UK



The 'aesthetically challenged' *CANTERBURY*, at Frankston in 1941.

Photo: John Goggs

Dear Sir,

Mining Railways at Cobar (LR 159)

With regard to Part 3 of the 'Mining Railways of Cobar', appearing in LR 159, firstly, may I hasten to assign the credit for the drawing of the electric locomotive on page 11 to the collection of Brian Andrews, who willingly made it available for reproduction. The amazing survival of this small but significant piece of history was solely due to his efforts at the time when the contents of the Hebburn Colliery office were being destroyed.

Also, towards the top of page 10, a minor transposition requires correction and should read "The low supply-voltage must have presented problems out on the dumps, as there is no evidence of feeder cables, though in places there appear to have been dual contact-wires."

John Shoebridge
Dora Creek, NSW

Dear Sir,

50 Years of Railway Preservation (LR160)

Bob McKillop, in his item on "50 Years of Railway Preservation" (*Light Railways* 160, August 2001) makes the common mistake of saying that the Puffing Billy Preservation Society did not reopen its first section of preserved line until 1962. Unfortunately, this myth is often perpetuated by the misleading information that the railway itself provides, such as that for the *Guide to Australian Heritage Trains*. For reasons of brevity their pre-1962 history is often overlooked, resulting in mistaken conclusions being drawn, such as Bob's.

In fact the Society was running trains on the Upper Ferntree Gully - Belgrave section from the date of its foundation on 8 June 1955. (The Society was not founded in 1953, as stated by Bob.) On that date, it took over from an ad hoc group which had been sponsoring running on this section since 9 April 1955.

Thus the PBPS was the second railway preservation society to run a preserved railway, following the example set by the Talyllyn Railway Preservation Society. Indeed, the PBPS was formed as a direct consequence of the Talyllyn experience. A Talyllyn member named Watkins visited the railway during

the period of running by the ad hoc group, suggested that a preservation society be set up along the lines of the Talylyn, and provided information on how the Talylyn operated.

The preserved Festiniog Railway did not run its first public trains until July 1955, although restoration work had started the previous year. Thus it can be rightly said that the PBPS was the second railway preservation society in the world to run public trains. This continued until 23 February 1958, when narrow gauge running on the Upper Ferntree Gully – Belgrave section really did cease, and the line was converted to broad gauge and electrified.

The Society then commenced the restoration of the line beyond Belgrave, which was reopened to Menzies Creek on 28 July 1962. Thus the 1962 reopening was the second section to be reopened by the Society, not the first.

In both the period from 1955 to 1958 and the period from 1962 to 1977, when the Emerald Tourist Railway Board was established, the Victorian Railways provided the basic train crew (driver, fireman, guard) and certain other functions, but the financial responsibility was that of the Society. In effect the railways were providing a service under contract to the Society which also provided the volunteer ancillary staff.

John Kerley
Belgrave, Vic

Dear Sir,

Steam in the Archives (LR 160)

I very much enjoyed Peter Evans' article in the August issue. The photograph on page 3 reminded me what an absolute gem Couillet 986, formerly West Melbourne gasworks' CARBON, really is. An exquisite piece of 19th century European engineering that is still alive and giving education and enjoyment in the 21st century.

However, I would take the author to task on his statement that CARBON's classmate JOHN BENN (Couillet 861) still exists, at least in any meaningful way. What we see running today is an undeniably attractive pseudo-Baldwin 2-4-2ST which happens to incorporate some parts of the one-time Gallic 0-4-0T. [See LR 157, p.32 - Ed.]

If the "Grandpa's Axe" principle applies here, then yes there has been some continuity, and some significant original parts remain, but if what we see today has become a mattock can we still call it Grandpa's axe?

To those who subscribe to the "frame is the soul of the locomotive" theory (which has its own problems, but at least permits some degree of theoretical certainty) then the actual appearance of the locomotive is merely academic. But I would argue that at least something of the spirit of the original should be evident for this theory to effectively apply.

In closing, perhaps it could be said that the soul of JOHN BENN does survive, but is cursed by the mark of Kain to spend eternity trapped in Disneyland.

Lucien Henry
Melbourne, Vic

ACTIVITIES

Ross Mainwaring will be conducting a walking tour along the formation of the former Glenrock Lagoon Colliery branch, a portion of which ran along the foreshore south of Merryweather (near Newcastle, NSW). A number of relics are still to be seen. Tentatively planned for Sunday 25 November, 2001. Contact Jeff Moonie (02) 4753 6302 or Ross Mainwaring (02) 9449 2738 to register interest in going on the tour and to confirm details.

MEMBERS' ADS

BOOKS FOR SALE:

"Hawaiian Railroads" J. Hungerford. 1963. 79p.

"Fowler Locomotives in the Kingdom of Hawaii" J. Conde. 1993. 48p.

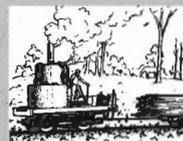
"Narrow gauge in a Kingdom" J. Conde. 1985. 96p.

"Sugar Trains" J. Conde. 1973. 400p.

"Sugar Trains pictorial" J. Conde. 1975. 191p.

Best offer received by close of business 1 November 2001.

Send offers to jimlongw@hotmail.com



LRRSA NEWS

MEETINGS

ADELAIDE: "Welsh Narrow Gauge"

The October meeting will feature videos of the narrow gauge railways of Wales, presented by Keith Polson.

Location: 150 First Avenue, Royston Park.

Date: Thursday 4 October at 8.00 pm.

Contact Arnold Lockyer (08) 8296 9488.

BRISBANE: "Isle of Mann Railways"

Well known Queensland enthusiast and author John Armstrong will speak about the Isle of Mann's fascinating railways.

Location: BCC Library, Garden City Shopping Centre, Mount Gravatt.

After hours entrance opposite Mega Theatre complex, next to Post Office.

Date: Friday 5 October at 7.30 pm. Entry from 7 pm. Contact Bob Dow (07) 3375 1475

MELBOURNE: "AGM and Picture Show"

Our Annual General Meeting, plus Mike McCarthy's 'mazing Picture Show - "Big Pat, Little Joe & Yankee Jim" - a sample of Warburton.

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

Date: Thursday, 11 October at 8.00 pm.

SYDNEY: "Railways of the Pilbara"

David Jehan will talk about his 1984 visit to the Pilbara region, including Mt Newman, Hammersley Iron and Cliff's Robe River railways, from an engineering perspective.

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

Date: Wednesday 24 October at 7.30 pm.

Contact Jeff Moonie (02) 4753 6302

Waverley Travel Rail Reference & Reservations

Comprehensive Information and Specialist Booking Services for:

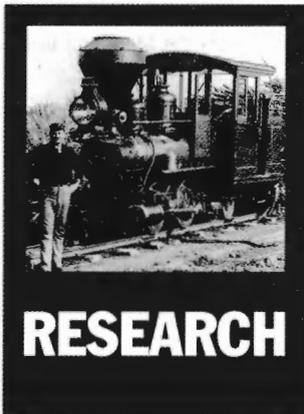
Tourist Railways, Australian and International Network Systems.

278 STEPHENSONS ROAD, MOUNT WAVERLEY, VICTORIA. 3149, AUSTRALIA

PHONE: (03) 9807 0322; Country & Interstate: 1800 242 491; FAX: (03) 9807 8022

EMAIL: concept@holidayclub.com.au

A.C.N. 007 417 503 LICENCE No. 31473



Noel Butlin Archives Centre, Canberra

Further to the report on the status of this important archives resource, the Australian National University recently announced the establishment of the ANU Archives Program, bringing together the University Archives and the Noel Butlin Archives Centre (NBAC) from 1 August 2001. The decision will enable the University Archives to improve its services to the University community and to the public. For the NBAC, it means there is now a stable base from which it can continue its role of promoting the national record of Australian business, labour, rural and industry activity. The archives hold valuable company records that relate to many important industrial railways and LRRSA researchers are encouraged to use the facility. Friends of NBAC, via John Browning

Tasmanian Charcoal Iron Company

The researchers working on the history of the Lithgow iron and steel industry (LR 156) have undertaken a brief review of the various iron making ventures that briefly flourished in the Australian colonies during the 1870s. The most ambitious of these was the Tasmanian Charcoal Iron Company, which began exploitation of iron ore from Mount Vulcan on Anderson's Creek in 1872 and was refloated as the British and Tasmanian Charcoal Iron Company in 1874. Andrew Barclay & Son manufactured the plant for the massive iron works constructed at Port Lempriere (Redbill Point) on the Western Arm of the Tamar River in 1875. The 7½ mile tramway from the Mount Vulcan quarries to Port Lempriere was relaid to standard gauge with iron

rails in 1874 and Andrew Barclay & Son built a 0-4-0ST locomotive, (AB 167 of 1873) to operate the line. Its time there was brief, for the ambitious project failed due to the high chromium content in the iron ore and the plant closed in 1876. AB 167 has a place in the Lithgow story, for G&C Hoskins purchased it in 1916, possibly from a NSW sawmill, for use at Wongawilli Colliery, which was being opened up to supply the Lithgow works with coke.

The ambitious iron-making venture at Port Lempriere and its associated railway is a fascinating story that has not been researched in detail. If any readers are interested in this topic, useful starting points include:

Home, Richard, *ARHS Bulletin* No. 503, September 1979

Jack, IR and Cremin, A, *Australia's Age of Iron: History and Archaeology*, Oxford UP, 1994

Johnston-Liik EM, Liik, G and Ward, RG, *A measure of greatness: the origins of the Australian iron and steel industry*, Melbourne University Press, 1998

Smith, Coultman, *Town with a history: Beaconsfield Tasmania*, Beaconsfield Museum Committee, 1978

Cornwall Chronicle, 1872-1876

Illustrated Sydney News, 1875-76

Launceston Examiner, 1872-1876

Meanwhile, the progress being made by the Lithgow research project, with particular reference to the role of the iron and steel industry in the Federation movement, will be the subject of a special Centenary of Federation event at Lithgow on 28 October (see Coming Events for details)

Bob McKillop

Forest History Conference

"Australia's Ever-changing Forests V", the fifth national conference on Australia's Forest History will be held in Hobart on 18-20 February 2002. The conference will be held at the Jane Franklin Hall, University of Tasmania. It will be followed by a study tour of the Geeveston and the Southern Forests on 20-22 February. Geeveston was the site of the large Huon Timber Company's sawmill, billed as the largest in the Southern Hemisphere at the turn of the century.

For information, contact John Dagavel (02) 6259 9102; email foresthistory@asiaonline.net.au



Andrew Barclay 0-4-0ST 167 of 1873 was purchased by G&C Hoskins Ltd in May 1916, possibly from a sawmill operation on the NSW north coast. In October that year it was put to work on the construction of a railway from Brownsville Junction to Wongawilli Colliery, near Wollongong. The photograph above is thought to date from 1917. Photo: Ken McCarthy collection

Irvinebank Tramway, Qld

The Cairns Historical Society has an excellent collection of computerised railway images. A recent visit there located a number of excellent photographs of the Irvinebank Tramway and photocopies were obtained of around 20 of these. Subsequently, a meeting with John Kerr aboard the *Westlander* train revealed that John is working on a centenary history of the Irvinebank Tramway for LR. John has been put in touch with the CHS collection, but other readers may also be interested in checking this source out.

David Burke

Clarence River Harbour Works

In response to the call for information and photos on this operation

in LR 158, we have received several responses. Jim Longworth advises that he is collecting material on this railway operation. If any other researcher is also working on this topic, Jim is interested in co-authoring an article for *Light Railways* with them.

Certificate in Museum Practice

The Illawarra Tech Ltd offers a Certificate III course in Museum Practice, which is available through distance learning. The course consists of 13 modules and provides the opportunity to gain a formal, nationally recognised qualification. The course is subsidised through the NSW Department of Education & Training, with a fee of \$105.

Coming Events

OCTOBER 2001

14 Bennett Brook Railway, Whiteman Park, Perth WA. Friends of Thomas the Tank Engine Day, with steam trains and the Fat Controller. Phone (08) 9249 3861.

20-21 Puffing Billy Railway, Belgrave VIC. *Thomas the Tank Engine* comes to Puffing Billy – a family fun attraction at Emerald town. Also on 27-28th. Enquires and bookings: 03 9757 0770.

28 Lithgow District Historical Society, NSW. Presentation by Bob McKillop, LRRSA convener of the joint research project on the Lithgow iron and steel industry, on "Lithgow and Federation: foundations for a self-reliant nation". 2pm at Lithgow Workman's Club. Phone Ian Holt (02) 6352 4082.

28 Diamond Valley Railway, Eltham, VIC. 40th birthday celebrations. Public running 1100-1700. Further information (03) 9432 1433.

NOVEMBER 2001

3 Puffing Billy Railway, Belgrave VIC. *Thomas the Tank Engine* comes to Puffing Billy – a family fun attraction at Emerald town. Also on 10 November. Enquires and bookings: 03 9757 0770.

4 Cobdogla Irrigation & Steam Museum, Barmera, SA. Steam Open Day. Phone 08 8588 2323.

10 Illawarra Train Park, Albion Park, NSW. Special picnic day for LocoShed group & LRRSA members with steam operation and industrial diesels. Bookings only (limit 60) via World Series Bookshop, 041 741 2631.

11 Illawarra Light Railway Museum, NSW. 610mm steam train, electric miners' tram and 184mm miniature train rides. 1030-1600. Ph. 02 42 564627.

DECEMBER 2001

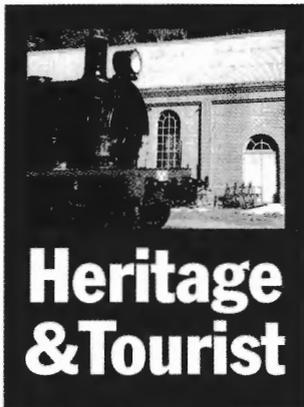
1 Puffing Billy Railway, Belgrave VIC. Santa Special Train, departs Belgrave 1100 for Emerald and Lakeside. Also on 8 and 15th. Enquires and bookings: 03 9757 0770.

2 Cobdogla Irrigation & Steam Museum, Barmera, SA. Steam Open Day. Phone 08 8588 2323.

8 Puffing Billy Railway, Belgrave VIC. Santa's Sunset Special train, departs Belgrave 1700 for Emerald and Lakeside. Enquires and bookings: 03 9757 0770.

27-31 Durundur Railway, Woodford, QLD. *Woodford Folk Festival*: ANGRMS narrow gauge steam trains run daily. Phone (07) 3202 6585.

29 Cobdogla Irrigation & Steam Museum, Barmera, SA. Steam train twilight run. Phone 08 8588 2323.



Heritage & Tourist

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

NEWS

Queensland

ARCHER PARK STATION & STEAM TRAM MUSEUM

1067mm gauge

Rockhampton City Council

Further to LR 159 (p.27), a St James Rail Tours group visited this museum in July 2001. An evening trip had been arranged in the ex-Rockhampton Tramways Purrey steam tram, but due to an injector fault the journey was restricted to short runs up and down the platform. The visit included dinner served at the Archer Park station. Features of the museum include the multi-track sound system operates all day long while the museum is open, providing platform sounds as well as train arrivals and departures, and the life-size mannequins on the platform that help bring the history alive.

David Burke, 8/01; Lyn Zelmer, 8/01

MOUNT MORGAN TOURIST RAILWAY

1067mm gauge

The St James tour group also visited the Mount Morgan Tourist Railway. Significant progress had been made in upgrading the line and rolling stock and there was an air of expectation that the line will again be operating in late 2001. The tour group was served lunch on the station platform, with the ex-Mt Morgan Mines 0-4-OST (Hunslet 854 of 1903) and the ex-QR 2000-class railcar occupying the platform road and the open-air passenger carriages on the adjacent line.

David Burke, 8/01

New South Wales

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

The "Steam'n Trad Jazz" Day on Sunday 8 July 2001 featured the Keira Climax Jazz band, with the 0-6-2T Perry *TULLY 6* in service during the day, which drew large crowds. Shed tours were operated. Among the items available for inspection was *TULLY 8*, a heavily modified Fowler 0-6-ODM of 1937 vintage. Restoration of this loco had reached the stage where all major mechanical components were back in place. On Sunday 12 August, both 0-6-0 *CAIRNS* (HC 1706 of 1939) and 0-4-OST *BURRA* (Hawthorn Leslie 3573 of 1923) were in steam. *CAIRNS* provided the regular passenger service from mid-morning, while *BURRA* was lit up and moved up to the front fence next to the ex-Hoskins Iron & Steel standard gauge 0-4-OST *WALLABY* (Hawthorn Leslie 2988 of 1913. *BURRA* ran a demonstration run with the timber coal skips rake, then parked near the front gate for display while regular passenger operations recommenced. By mid-August, all four "operational" steam locos were down for their annual boiler inspection.

Ex-CSR Drewry-Baguley 0-6-ODM *LEICHHARDT* was still on site in mid-August, pending finalisation of transport to England by the Lynton & Barnstaple Railway (see LR 159, p.27).

John Garaty, 7/01, 8/01

MEGALONG VALLEY TOURIST RAILWAY 610mm gauge

Keith Duncan

The two ex-North Eton Sugar Mill (Qld) Perry 0-6-2T locomotives – No.6 (2382 of 1941) and No.7 (6634.52.1 of 1952) – stored at this location from some 30 years (LR 140 p.23) have been moved. On

Friday 17 August 2001 they were moved from the Megalong Valley and are now located on private property at Toronto NSW. Both are complete and in excellent condition, No 6 needs some new tubes but otherwise only cosmetic restoration work is required. When this has been done, the new



The use of mannequins, backed by a multi-track sound system, helps to interpret the human face of the history of Archer Park railway station at Rockhampton.

Photo: Lyn Zelmer



Mt Morgan station (est 1898) houses former Mt Morgan mines 0-4-OST No.3, which has been returned to service. Alongside it are the open passengers coaches whilst behind is the 2000 class railmotor.

Photo: Catherine Burke

Heritage & Tourist

owner, Grahame Swanson, will review his options. He has sufficient room for a modest track in undulating country and is interested in acquiring a supply of suitable rail. Grahame is interested in any information on their history, especially working drawings. The engines will be stored under cover and not visible from the road, but interested persons are welcome to visit by appointment (Phone Grahame Swanson 0249 591054). A Malcolm Moore IC locomotive, a bogie passenger carriage (made by the owner), several side-tippers and miscellaneous bogies and wheel sets remain at the Megalong Valley site, together with a circle of track.

John Shoebridge, 8/01

MILLENNIUM PARK RAILWAY, Newington

610mm gauge
There has been a dramatic turnaround in the situation at this site since our last report in LR 158 (p.28). Rebuilding of the former munitions railway system to provide passengers services around the world-class Millennium Park site is continuing at a rapid pace. A small group led by Len King visited the site on 9 August and was granted freedom of the site and a master key by the facilitator, Terry Milham. Two of the four battery-electric locomotives and a bogie wagon were driven out of Building 30 for a cautious survey of the restored trackage.

Approximately 7000 new hardwood sleepers had been laid down. Hundreds of metres of rail welded to flat steel bar and set in concrete was lifted. Second-hand 30lb rail from a South Australian munitions range had been used to replace this track on the original alignment and set in concrete. This rail was also used to relay the 2km long line between the former weaponry testing facility and the storage-workshops area. The long straight of the Holker Street line, which had comprised ballasted track over the original track set in cement, had been rebuilt to its original status. The loop has been reinstated and eroded embankments turfed. All the track laid in cement through the forest area, which was cleared in

2000, has been overhauled and points cleaned or reconditioned. At the wharf, the two tracks laid on the WW2 extension have been lifted and utilised for other purposes.

Nearly all buildings had undergone restoration, with bricks cleaned, guttering and downpipes replaced, deteriorating timber replaced, new glazing installed and interiors and exteriors cleaned and painted. The former locomotive shed and charging facility have been stripped and the transformers placed in Building 30. This building has undergone a dramatic transformation. The original rusted rails and cracked cement have been left in place for heritage "correctness", but a plastic membrane has been installed over the entire floor area. The original through track was relaid, with points from the wharf installed to provide two sidings to one side of the building. Steel bar on edge was welded to form a continuous check rail and a concrete slab was poured, raising the floor area by some 150mm. The overhead, hand-worked travelling crane has been reconditioned and was used for the re-positioning of the three recharge units, while twin rows of arc lighting have been installed. The four Gemco 4-wheel battery electric locomotives were standing on the through road. All had been striped, grit-blasted and mechanically overhauled. The batteries had been reconditioned and the controllers stripped, cleaned and rebuilt. Cab and exterior lights have been reinstalled and the sandboxes are again operable. One unit had its battery box

removed to enable a trial fitting of a 24-volt compressor, transistor control unit and air reservoir cylinder between the frames. Two new auto-couplers, recently obtained from Tully in Queensland, were awaiting fitting to this locomotive. On view to the group were two new 610mm gauge bogies, oxy-cut from 26mm steel slab. Double roller bearing axleboxes are fitted and coil springs provided for suspension. Another 10 axle sets were on an adjacent track.

A prototype articulated carriage is being constructed in Canberra. Details are not yet available, but its profile presumably meets the small loading gauge required on account of the tight clearances and severe track curves. The Westinghouse braking system is being installed. It is also reported that four original battery-electric locomotives that went to the Menangle Light Railway some years ago have been acquired from Paul Simpson and two have been rebuilt into one reconditioned unit. This was due to be delivered in early September.

Five of the original bogie wagons are being used as a weight test train. Two have steel bars placed across the frames and three have concrete road barriers. Another bogie wagon has been fitted with a Newington-assembled steel body. Tapered sides and a sloping floor, with lever-operated shutters at one end, combine to make up a ballast wagon – crude but effective! The parkland generally shows its revitalisation for the new millennium. Roads that had been wrecked

by the many truck movements had been relaid in concrete or macadam and pathways reinstated. Many indigenous species of plants have been planted around the park over the past year and the Cumberland Plain remnant forest is the home to a plant nursery operated by the National Parks Service. The new Riverside Walk, completed this year, provides access to the wetlands and mangrove areas.

Len King, 8/01

RICHMOND VALE RAILWAY

1435mm gauge

Richmond Vale Preservation Co-operative Society Ltd

The 9th Annual Coalfields Steam event on 10-11 June 2001 drew good crowds to see an interesting variety of steam traction. Organisation for the event was hindered by competing attractions (at Echuca and Manilla), the trials of public risk insurance and rain on Saturday 9 June. Additional attractions, including a Stanley Steam Car and vintage Thornycroft truck, arrived at the last minute ensuring some new features for the visitors. Campbelltown Steam Museum had a Case portable engine operating a chaff cutter and a traction engine providing rides on a wagon. Train operations included return trips to Pelaw Main behind ex-SMR 2-8-2T No. 30, 0-4-0ST *MARJORIE* operated to Mulbring Road and the Planet 4wDM ran trains to the Glasshouse. Graham Black, *Link Line* July/Aug 2001

TIMBERTOWN, Wauchope

610mm gauge

Hastings Shire Council

The new management arrangements reported in LR 157 (p. 28) are producing results and a visit on 21 July found good crowds in attendance. Dr Sheriff has the lease for the railway and sawmill, while other groups and small businesses operate the craft shop, saddlery, food outlets, bullock team, etc. The complex is open 7-days a week, 10am to 4pm, although the sawmill only operates on weekends. On the day of the visit, there were still passengers waiting for a train ride, so an additional service was operated after 4pm. Ex-South Johnstone Mill 0-4-2T No.10 (John Fowler 17881 of 1929) has been returned to service as the main operating locomotive and it made a



Gemco-Funkey 4wDM (built 1965) heads a passenger train on the Durundur Railway, Woodford, Queensland, on 5 August 2001. Photo: Brian Weber

splendid sight finished in glistening black paint with polished brass. Ex-Macknade Mill 0-6-0 No.6 (HC 1862/1953) is the back-up loco, but is reported to be heavy on the track. The Fowler 0-6-0T *GREEN HORNET* (12271/1910) is stored awaiting overhaul.

Bruce Macdonald, 8/01

Victoria

PUFFING BILLY RAILWAY

762mm gauge

In the year to 30 June 2001, the PBR carried a record 254,855 passengers

(up 7674 on the previous 1998/99 record), with higher expectations of customer service in a more competitive tourist market. Unfortunately this record was not expected to be reflected in the financial result due to discounted fares, cost pressures associated with the GST and a decrease in public and private grants for capital works. At the Menzies Creek Museum, ex-Broken Hill Associated Smelters, Port Pirie 0-6-0T *POZIERS* (AB 1543/1919) is undergoing a repaint in basic black.

PBR Home Page, 8/01

WALHALLA GOLDFIELD

RAILWAY 762mm gauge

Walhalla Tourist Railway

Committee of Management

Further to LR 160 (p.30), the ex-Thailand 0-6-0T (Henschel 25427/1956) underwent a commissioning trial over WGR tracks on 8 August 2001. Carrying the number 103 and name *Spirit of Baw Baw*, the immaculately presented locomotive made a splendid sight as it stormed over the Thomson River Bridge. Its chunky, modern European steam loco appearance brings a different character to the



The ex-Rockhampton Tramways Purrey steam tram operates from the Archer Park Station Museum over former QR track in Denison Street on each weekend. Photo: Lyn Zelmer



On Friday 17 August 2001, former North Eton sugar mill Perry 0-6-2T locos No.7 (6634-52-1 of 1952) and No.6 (2382 of 1941) are unloaded at their new home near Toronto, NSW. Photo: John Shoebridge

Heritage & Tourist

Australian preservation scene. There were only a few people from the WGR organisation present for the mid-week trial, but the *Herald Sun* photographer Mike Keating presented the event to a wide Melbourne audience in a special colour feature on 14 August. The Henschel was scheduled to enter traffic as soon as a small number of corrective mechanical repairs were completed, probably late in September 2001.

Peter Medlin, 8/01; *Herald Sun*, 14 August 2001

Tasmania

Abt WILDERNESS RAILWAY, Queenstown

1067mm gauge

By the end of July, rails had been laid over the Quarter Mile Bridge and were within 5km of Dubbil Barril. Public passenger services were still operating to Rinadeena only. The target for completion of the reconstruction project remains December 2001.

Rail News Victoria, 8/01

DERWENT VALLEY RAILWAY,

New Norfolk 1067mm gauge

This preservation group has restored this scenic branch line for passenger excursion trains. While locomotives and rolling stock is mostly ex-TGR, the DVR purchased ex-Emu Bay Railway 0-8-0DH No. 21 (ex PVH 1). The North British built, Paxman/Voith powered locomotive was transferred under its own power from Burnie to New Norfolk on Sunday 29 July. Its journey east and south of Burnie was the first occasion the loco had left the State's North West (and West Coast) in its 48 year history. The DVR plans to use the locomotive on short distance passenger trains and work trains out of New Norfolk, as well as heavy shunting, at the New Norfolk depot.

Steve Zvillis, 7/01, via John Browning

INVERMAY RAIL HERITAGE

PRECINCT, Launceston

610/1067mm gauge

Queen Victoria Museum & Art Gallery

Further to LR 160 (p.30), ex-Mt Lyell 0-4-0WT No.10 (Krauss 6067/1910)

Heritage & Tourist

arrived at Invermay in Launceston during July 2001. It was steam cleaned and restored as a static exhibit for display with other locomotives and rolling stock in the QVM exhibition site at the former Tasmanian Government Railway workshops at Invermay. The historical integrity of the railway workshops has been restored and the official opening of the complex is scheduled for November 2001.

Michael Parker, 7/01

South Australia

BADCOE RAILWAY

305mm gauge

Peter Badcoe Rehabilitation Complex, Edinburgh

Work is proceeding steadily with the construction of this new line, with the aim of an opening day later this year.

The site at Penfield is adjacent to RAAF Edinburgh Airfield, and was part of the former very extensive WWII No.2 Explosives and Filling Factory, and subsequent Weapons Research and Defence Science establishments. A group of buildings houses the Peter Badcoe Complex, named for Australia's Major Peter Badcoe, awarded the Victoria Cross for bravery in Vietnam.

The Complex provides support and rehabilitation services for Vietnam Veterans, and includes facilities providing training for skills in cartentry, welding, computing and other fields.

The site has a broad gauge siding formerly connected to the branch line from the Penfield passenger line to the airfield. The first stage will be the establishment of a basic circuit, but the site provides room for substantial future expansion, while a 1.2km stretch of the trackbed of the Edinburgh branch lies adjacent.

Current work includes the laying of track in 14lb rail on sleepers from timber salvaged on site. The locomotive is owned by LRRSA member Barry Kenyon, and is a 12in gauge 2-4-0 based on a Watson *COLORADO* design. It is nearing completion in the Adelaide workshop of Ted O'Brien. Initial rolling stock is a pair of open toastrack carriages and an enclosed brake van. Lee Rodda 9/01



ANR DE loco 8112 passes the freshly repainted Goninan Bo-Bo DE 32 (1 of 1954) 'plinthed' at the Newcastle Steelworks site, 14 April 2001.

Photo: Brad Peardon



The CHG brake van was a feature on non-air coal trains on both the NSW government railways and private lines. Richmond Vale Railway has recently restored CHG 16269 and it sees regular use with 0-4-0ST MARJORIE during open days.

Photo: Graham Black



Walhalla yard, 30 June 2001. The new station building has yet to be moved to its final position. Photo: Peter Medlin

Western Australia

BENNETT BROOK RAILWAY

610mm gauge

WA Light Railway

Preservation Association

WALRPA also reports decreased revenue and increased costs for the year 2000-2001. The railway carried 11,233 passengers and passenger trains operated 5110km. On the locomotive front, 2-8-2 NG 118 (Henschel 2447/1938) has developed several leaking fire tubes and has been laid up pending assessment

of re-tubing the boiler. The leaking tubes will probably be plugged to allow the loco to run for the FoTTTE day on 21 October (see Coming Events). The only operating steam locomotive, ex-Inkerman Sugar Mill 0-4-2T ADELAIDE (Perry 8967.39.1 of 1939), now numbered BT1, was therefore running Saturday and Sunday each weekend and is performing well.

The old Planet diesel, which has been undergoing overhaul for the past 3 years, is finally coming together and was test run up and

down the workshops yard for the first time at the end of July. There is still some work to do on the vacuum brake system and the bodywork but it should be back in service for the summer.

Simon Mead, 8/01

BOYANUP MUSEUM OF TRANSPORT & RURAL INDUSTRIES

1067mm gauge

This museum has not previously been reported in detail in LR and its last mention was in 1999. The museum theme is transport and



On the Abt Wilderness Railway, on a sunny Sunday 8 July, 0-4-2T loco No.3 (Dübs 3730 of 1898) crosses Princess Creek Bridge with the 2pm train. Photo: Bob Sampson



Krauss 0-4-DWT 6067/1910 (ex-Mt Lyell No. 10) in store at Launceston Museum, July 2001. Photo: Michael Parker

Heritage & Tourist

rural industry. The railway collection now includes several former industrial and private railway locomotives, including the ex-Jardee sawmill 4wDM (photographed in its new livery at Boyanup in LR 146, p.19), ex-Midland Railway Bo-Bo English Electric loco F40 (restored in MR colours) and ex-WASEC, Bunbury power station 0-6-ODM E1020. The latter locomotive, still in green SEC corporate colours, belongs to a Collie railway preservation group and is held at Boyanup pending future transfer to Collie. Plans are well advanced to operate passenger trains on the Boyanup-Capel branch line, but a start date is dependent on Rail Safety Accreditation. The museum is open daily from 1000-1600. Ex-MC Davies timber locomotive, the 0-4-0WT KATE (Thos Green 132/1889), was returned to Margaret River on 25 August after cosmetic restoration at Boyanup. Rusted metal has been replaced, the asbestos-clad boiler removed and renovated cladding replaced, and the loco was repainted for static display. The Rotary Club at Margaret River was unable to raise the funds for a new boiler and restoration to operating condition. However, a new shelter has been erected and the locomotive will now be displayed under cover.

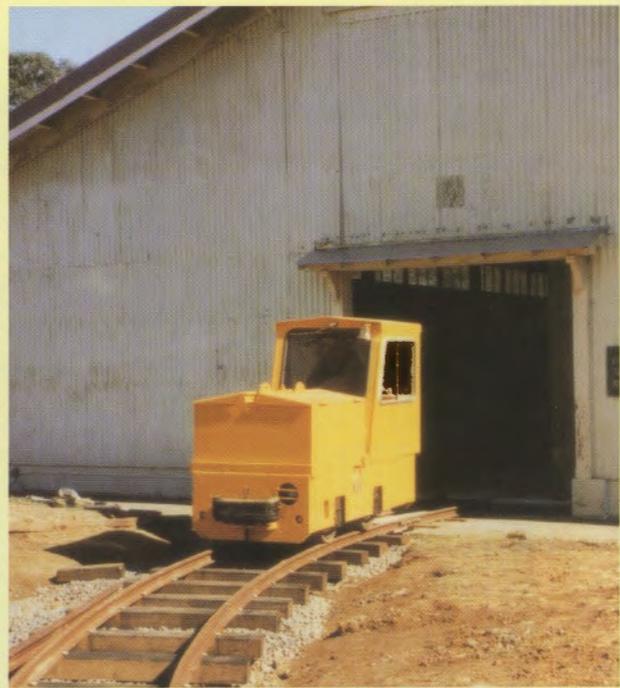
Peter Goss, 8/01

PEMBERTON TRAMWAY

COMPANY 1067mm gauge

The former WAGR 36km Pemberton-Northcliffe railway line was reopened as a tourist tramway in 1987, using four light, self-propelled 40-seat tramcars built by Willis Engineering. Steam tourist trains operate from Pemberton to Lyall using former WAGR rolling stock. Both steam and tram operations are proceeding well although suffering from the general downturn in patronage that is affecting all tourist rail operators here at the moment. Tram 1 has been out of service for a couple of months for repairs to the bodywork, which are were nearly complete in August. This vehicle is expected to be back in traffic in the near future.

Simon Mead, 8/01



Millennium Park Railway, Homebush Bay, NSW

As reported in our 'Heritage & Tourist' section (on page 28) considerable progress has been made in recent months with the rebuilding and adapting of the 2ft gauge former RAN Newington Armaments Depot railway for its new task of providing transport and recreation within the recently established Millennium Park, adjacent to the former Sydney Olympic Games site. **Clockwise, from above:** A Gemco 4wBE 'electro' emerges from Building 30 on newly laid track. □ A map of the site, showing proposed developments and progress to date. □ An 18-tonne weight test train has been made up, by placing concrete blocks on existing flatcars. □ A Gemco 'electro' and wagon on newly renovated track at the passing loop on the Holker Street line. (Compare this shot with the earlier photograph, taken at the same location, on page 23 of LR 150.) All photos taken 9 August 2001 by Len King.

