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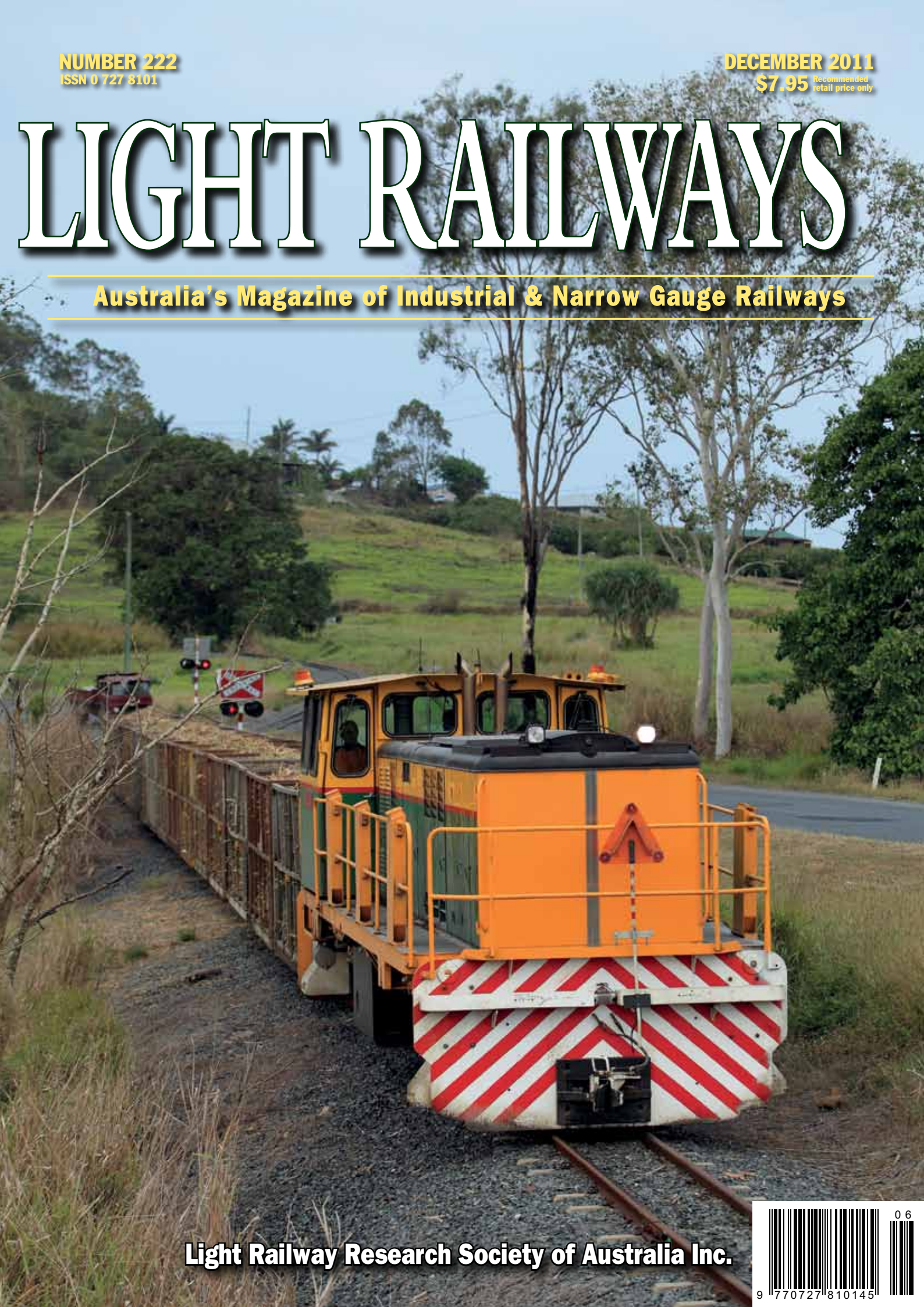
LIGHT RAILWAYS

Australia's Magazine of Industrial & Narrow Gauge Railways



Light Railway Research Society of Australia Inc.

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Editor: Bruce Belbin,
PO Box 674 St Ives NSW 2075
Research, Heritage & Tourist Editor:
Bob McKillop,
c/o PO Box 674 St Ives NSW 2075
Industrial Railway News Editor:
John Browning,
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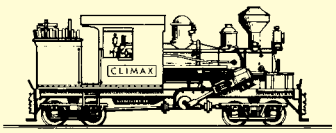

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1 inch (in)	25.40 millimetres
1 foot (ft)	0.30 metre
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1 chain	20.11 metres
1 mile	1.60 kilometres
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1 pound (lb)	0.454 kilogram
1 acre	0.4 hectare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

Contents

Comment

I was born in the middle of the twentieth century, and I vividly remember thinking, when I was very young, that I would most likely live to see the 21st century, and I wondered what it might be like. Obviously, I made it here, and with a bit of luck might even get close to the next mid-century.

A lot has changed during my time on earth so far. For instance, when I was born, Victorian Railways still operated four narrow-gauge lines, and Australia's industrial railways (above-ground at least) were dominated by steam power.

I often wonder what will transpire during the rest of my time here. In my other role, with *Railway Digest*, I see the exciting re-emergence of rail world-wide as a major transport mode, but with my *LR* hat back on, I'm sometimes concerned for the future of both railway history and railway preservation. People still enthusiastically research and write about the history of subjects as diverse as ancient Egypt and the American Civil War, so it's probably reasonable to assume that railway history will still have its aficionados in 2050, and beyond.

Preservation is a different matter, as it's clear that, even now, we're unable to look after all that we've saved, and it's only going to get worse. I worry for the future of my Perry locomotive when I'm gone. Will it go to scrap? Sit on a siding, never quite being 'got to'. Or, in order to earn its keep, will it end up on a tourist railway, heavily 'tizzed', with a cowcatcher on the front and a corny name on its cab side — like an out-of-work professional wearing a chicken suit to promote the local KFC? It's my job over the next 30 years to make sure the answer is no. *Bruce Belbin*

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

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

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

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

Front Cover: *Mackay Sugar's Costellos Line is a branch through the hills north of Farleigh Mill. During the 2011 season it has seen a great variety of motive power, no more so than on 10 October after the crush had finished at Farleigh and all remaining cane was being taken to Marian Mill. Walkers B-B DH* CEDARS *(693 of 1972 rebuilt Walkers 1997) collected 42 fulls from the Etowrie terminus at Costellos 8 but at Costellos 6 the train was split into three for the seven kilometre run to the junction. Here* CEDARS *hauls its small train up Krisin's Hill beside the Farleigh-Habana Road. Photo: Scott Jesser*

During an Association of Railway Enthusiasts (ARE) tour on 10 September 1966, Garratt No.2 moves off with the improvised 'tour train', while locomotives 6, 11 and 4 look on from outside the engine shed. *Photo: Richard Warren, collection Richard Horne*

Fyansford Cement Works Railway
Recalled in photographs

by Richard Horne

The 45th anniversary of the closure of a unique Victorian industrial railway will be celebrated on 22 December 2011. This was the 3ft 6in gauge system of the Australian Portland Cement Company Ltd (APC) at its Fyansford cement works, where steam was used to the very end. Located just over two miles to the west of central Geelong, it was easily accessible to enthusiasts, even without a car, and visitors were invariably made welcome. The operation was akin to that of a miniature main line, running from the quarry at Batesford, some 3½ miles to the north-west, to a balloon loop with wagon tippler at the works. The locomotive roster ranged from diminutive 0-4-2STs built in the Edwardian era, to a mighty war-time Australian Standard Garratt, supplemented in 1956 by a Bo-Bo Diesel Electric, of the same design as the Victorian Railways T class.

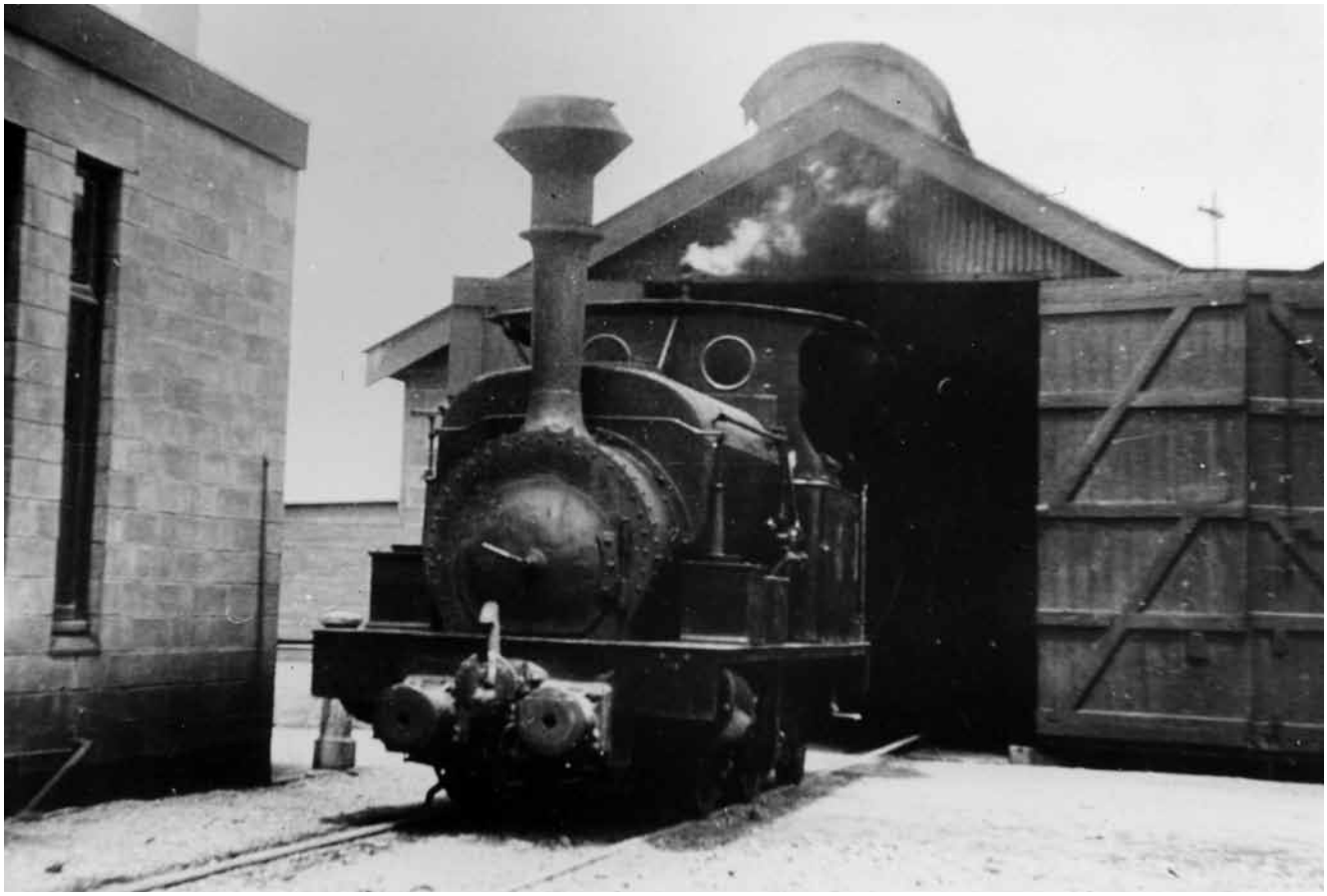
The railway was described in detail by John McNeill in LR 120 (April 1993) but a brief history is given here, to supplement this photographic essay. The APC commenced quarrying limestone in 1890, transporting it to the works in horse-drawn wagons. In 1905 a horse-drawn tramway was built, covering part of the journey, but in 1911 an aerial ropeway was opened between the quarry and the works. The Victorian Railways (VR) opened a branch to the works in 1918, for the inwards shipment of coal and despatch of cement. From 1921 to 1925 the works were modernised and in 1924 the aerial ropeway was abandoned, the quarry then being connected to the works by a 3ft 6in gauge railway.

The line crossed the Moorabool River twice on timber trestle bridges and used a fleet of four Hudswell Clarke 0-4-2ST locomotives, purchased second-hand from the Wallaroo & Moonta Mining & Smelting Co Ltd, which had closed its copper mines in South Australia the previous year. They retained their original owner's numbers of 6, 7, 8 and 9 and were supplemented in 1926 by two Vulcan Iron Works 0-6-0STs, numbered 3 and 4, that had been used at the Henderson Naval Base in Western Australia.

In 1931 operations were transferred to a new quarry, to the south of the original one, worked on the 'glory hole' principle, with a floor level about 120 feet below ground level. The new line climbed out of this quarry through a curving tunnel over ¾ mile long and on a 1 in 37 grade. Part of the old line, beyond the point where the new line joined, but short of the northern-most bridge over the Moorabool, was retained for storage and servicing the steam shovels down in the quarry.

As traffic increased, a 2-6-0+0-6-2 Garratt locomotive was purchased in 1936, followed by a second in 1939, both being similar in design to the WAGR Ms class. They were numbered 1 and 2. Unused Australian Standard Garratt locomotive No. G-33, which had been erected at the VR Newport Works, was purchased in 1946 and numbered 3. In the same year, two small 0-4-0Ts built by Perry Engineering were purchased third-hand from the State Electricity Commission of Victoria at Yallourn and numbered 10 and 11. They were followed in 1956 by the railway's last locomotive and sole diesel. Built by Clyde/GM, it was numbered D1 and named *WESLEY B McCANN.*

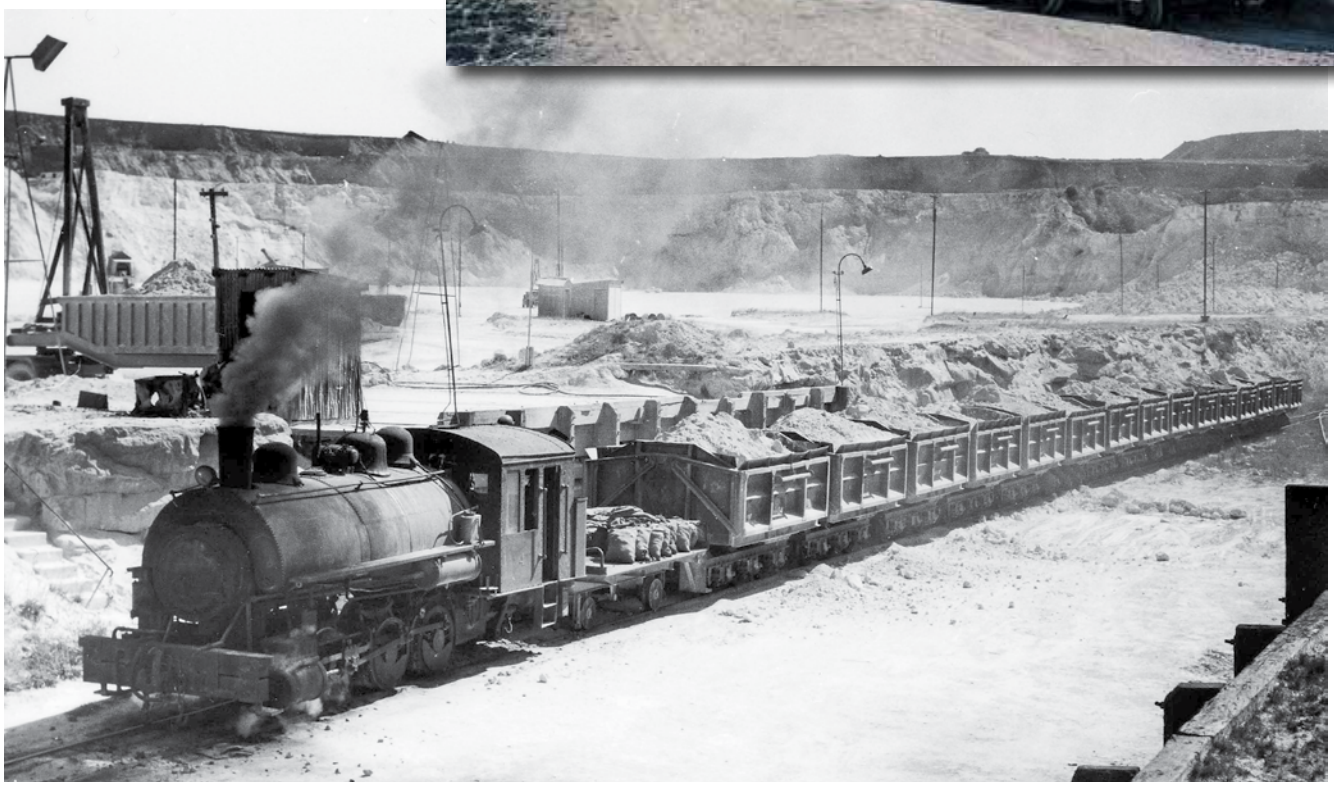
Two other rail vehicles used at the works are worthy of mention. One of the shovels used at the quarry working face was a rail-mounted Bucyrus Model 65C steam shovel built in 1903, but second-hand to Fyansford c1923 from the Mount Morgan Gold Mining Company Ltd in Queensland.

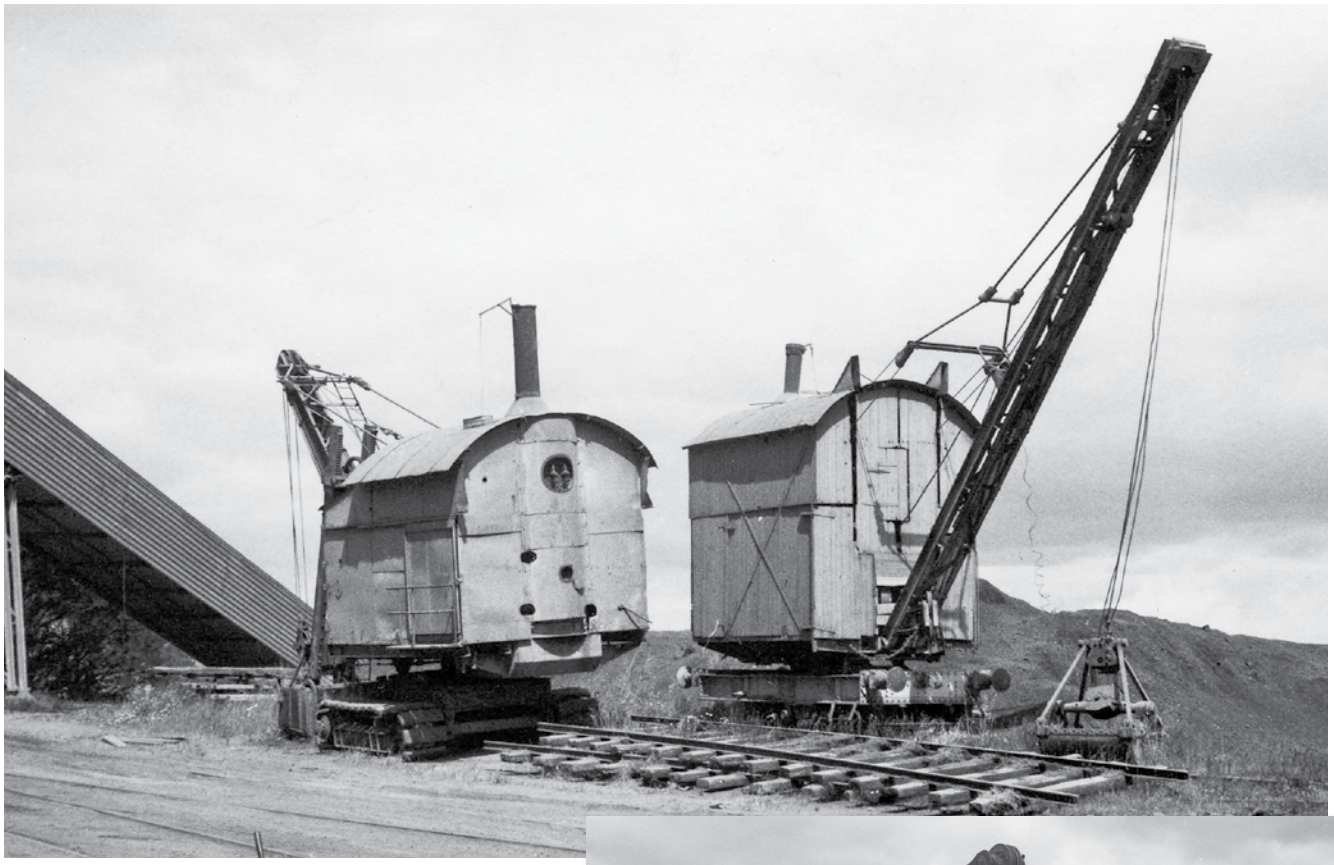


Above: *The original locomotive fleet at Fyansford consisted of four Hudswell Clarke 0-4-2ST locomotives, purchased second-hand from the Wallaroo & Moonta Mining & Smelting Co. Ltd, in South Australia. Around 1930, number 7 (Hudswell Clarke 774 of 1906) sits outside the original engine shed.* *Photo: Collection Eric Bowes*

Below: *Fyansford's final steam acquisition was this impressive 4-8-2+2-8-4 Australian Standard Garratt (VR Newport 1945), seen here on the loop at the works on 10 June 1966.* *Photo: Richard Warren, collection Richard Horne*

Above: *With a happy group of railfans trailing behind, No.2 crosses Moorabool Bridge, on 10 September 1966. Photo: Richard Warren, collection Richard Horne*
Right: *Number 6 on a workers' train, 9 January 1964. Photo: Richard Warren, collection Richard Horne*
Below: *Vulcan 0-6-0ST number 4 at work in the Batesford Quarry, 27 February 1966. Photo: Richard Warren, collection Richard Horne*

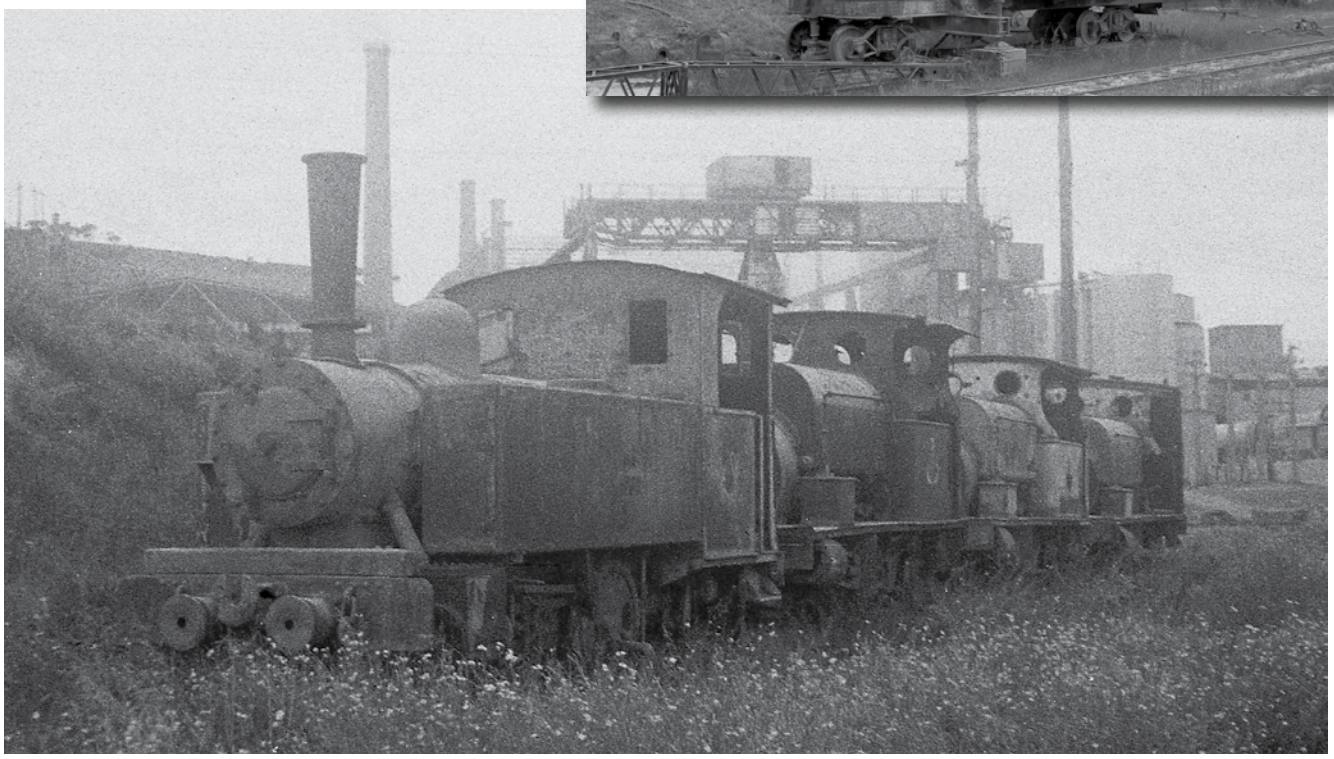




Above: *Number 6 (at right) a four-wheel steam railway grab crane, built by Ruston & Hornsby, has 'tracked' Ruston number 3 for company in its retirement. 12 January 1965. Photo: Richard Horne*

Right: *Bucyrus steam shovel number 2, built in 1903, spent its final years powered by compressed air. 12 January 1965. Photo: Richard Horne*

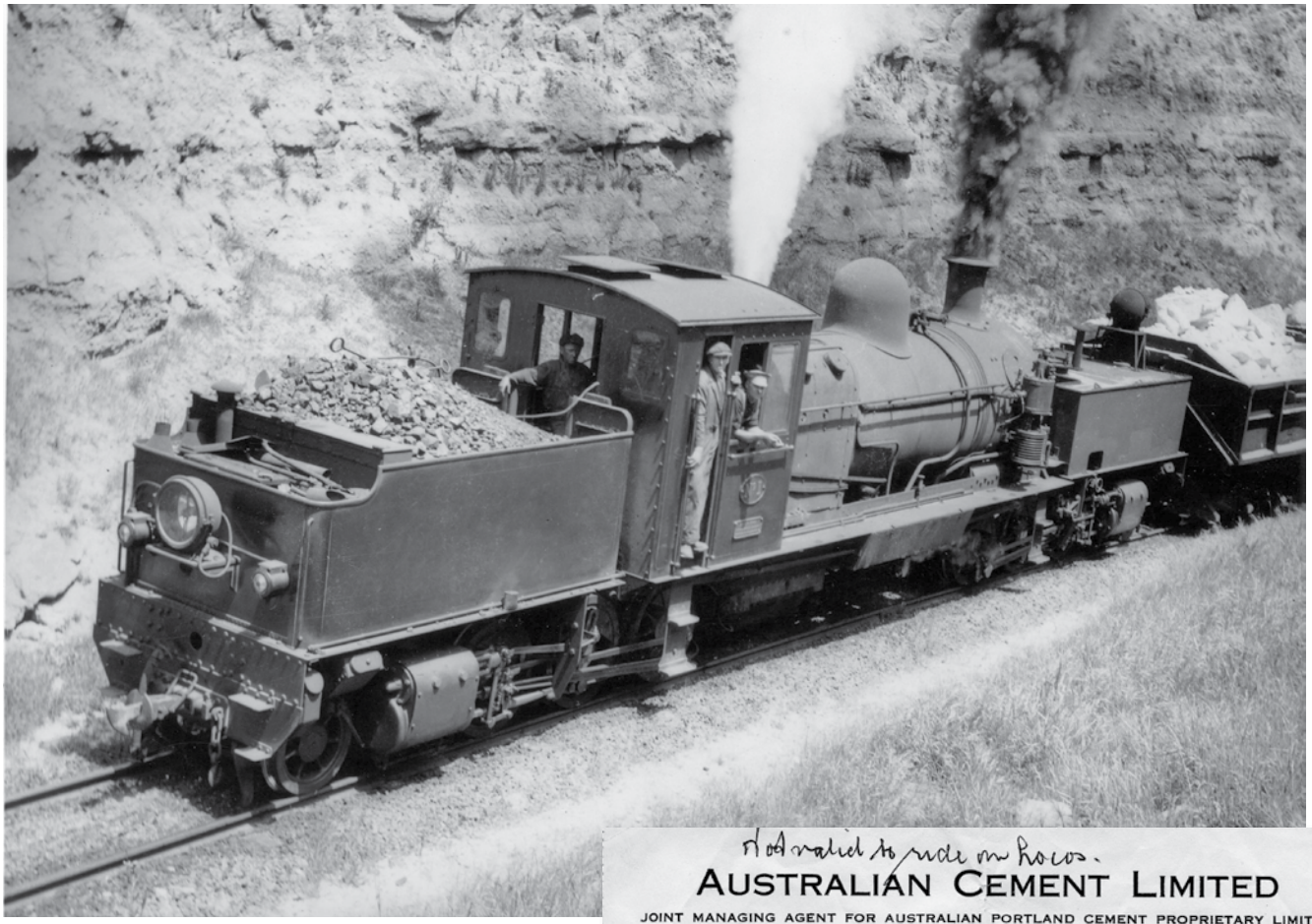
Below: *On a wet, miserable 2 March 1964, four little engines in a row (from left, 10, 7, 9 and 8) rust away on a siding at the works. Photo: Richard Horne*



It was last in steam in 1951, but latterly used as a crane with a lift of 20 tons, running on compressed air. Trans-shipment of coal in the VR exchange sidings was carried out by a 5ft 3in gauge four-wheel steam railway grab crane, numbered 6, and built c1924 by Ruston & Hornsby, being 'Ruston Crane Navvy' No. 951.

Garratt No. 2 was rebuilt using the boiler from No.1, the remainder of which was ultimately scrapped. Locomotives 7, 8, 9 and 10 were set aside and eventually scrapped in 1964. In 1966 the railway was replaced by a limestone conveyor from the quarry to the works and the Association of Railway Enthusiasts made a farewell visit on 10 September, for which locos 2, 3, 4, 5, 6 and 11 were in steam, with D1 hauled out of the loco shed. Trips over the line, short of the tunnel, were provided for the visitors, riding in the limestone wagons. Failure of the conveyor on 10 and 11 October saw 4 and D1 back in use, while the very last steam operation, using number 6, was made on 22 December 1966. After that, D1 was used for a period on weekly inspections of the line, but the track was removed in 1968, by Dickson Primer.

Fortunately, all of the steam locomotives present at closure have been preserved and a number of them are currently in use.



Not valid to ride on locos.

AUSTRALIAN CEMENT LIMITED

JOINT MANAGING AGENT FOR AUSTRALIAN PORTLAND CEMENT PROPRIETARY LIMITED

210

To Foreman in Charge:

Kindly allow Messrs R.H. Warren & J.W. Robinson

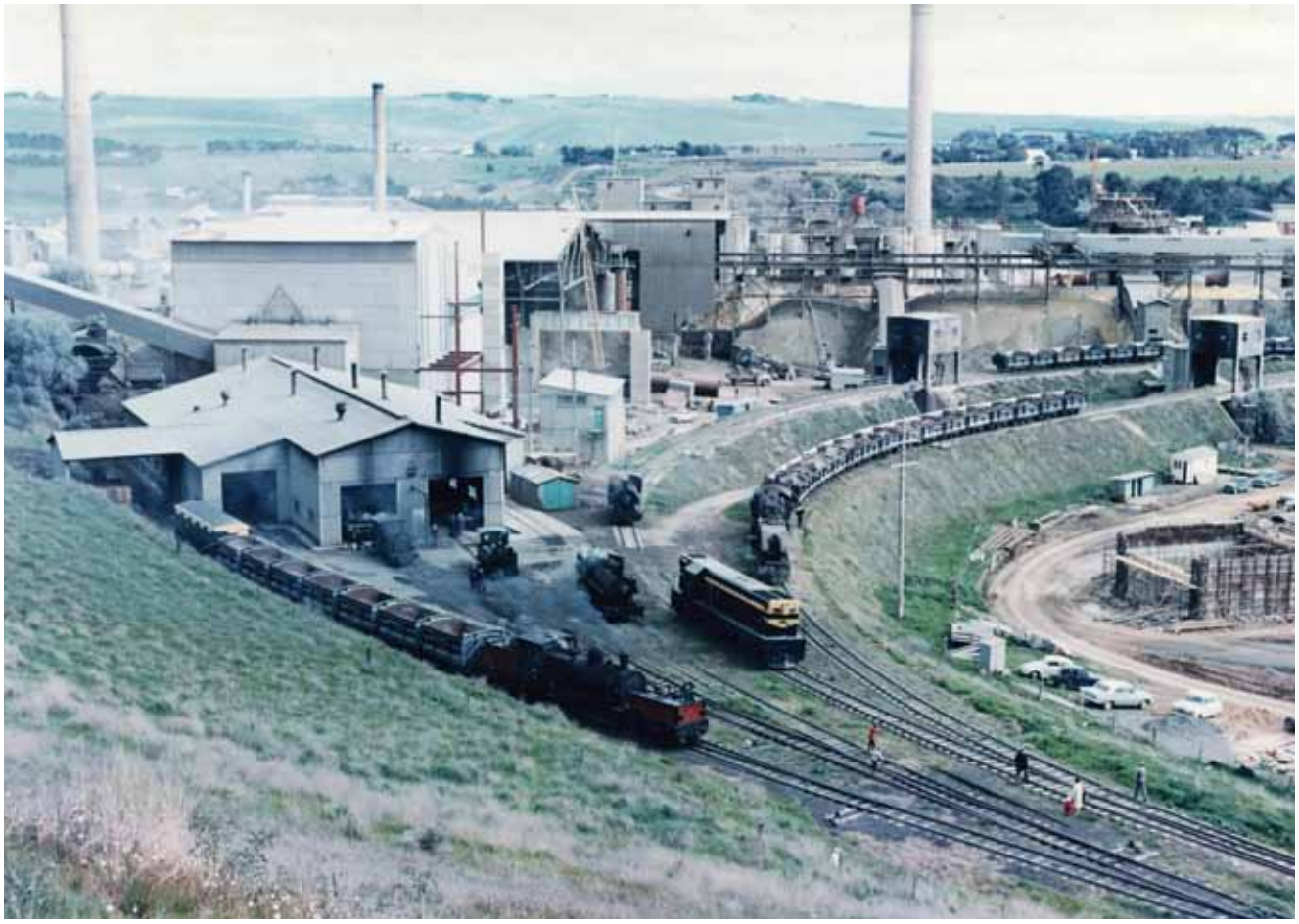
to inspect the Factory on 9th January 1944

This Permit is available on the above date only, and must be presented to the Foreman in charge before going through the Factory.

Manager

Above: *No. 1's safety valves lift as it works hard hauling a loaded train towards to works in October 1943. Photo: JB Goggs*
Right: *A visitors' pass to the works. Apparently useful for taking photographs of the railway action, but "not valid to ride on locos".*
Below: *Clyde/GM diesel locomotive D1 joined the fleet in 1956. On 10 September, 1966, the ARE farewell tour, it was hauled out of the loco shed by Vulcan 0-6-0ST number 5. Photo: Richard Warren, collection Richard Horne*

Above: *D1 and number 4 meet up inside the quarry on 27 January 1966. Photo: Richard Warren, collection Richard Horne*
Below: *Perry 0-4-0T number 11 (267 of 1926) and Hudswell Clarke 0-4-2ST number 6 (646 of 1903) were both in steam sitting outside the loco shed at the works on 10 September 1966, when an ARE tour was run and six locomotives were in steam for the occasion. Photo: Richard Warren, collection Richard Horne*



The entire locomotive fleet poses for the cameras of the visiting enthusiasts on 10 September 1966. All six remaining steam locomotives are in steam. *Photo: Richard Warren, collection Richard Horne*

2 and 11 went to the Puffing Billy Railway Preservation Society's museum at Menzies Creek, but in 2009 they were transferred to the Bellarine Railway. There they joined 4, 5 and 6. 4 and 6 had come via the Belmont Common Railway and No. 5 via a period in a park in Ringwood. ASG number 3 is now on static display at the ARHS Williamstown Railway Museum. D1 was sold to the Victorian Railways becoming, following modifications, T413. It was towed away from Fyansford (presumably on accommodation bogies) by sister locomotive T336 on 24 May 1969. The Bucyrus steam shovel is now preserved at Lake Goldsmith in Victoria and was steamed (using a temporary boiler) in February 2011.

The cement works, under the ownership of Adelaide Brighton Cement, were closed in 2001. However, Batesford quarry remains in use as a source of limestone. The Victorian Railways branch line subsequently fell into disuse, but it was only this year that the track was lifted, with the rails salvaged, appropriately, by volunteers for re-use on the Bellarine Railway.

Acknowledgements

My thanks to Warren Arnott, John Browning, Peter Evans, Stephen Larcombe, John McNeill, Frank Stamford and Richard Warren for help with information and photographs for this article.

LOCOMOTIVE FLEET LIST

No	Builder	B/N	Year	Type	Notes
No.1	Beyer Peacock	6794	1936	2-6-0+0-6-2oc Garratt	Scrapped
No.2	Beyer Peacock	6935	1939	2-6-0+0-6-2oc Garratt	Pres. Bellarine Railway
3	VR Newport	-	1945	4-8-2+2-8-4oc ASG	Pres. ARHS Williamstown
4	Vulcan Iron Works	2541	1916	0-6-0STOC	Ex-Henderson Naval Base; Pres. Bellarine Railway
5	Vulcan Iron Works	2540	1916	0-6-0STOC	Ex-Henderson Naval Base; Pres. Bellarine Railway
6	Hudswell Clarke	646	1903	0-4-2STOC	Ex-W&MM&S Co SA 1924; Pres. Bellarine Railway
7	Hudswell Clarke	774	1906	0-4-2STOC	Ex-W&MM&S Co SA 1924; Scr. 1964
8	Hudswell Clarke	777	1906	0-4-2STOC	Ex-W&MM&S Co SA 1924; Scr. 1964
9	Hudswell Clarke	791	1906	0-4-2STOC	Ex-W&MM&S Co SA 1924; Scr. 1964
10	Perry Eng	266	1926	0-4-0TOC	Ex-SECV Yallourn 66 1946; SR&WSC 7, 1941; Scr. 1964
11	Perry Eng	267	1926	0-4-0TOC	Ex-SECV Yallourn 67 1946; SR&WSC 8, 1941; Pres. Bellarine Railway
'*Biddy*'	Purcell	-	1924	0-4-0PM	Offered for sale 1936.
D1	Clyde Eng	56-107	1956	Bo-Bo DE	To VR T413 in 1969

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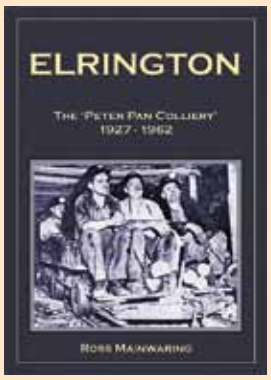

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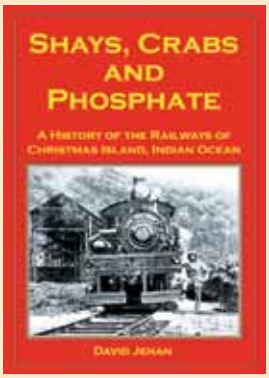

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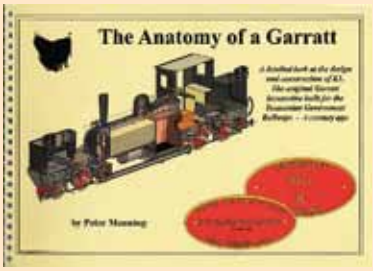

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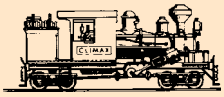

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Metropolitan Colliery DMC 03 standing on the test track on 25 March 1997. Twelve years after EM Baldwin had left the locomotive business, and after several overhauls and re-paintings it still carries the Baldwin name as part of its paint scheme. This reflects the standing with which Baldwin equipment was held in the industry. *Photo: Craig Wilson*

Mine Technik Australia Pty Ltd rail business 1995–1998

by Craig Wilson

Merger changes

The employee notice board in June 1995 recorded the next change in the Australian subsidiary's name. Mine Technik Australia Pty Ltd (MTA) was formed as part of a worldwide merger of Halback & Braun and Westfalia, Becorit and Hemscheidt. There were additions at the Rooty Hill works with a new separate stores section constructed alongside the southern assembly bay and a number of new offices constructed for the transferred staff.

Industry outlook

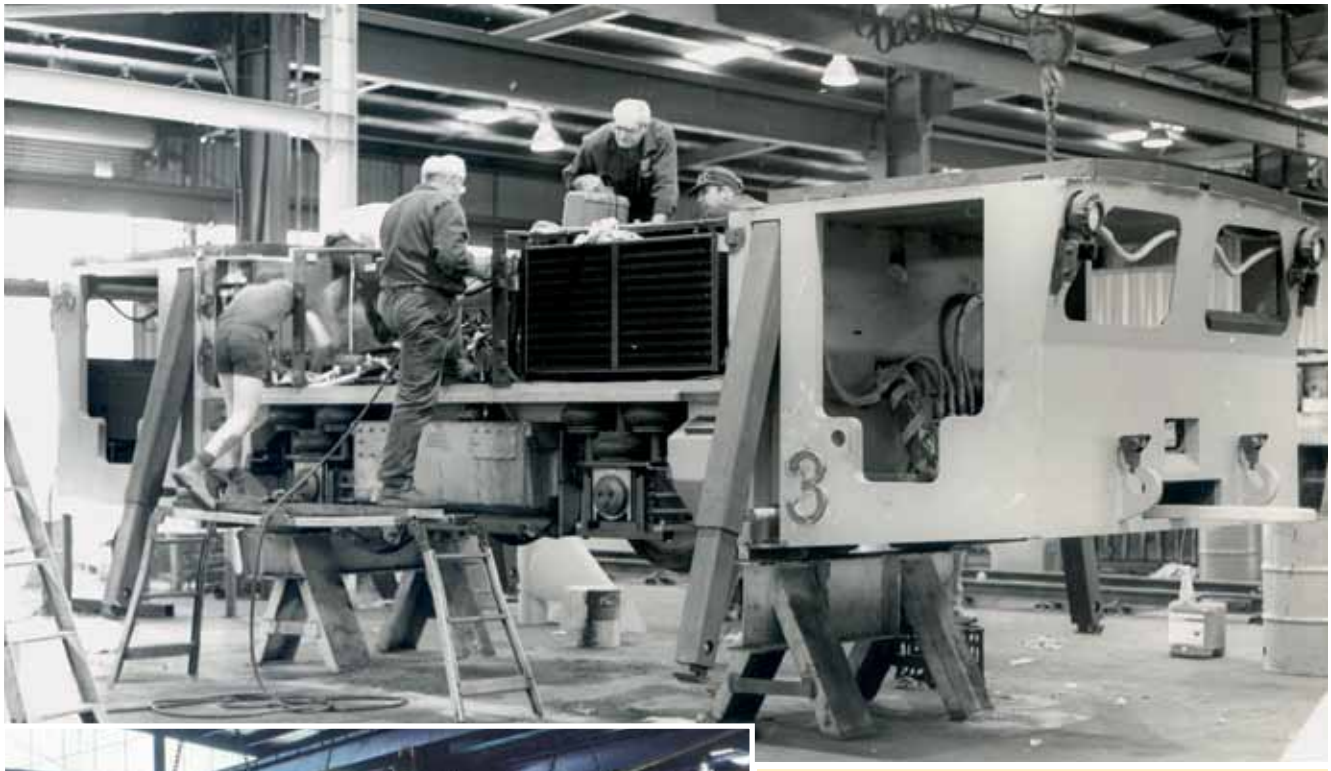
For MTA the years ahead were ones of increased market penetration and success for the company's longwall products. However the rationalisation of the coal industry was continuing quietly in the background with manning levels progressively reduced and pits closing. Customers of the flameproof section were reduced to a core group.[1] There were no new customers for the Sales Team to visit in these final years.

Bellambi Coal Co Ltd, South Bulli Colliery

Bellambi Coal staff continued to send work to Rooty Hill though at a reduced level. The first arrival of this period was Fox man car 15A which in 1996 on Job 23074 was converted to a 'mine ute.' While this term is usually associated with rubber tyred mine vehicles (like road vehicles having a drivers cab with a materials-carrying tray body), the request of the colliery staff was that one of their surplus man cars be converted to carry materials. This was done by retaining the driver's position at either end of the man car while converting the other half of the cab and part of the engine compartment for the carrying of supplies. As a conversion, 15A was judged a success and became popular at the colliery allowing small loads of supplies to be moved with a number of men within the mine. 15A was followed by another Fox man car, 11A and Baldwin locomotive D 3. Work on these was limited to specific repairs and their stay at Rooty Hill was short. October 1996 saw the inevitable announcement. South Bulli Colliery would close in the following year with 150 men laid off in April and a further 150 in August 1997.[2] In the interim other repairs were required, and the following year saw Fox locomotive D4 and man cars 4A and 20B again receive specific repairs. An exception was Fox man car 5A, which was to have a different fate. The colliery staff had adopted the nearby autistic children's school as their charity, sponsoring it with salary deductions. The engine compartment of 5A was stripped out, doors fitted for playground materials storage and the remainder of the car refurbished. 5A then became a playground feature at the school.[3]

Coal production ceased in August with the last use of the locomotives being to move the shearer from Cataract East, where mining had finished, to storage near No 5 shaft. The shearer which weighed 65 tonnes was at the bottom of 80 metres of 1 in 12 grade. So all three locomotives, D3, D4 and D6 were utilised, a fitting end to this chapter of the South Bulli's story.[4]

However this was not the end of work from South Bulli. The pit remained on a care and maintenance basis with efforts being made to sell the colliery, either for a buyer to extract further reserves from the Bulli seam or to use the existing infrastructure to develop the lower seam outcropping on the property. Man cars were utilised for inspections and from time to time repairs were required on these and during 1998 a number of man cars came to the Works for minor repairs.



Above: *Ellalong number 3 under construction on 20 September 1996. No less than five staff are working against the clock to have the locomotive completed ready for painting on the following day. Photo: Craig Wilson*
Left: *A meal break on 20 September 1996 gives an opportunity to photograph Ellalong number 3 without staff swarming over it with final adjustments. Photo: Craig Wilson*
Below: *At the top of the test track at Ellalong Colliery stands number 3. On site to see it operating and train the colliery staff are the MTA Sales Team of Steve Lewry (left) and Allan Brown (right). Photo: Sam Terry*

Metropolitan Collieries Ltd, Metropolitan Colliery

Metropolitan Collieries diesel man cars were often sent to Rooty Hill in this period with the repairs required usually specific and limited. The second of the Ex-South Bulli Colliery man cars DMC 04 (ex South Bulli 16) was given an overhaul, as was the next car, DMC 02. Thereafter the work required was minor with DMC 03 having brake repairs and DMC 01, which was sent on multiple occasions, once due to low engine oil pressure.

Oceanic Coal Australia Ltd, Teralba Colliery

The approval of the Perkins 4.182 engine under the Mines Department Diesel Engine System (DES) standard had been one of the last development projects undertaken by Westfalia Becorit. The approval of the engine to the DES standard was received on 20 July 1995.[5]

The first two Teralba man cars upgraded were OCAL DT9 and BHP DT 10, which arrived at the Works in 1995. The modifications required were extensive though not of the same order as the costs of a full rebuild. The list of work appended to BHP DT10 included;

- Modify engine scrubber tank.
- Modify air intake system.
- Fit new safety shut down system.
- Modify radiator fan.
- Modify engine throttle control.
- Modify radiator housing & piping.
- Simplify pneumatic system.
- DEL upgrade.

These two cars, together with OCAL DT7 were given individual approval on 16 May 1996.[6] A further three man cars (BHP DT 6, OCAL DT3 & OCAL DT 4) followed for modification to the standard over later years

Coal Operations Australia Ltd, Chain Valley Colliery

The new owners of the colliery continued with the program of man car rebuilds with three cars rebuilt in the first year of MTA's operation. One of the three, 2636 was to return in 1997 for a further overhaul. It left the Works in February 1998 renumbered PC 01. This was an indication of the ongoing operational changes at the colliery. PC 01 was repaired to allow ongoing rail access to a pump[7], the only rail duty now required. A year later the Colliery went onto a care and maintenance basis.[8]

NWCCPL, Ellalong Colliery

The continued development of Ellalong Colliery was to result in a number of orders for MTA. The first, and most notable, was the ordering of a new rack/adhesion locomotive. The original intention of the colliery staff had been to refurbish the two Fox locomotives owned by the colliery.[9] For MTA rebuilding the Fox locomotives, while it might have appeared a cheap option for the colliery, would involve a large re-design component (unless none of the existing equipment was used) which could not be used again. It gave a much higher commercial risk of making a loss on the job than with a new locomotive to a proven design. And at the end the quoted cost would not be significantly different. The result was the pushing of the option of purchasing a new locomotive which was the ultimate choice by Bob Olsen at the colliery. Sam Terry, who had been appointed to project manage the construction, recalled;[10]

'*Allan Brown and Steve Lewry sold them on the concept of a third locomotive that was basically mechanically identical to the first two locomotives but with additional things such as a bigger cab and an area to put a stretcher in. We added in a few little extras, like they wanted a bigger water conditioner header tank and a few little improvements like (to) the sanding. One of the problems was that we didn't appreciate the full consequences (of) or the time needed to put the engine, the (Caterpillar) 3306, through the new 3584 (AS 3584-1991) Diesel Engine Standard.*'

The increased cab size allowed the locomotive to carry a total of 12 men to assist with man transport in the steeper sections of the mine where man cars were not permitted. The change increased the length of the locomotive to 6650mm, 600mm longer than its predecessors. Apart from the certification of the engine the other changes were minor, reflecting the experience with the first two Baldwin locomotives. The engine certification was another matter. While the new standards had come into place in 1991, an exemption was given for the use of the Caterpillar 3306 PCTA then used on the first two Ellalong locomotives. However by this time certification was required. As with the Teralba man car certification for the Perkins 4.182 engine there were a number of changes. To quote Sam Terry again;[11]

'*There were tougher flame propagation and pressure tests. We removed some of the protection particularly on the inlet side of the air intake. We took (off) what we considered unnecessary flameproofing on the turbo. Through the pressure testing we found the after cooler housings couldn't withstand the hydrostatic pressure testing. They were actually aluminum but we were to spray them with a special coating. However I organised to get them cast out of an alternate material (SG iron) and get a pattern maker to copy the original after cooler housing and put some meat and ribbing into the after cooler housing.*'

Behind this the construction of the locomotive was proceeding. It did not have a physical presence on the assembly shop floor until 1996 but by April all that was holding up the final piping up was the approval from the Mines Department Testing Station at Londonderry and the return of the approved engine and it was confidently predicted the locomotive would be delivered in a month,[12] but the approval did not come that month. Ultimately the engine was back by the end of May and installed but the final approvals had yet to come. August would nearly pass before Assembly Shop staff began in earnest to complete the outstanding work.

What had been agreed with the Mines Department was that MTA be given a one year extension which allowed MTA to put the locomotive underground immediately. During that year, MTA was to buy an identical Caterpillar 3306PCTA on which approval testing was done.[13]

All effort was now put into completing the work and on 23 September 1996 Ellalong number 3 was delivered.

The specification of Ellalong number 3 was;

Serial	22468 9.96
Model	DH25MR Mk2
Length	6,650 mm
Width	2,200 mm
Height	1,725 mm
Rail Clearance	130 mm
Wheelbase	2,134 mm
Engine	Caterpillar 3306PCTA
Hydrostatic Pump	Rexroth
Hydrostatic Motor	Rexroth
Final Drives	Baldwin AD11/B

If increasing the cab size on Ellalong number 3 was an effort to give flexibility in man transport at the colliery, the next approach was along more conventional lines. Ex Liddell Colliery 2638 came to Rooty Hill in early 1996 and was stripped of

A reminder of a happier time when in December 1996 the rail jobs spilled out into the main assembly area. Closest to the camera are Teralba Colliery OCAL DT 3 and BHP DT 6. Standing behind them is South Bulli locomotive 3 which in about three hours time will be on its way back to the colliery and Chain Valley Colliery man car 2636. Teralba Colliery BHP DT 6 has been modified to take the front loading of stretchers. The first generation of Baldwin and Fox man cars had provision for stretchers to be loaded through a flap adjacent to the driver's window. Due to the stretcher length they also had another flap into the engine compartment into which the stretcher protruded. That was obviously not ideal for the patient and later man cars were designed for stretchers laid across the cab. This had its limitations too as accidents often occurred at places with restricted side access and the patient then was carried to a place where he could be loaded into the car. The original owner of the man car, BHP Collieries had come up with a solution for its cars fitted out for ambulance duties with the front extension allowing front loading of the stretcher and the patient to be carried completely within the cab. Photo: Craig Wilson

South Bulli Colliery 15A undergoing conversion to a 'mine ute' on 1 April 1996. The reduced cab size can be clearly seen. The space saved was used for materials handling. There was a later variation on these modifications to carry materials when one of the low profile man cars, South Bulli 4A had metal strips welded around the edge of the two drivers cabs. A small amount of material was then carried on the roof. Photo: Craig Wilson

The last rail job known to come to Rooty hill was Cordeaux Colliery's AIS 24. It is pictured with South Bulli 22 behind it on 8 September 1998. *Photo: Craig Wilson*

its engine and control equipment. It had been purchased in an unserviceable condition from Liddell Colliery and the intention was to refurbish it as a non-powered man transport carriage for use in the two areas of the colliery for which man cars were not approved due to the grades.

The rebuilt carriage would retain dump and parking brakes. The work was not proceeded with due to the cost of complying with Mines Department requirements[14] and the body unit was stored until scrapped in a clean up at the end of 1997.

The rack locomotives were to return to Rooty Hill. In December 1996 Ellalong 1 had engine repairs and tyre replacements. The tyres for the Ellalong rack locomotives were of a special toughened steel so as have a low wear rate on the wheels and maintain for as long as possible the correct height for engagement of the rack drive. Only 35 mm of wear was allowed before a locomotive was taken out of service.

It was followed three months later by 3, returning for minor warranty repairs.

Mine Technik Australia Pty Ltd

With the imminent closing of South Bulli Colliery, man cars 9A and 18A were surplus to their requirements and were purchased by MTA in 1997. Both were noted stripped at the works in June and I was advised that they were purchased for possible refurbishment and sale. Later visits disclosed that parts recovered from both cars had been sold to Ellalong Colliery as spares on Job 25392 and the body of 9A and remaining parts were held on behalf of Metropolitan Colliery for rebuilding on Job 25442. The car body was still there in 1998 when the closure of Ellalong Colliery was announced. It is not known if the availability of their cars changed the mind of Metropolitan Colliery staff, but for whatever reason the rebuild was not proceeded with and the body of 9A went for scrap shortly afterwards.

Newcom Collieries Pty Ltd, Angus Place Colliery

While orders arising from the transfer of equipment between collieries had been a feature of the work done by Westfalia Becorit, they were a rarity in this period. However one such transfer was the only order undertaken for Newcom Collieries' Angus Place Colliery. In May 1996 DL61 was given an overhaul prior to transfer from Wyee to Angus Place Colliery.

Coal Operations Australia Ltd, Wallarah Colliery

There was only one order from Wallarah for MTA though, unusually, it covered two pieces of equipment. The expected was for work on the wheelsets of locomotive 3406. The unexpected was for an audit on man car 2634. While Wallarah had always sent its two Baldwin locomotives to Rooty Hill for repairs, minimal as they usually were, it had never sent any of its fleet of Baldwin and Hexham built man cars for repair. 2634 was to be the first and, as it turned out, the last. By September the 2634 had been stripped and its condition reported on. The report must have been favorable as a full rebuild proceeded with the completed car shipped in December.

AI&S, Cordeaux Colliery

Cordeaux Colliery continued to send the two Hexham built diesel locomotives to Rooty Hill for repair. AIS 24 was first coming in 1996 for work on the brakes and replacement tyres. In the following year it was followed by AIS 23 again for minor repairs. AIS 24 was to return again for the last time in the final months when on Job 27720 it became the last rail order taken by MTA and the final known rail use of the EM Baldwin job number series which had commenced way back in 1962. Its use on other products was also soon to cease.

Further change

Through 1997 the level of rail work had been maintained, though the extent of the work required on individual jobs

declined with rebuilds becoming a rarity and minor repairs on equipment becoming more common. However in 1998 there was an appreciable fall off in work with the assembly shop, that locomotives and man cars had previously filled, now with only two or three rail jobs present at any time. In April Kevin Ferrari, the Works Manager, advised that the diesel flameproofing section was under review and the section was likely to close.

By this time the core of experienced Baldwin staff had reduced too. Importantly for winning further rail work both Allan Brown and Steve Lewry left, making closure of the section almost inevitable.

Over the years MTA had grown. There were branches in Mackay and Singleton to service its longwall product for which it was now achieving market dominance. In the closing months of 1998 the final rail equipment left the Works and the MTA name was also to disappear.

On 23 November 1998 the company's name changed to DBT (Australia) Pty Ltd bringing it in line with group practice.

References

1. The bulk of the information in this story has been taken from notes recorded during thirteen visits by the author to the Rooty Hill Works during the period that Mine Technik Australia Pty Ltd was operational and telephone conversations held with staff on rail equipment at the Works. To avoid repetition, references of the authors' observation have been omitted.
2. ABC Radio News 20/10/96
3. Ian Rowles, South Bulli Colliery, interview notes 12/7/97.
4. Bruce Roebuck, South Bulli Colliery, interview notes 21/8/97
5. Engineering Safety Services Pty Ltd, letter of approval dated 20/7/1995
6. MTA Certificate to OCAL dated 16/5/96
7. S Lewry conversation notes 11/4/02
8. ABC Radio News 8/2/1999
9. A Brown conversation notes 7/6/91
10. S Terry interview 30/9/03
11. S Terry interview 30/9/03
12. A Brown conversation notes 1/4/96
13. S Terry interview 30/9/03
14. D Hearne, Ellalong Colliery conversation notes 4/8/97

Mine Technik Australia Pty Ltd
Job list, June 1995 – November 1998

Serial	Customer	Roster	Built as
22467.1 96	Metropolitan Coll. Ltd, Metropolitan Colliery	DMC 04	EMB 3652.4 2.71
22468.1 9.96	NWCCPL, Ellalong Colliery	3	
22522.1 96	Coal Operations Aust Ltd, Chain Valley Coll.	2630	EMB 9838.1 11.81
22524.1 96	Coal Operations Aust Ltd, Chain Valley Coll	2636	EMB 10398.1 2.83
22546.1 96	Oceanic Coal Australia Ltd, Teralba Colliery	OCAL DT9	EMB 10229.6 2.83
22547.1 96	Oceanic Coal Australia Ltd, Teralba Colliery	OCAL DT10	EMB 10229.7 2.83
22665.1 96	Coal Operations Aust Ltd, Chain Valley Coll	2632	EMB 9838.3 11.81
	Oceanic Coal Australia Ltd, Teralba Colliery	OCAL DT 7	EMB 10229.1 10.82
	NWCCPL, Ellalong Colliery	2638	HE 661
23073.1 96	Metropolitan Coll. Ltd, Metropolitan Colliery	DMC 02	EMB 4199.4 11.71
23074.1 96	Bellambi Coal Co Ltd, South Bulli Colliery	15A	Fox PC
23133.1 96	Newcom Coll Pty Ltd, Angus Place Colliery	DL 61	EMB 3774.1 12.71
23223.1 96	Bellambi Coal Co Ltd, South Bulli Colliery	11A	Fox PC
23300.1 96	Metropolitan Coll. Ltd, Metropolitan Colliery	DMC 03	EMB 8899.1 12.79
23502.1 96	Oceanic Coal Australia Ltd, Teralba Colliery	OCAL DT4	EMB 10229.12 4.83
23569.1 96	AI&S Ltd, Cordeaux Colliery	AIS 24	HE 658
23795.1 96	Metropolitan Coll. Ltd, Metropolitan Colliery	DMC 01	EMB PC
23811.1 96	Coal Operations Aust Ltd, Wallarah Colliery	3406	EMB 3811.1 6.73
23811.2 96	Coal Operations Aust Ltd, Wallarah Colliery	2634	EMB 10398.4 2.83
23960.1 96	Metropolitan Coll. Ltd, Metropolitan Colliery	DMC 01	EMB PC
	NWCCPL, Ellalong Colliery	3	MTAL 22468.1 9.96
	Oceanic Coal Australia Ltd, Teralba Colliery	BHP DT 6	EMB 10229.3 12.82
24391.1 97	Bellambi Coal Co Ltd, South Bulli Colliery	D 3	EMB 7750.1 3.78
24610.1 97	Metropolitan Coll. Ltd, Metropolitan Colliery	DMC 02	EMB 4199.4 11.71
24681.1 97	AI&S Ltd, Cordeaux Colliery	AIS 23	HE 657
24759.1 97	NWCCPL, Ellalong Colliery	1	EMB 8179.1 3.79
24791.1 97	Oceanic Coal Australia Ltd, Teralba Colliery	OCAL DT 3	EMB 10229.17 5.83
24792.1 98	Coal Operations Aust Ltd, Chain Valley Coll	PC 01	EMB 10398.1 2.83
	Metropolitan Coll. Ltd, Metropolitan Colliery	DMC 03	EMB 8899.1 12.79
25090.1 97	Bellambi Coal Co Ltd, South Bulli Colliery	D 4	Fox Tyrant
	Bellambi Coal Co Ltd, South Bulli Colliery	4A	Fox PC
25370.1 97	Bellambi Coal Co Ltd, South Bulli Colliery	20B	EMB 10454.1 3.83
25391.1 97	Bellambi Coal Co Ltd, South Bulli Colliery	5A	Fox PC
25392.1 97	Mine Technik Australia Ltd.	18A	Fox PC
25442.1 97	Mine Technik Australia Ltd.	9A	Fox PC
25857.1 97	Oceanic Coal Australia Ltd, Teralba Colliery	OCAL DT4	EMB 10229.12 4.83
26658.1 98	Metropolitan Coll. Ltd, Metropolitan Colliery	DMC 01	EMB PC
26721.1 98	Bellambi Coal Co Ltd, South Bulli Colliery	10A	Fox PC
	Bellambi Coal Co Ltd, South Bulli Colliery	4A	Fox PC
27254.1 98	Metropolitan Coll. Ltd, Metropolitan Colliery	DMC 01	EMB PC
27255.1 98	Bellambi Coal Co Ltd, South Bulli Colliery	21B	EMB 10454.1 3.83
27558.1 98	Bellambi Coal Co Ltd, South Bulli Colliery	SBC 22	WA 13800.1 4.91
27720.1 98	AI&S Ltd, Cordeaux Colliery	AIS 24	HE 658

Innisfail, north Queensland, 1957

Recently discovered images from a 1950s soujorn in the Sunshine State

Above: In 1954, Queensland Railways began the process of dieselising their 2ft gauge Innisfail Tramway with the purchase of two British-built 14.8-ton 0-6-0DM locomotives (Baguley/RMP 3390 of 1954 and 3391 of 1954) which became the tramway's DL12 MOURILYAN *and DL13* INNISFAIL *respectively. The latter is seen here, taking a break between duties, apparently still in the dark blue livery, with red trim, in which the pair was delivered from the maker. Unlucky 13* INNISFAIL *was scrapped in 1994, but* MOURILYAN *has been preserved. Below: One of the Baguley twins arrives at South Johnstone Mill, with a trainload of wholestick cane from the Nerada line.*

Above: *Although by 1957 the Innisfail Tramway had acquired four diesel locomotives (two Baguley 0-6-0DM in 1954 and two Com-Eng 0-6-0DM in 1956) four steam locomotives remained in use. Fowler 0-6-2 number 11 (17110 of 1926) was the last steam loco to enter service on the tramway, and six years after this photograph was taken it had the good fortune to be the only one spared from the scrapper.*
Below: *Number 8 (Perry 7650.49.3 of 1949) was one of three Perry 0-4-2Ts on South Johnstone Mill's roster — and neighbouring Mourilyan Mill, which also connected to the Innisfail Tramway, had one as well. Though number 8 was scrapped in 1970, its older sibling number 6 (9737.45.1 of 1945) and Mourilyan number 7 (2714.51.1 of 1951) have both survived.*
All photos: Peter Sage, ARHSnsw Railway Resource Centre (www.arhsnsw.com.au/resource.htm *)*

Industrial Railway NEWS

Industrial Railway News Editor : John Browning
PO Box 99, ANNERLEY 4103
Phone: (07) 3255 9084 / 0407 069 199
e-mail: ceo8@iinet.net au

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QUEENSLAND

BUNDABERG SUGAR LTD, Bingera Mill

(see LR 220 p.26)
610mm gauge
It has been announced that Bingera Mill will stay open to crush in 2012.
A visit to the old Gin Gin Mill area on 29 September revealed the locomotive stationed there, Com-Eng 0-6-0DH *BURNETT* (AH2967 of 1963) about to start the afternoon shift at 1.30pm. The ex-Gin Gin St Kilda line west of Currajong Creek has been closed and track materials were observed being removed for use elsewhere.
Com-Eng 0-6-0DH *DUNETHIN* (A1922 of 1958 rebuilt QR 1974) was noted stabled at the Sandy Creek small loop navvy depot with a short train of ballast hoppers while the Malcolm Moore 4wDH (1025 of 1943 rebuilt Bingera 1969), the KMX 12T ballast tamper (390 of 1994) and the Gemco sleeper replacement machine (241380085202-R807-80 of 1980) were all parked at the old Fairymead Mill site where the locomotive shed is practically the last mill building standing.
The Bundaberg District Canegrower August 2011; Editor 9/11; Mitch Zunker 10/11

ISIS CENTRAL SUGAR MILL CO LTD

(see LR 218 p.27)
610mm gauge
Following an 'incident' on the empty line on Cordalba Hill early in the crush, a camera was mounted on the long hood of Walkers B-B DH *ISIS No.5* (617 of 1969 rebuilt Isis 1998), with an in-cab monitor. This worked well until rain got into the camera, and the equipment was removed in October.
Shane Yore 10/11

MACKAY SUGAR LTD

(see LR 221 p.23)
610mm gauge
The second new bogie brakewagon chassis delivered by Farview Engineering this year was delivered to Racecourse Mill at the start of September. Work then proceeded to fit its engine and compressor and it was put into use, temporarily paired with Farleigh Mill's Walkers B-B DH *WALKERSTON* (672 of 1971 rebuilt Pleystowe 1994) just before the end of the season in the second half of October. The locomotive's normal bogie brakewagon, BV1 (Marian, 1996) was out of service with damaged brakes. Bogie brakewagon BV5 (Racecourse, 1995), normally paired with Farleigh Mill's Walkers B-B DH *TANNALO* (705 of 1972 rebuilt Bundaberg Foundry 1995) was also out of service with thin flanges.
In 2012, BV7 will be allocated to Marian Mill's Eimco B-B DH *BOONGANNA* (L257 of 1990) following its anticipated fitting with a MTU 2000 series V12 4-stroke engine as part of the almost completed program of fitting this engine type to the 40-tonne locomotive fleet.
In the first week of October, two EM Baldwin bogie locomotives suffered broken axles, Marian Mill's *MIA MIA* (9815.1 10.81 of 1981) and Racecourse Mill's *NORTH ETON* (6780.1 8.76 of 1976).
Plasser KMX-12T ballast tamper TTAMP5 (376 of 1990) was taken out of service by early September to be fitted with a Cummins 6BTA5.9-C180 engine at Pleystowe in preparation for its slack season duties when it works two shifts a day. The work was completed by the end of October. A similar engine was fitted to Plasser ballast regulator BREG3 (431 of 1997) in 2010.
As a result of labour shortages associated with the mining boom, 60% of loco crew members with Mackay Sugar are now female.
Hayden Quabba 9/11, 10/11; ABC Rural 4/10/2011

With more than a light dusting of flour and far removed from its previous duties as a steelworks shunter in Newcastle, Manildra's Namoi Flour Mills Goninan Bo-Bo DH MM04 (012 of 1961) on shunting duties in the Gunnedah station yard, 2 July 2011. *Photo: Adrian Compton*

Top: *Video camera as fitted to Isis Mill's Walkers B-B DH* ISIS No.5 *(617 of 1969 rebuilt Isis 1998) during part of the 2011 season. Photo: Shane Yore* ***Centre:*** *Track materials removed from Bingera Mill's St Kilda line to the west of Wallaville being loaded at Ferry Hills Road, 29 September 2011. Photo: John Browning* ***Above:*** *Mulgrave Mill's 5 (Com-Eng 0-6-0DH A1105 of 1955) heads towards the mill at a stately pace at Coopers with materials recovered from the Smithfield line on 14 October 2011. Photo: Carl Millington*

MSF LTD, Mulgrave Mill, Gordonvale

(see LR 221 p.24)

610mm gauge

Clyde 0-6-0DH 16 (56-96 of 1956), named *KAMMA*, re-entered service in early September, although not fully repainted. It has been experimentally fitted with a Cummins engine and an Allison 5 speed automatic transmission, a standard truck fitting, rather than a torque converter with retarder. Initial indications were that this has been a successful modification. Like other recent overhauls, a distinctive hood design has been adopted. This is to allow easier maintenance access to the engine and transmission – one lift removes the fuel tank, radiator grille, air cleaner, exhaust, and air tanks. Because of urban encroachment onto cane land, the Smithfield line north of Cairns is being cut back beyond Cattana Road and trains of lifted track materials have been hauled back to the mill. An example occurred on 10 October when Com-Eng 0-6-0DH 5 (A1005 of 1955), which is allocated to navvy duties, travelled out from the mill to Redlynch with a train of line bogies. They were taken out to the Smithfield line by Clyde 0-6-0DH 13 *HIGHLEIGH* (64-316 of 1964) and during the week were loaded with track panels and bridge girders which were gingerly hauled back to Redlynch by number 13 and then back to the mill by number 5 at the end of the week.

Tom Porritt 9/11, 10/11; Carl Millington 9/11; Luke Horniblow 10/11

MSF LTD, South Johnstone Mill

(see LR 221 p.25)

610mm gauge

A reduced crop due to the cyclone meant 5-day a week working and reduced numbers of locomotives in use at South Johnstone during the 2011 season. It is understood that Clyde 0-6-0DH locomotives 12 (59-203 of 1959), 14 (63-288 of 1963) & 17 (55-57 of 1955) were based at Silkwood but with only two in use at any one time. Clyde 0-6-0DH 18 (56-83 of 1956) was the only locomotive working out of the old Mourilyan Mill site. Com-Eng 0-6-0DH locomotives 22 (AK3675 of 1964) and 39 (AH4688 of 1965) were assigned regular cane haulage duties out of South Johnstone Mill but one driver at least preferred using spare loco Clyde 0-6-0DH 20 (63-289 of 1963). Com-Eng multi-pair units 4 *HARVEY* (AD1138 of 1960) & 5 *BRAMSTON* (AH2460 of 1962) and 6 *ALLISON* (C2234 of 1959) & 7 *MORRISON* (AD1239 of 1960) were based at South Johnstone Mill, as were all four EM Baldwin bogie locomotives, with 32 *LIVERPOOL* (10385.1 8.82 of 1982) the regular unit on the Nerada line.

In the former Babinda Mill area, it seems likely that there were three multi-unit pairs in use, one possibly based at Goondi, and just one single unit operating out of Babinda, normally Clyde 0-6-0DH 16 (56-93 of 1956).

The ex-road transport containers that had been used by South Johnstone Mill for cane from Kennedy are now stored at the former Goondi Mill site mounted on their rail bogies.

Jason Sou via Shane Yore 10/11, 11/11; Luke Horniblow 10/11

Above: *Twin Marian Mill Walkers B-B DH locomotives* CALEN *(692 of 1972 rebuilt Bundaberg Foundry 1995) and* MICLERE *(664 of 1970 rebuilt Farleigh 1996) with a long rake of empties on the descent to the Pioneer River on the old North Eton line at Mia Mia, 2 September 2011. Photo: Scott Jesser* ***Left:*** *Very neatly done. This is how you remove the bogies from a Baldwin locomotive. Mackay Sugar's* BALMORAL *(10684.1 4.83 of 1983) going up on the jacks at the Farleigh loco shed, 21 October 2011. Photo: Hayden Quabba* ***Below:*** *Bingera Mill's B-B DH* BOOYAN *(Bundaberg Foundry Engineers 001 of 1991) crossing the Kolan River at the Booyan bridge, now at the furthest extent of the old Fairymead Mill system. The load will be taken to Fairymead where the locomotive is based. 20 September 2011. Photo: Scott Jesser*

Top: *The red soil of the Woongarra is a distinctive feature as Millaquin Mill's EM Baldwin B B DH* FAIRYDALE *(10048.1 6.82 of 1982) hauls a rake of fulls from the loop at Greaves Home Siding on the Duncraggan Line on 18 September 2011. Photo: Mitch Zunker* ***Centre:*** *On the Cordalba Hill double track, Isis Mill's Walkers B-B DH ISIS No.4 (Walkers 656 of 1970 rebuilt Walkers 1994) descends with fulls while EM Baldwin B-B DH 11 (10130.1 6.82 of 1982) climbs with empties, 18 August 2011. Photo: Nick Anchen* ***Above:*** *The 'rotten row' line up of unrebuilt Walkers bogie locomotives at Pioneer Mill. (L-R) DH22, DH29, 7349, 7309, 7347, MA1861 and 7336, 24 October 2011. Photo: Luke Horniblow*

PROSERPINE CO-OPERATIVE SUGAR MILLING ASSOCIATION LTD

(see LR 221 p.26)

610mm gauge

Unfortunately, your editor managed to perpetrate an error in the last issue where it was stated that Clyde 0-6-0DH 8 was still in use. The builder's number was correct but the locomotive should have been identified as number 7. Apologies to Scott Jesser who gave the correct details. Tom Badger informs us that number 8 (65-443 of 1965) was badly damaged in a smash on the last day of the 2009 season and is now in a dismantled state.

The contest to take over Proserpine Mill had still not been settled by the end of October. A second vote had been arranged to try to get 75% approval for the offer from Sucrogen. Its bid of $115m was deemed by the Proserpine board to be superior to COFCO's $120m offer. Sucrogen belatedly found an extra $5m to add to its offer. Meanwhile COFCO revised the terms of its offer and obtained Foreign Investment Review Board approval to make the purchase. The second vote closed on 28 October and once again the 75% majority for Sucrogen was not attained. Sucrogen had previously stated that it would drop its bid if it was not approved on this occasion.

Tom Badger 10/11; ABC News 26/9/11, 20/10/11, 25/10/11; *Mackay Daily Mercury* 29/10/11

SUCROGEN (HAUGHTON) PTY LTD, Invicta Mill

(see LR 220 p.28)

610mm gauge

Clyde 0-6-0DH *KALAMIA* (67-569 of 1967) has remained at Invicta Mill and was noted hauling cane from the Shirbourne line on 24 October.

Luke Horniblow 10/11

SUCROGEN (KALAMIA) PTY LTD, Kalamia Mill

(see LR 218 p.30)

610mm gauge

Kalamia Mill's Brandon line is being removed. This line previously crossed the QR north coast line at a diamond crossing.

Luke Horniblow 10/11

SUCROGEN (PIONEER SUGAR) PTY LTD, Pioneer Mill

(see LR 219 p.27)

1067mm gauge

Around early September, the Walkers B-B DH locomotives previously stored at Plane Creek Mill were transported to storage at Pioneer Mill, where they have joined dismantled DH22 (604 of 1969). The locomotives concerned are:

DH29	611	1969	ex QR 1067mm gauge (dismantled)
7309	668	1971	ex NSWGR 1435mm gauge
7336	698	1972	ex NSWGR 1435mm gauge
7347	709	1973	ex NSWGR 1435mm gauge
7349	711	1973	ex NSWGR 1435mm gauge (no bogies)
MA 1861	713	1973	ex WAGR 1067mm gauge

David Rowe 9/11; Hayden Quabba 9/11; Scott Jesser 9/11; Luke Horniblow 10/11

SUCROGEN (HERBERT) PTY LTD, Herbert River Mills
(see LR 221 p.26)
610mm gauge
Although the cab of Macknade number 18 had been moved to Victoria Mill in late August, it was eventually decided to make repairs to the cab of Clyde 0-6-0DH *CANBERRA* (65-433 of 1965) rather than replace it, and the locomotive re-entered service in the later part of September.
EM Baldwin B-B DH *GOWRIE* (7135.1 7.77 of 1977) did not return to service at Victoria Mill until mid-October. As anticipated, its new Ontrak cab is fitted with "Pilbara style' angled front and rear windows.
The Victoria Mill 6-wheeled brake wagons had their middle axles removed in 2008. It is understood that their rubber block suspensions have proved troublesome since then. Clyde 1976-built BV5, paired with EM Baldwin B-B DH *RYNNE* (5423.1 9.74 of 1974 rebuilt N+P 2009) has now had the middle axle reinstated and has been fitted with much thicker headstock plates. It is anticipated that the other similar brake wagons will be so treated also.
Preserved Hudswell Clarke 0-6-0 1067 of 1914 *HOMEBUSH* was running for the Maraka Festival on 22 October.
Chris Hart 9/11, 10/11

SUCROGEN PLANE CREEK PTY LTD, Sarina
(see LR 221 p.27)
610mm gauge
Com-Eng D8 (FC3777 of 1964) has been overhauled, possibly with a new engine, and has a redesigned radiator. It was in service in mid-September.
Scott Jesser 9/11

TULLY SUGAR LTD
(see LR 221 p.27)
610mm gauge
Reports suggest that over the next two years, two further Walkers locomotives will be rebuilt

Top: *It is 21 October and 'up north' the wet weather is already setting in as Walkers B-B DH* TULLY 9 *(618 of 1969 rebuilt Tully 2010) propels the last empty rake for the season into the Murray Flats sidings where the road cane from Kennedy was transferred during the 2011 crush. Photo: Luke Horniblow*
Centre: *Plane Creek Mill's newly overhauled Com-Eng 0-6-0DH 8 (FC3777 of 1964) at Main Line Siding 7 on 17 October 2011. Photo: Scott Jesser*
Above: *In the Cairns area, Mulgrave Mill's line runs not only through suburbia but through an extractive industries site! Here Clyde 0-6-0DH 18 (64-379 of 1964) hauls its rake through 'Barron Sands' on the north bank of the Barron River at Kamerunga, 6 September 2011. Photo: Tom Porritt*

for cane service at Tully Mill. The locomotives are ex-QR, ex-Cooks Construction, DH-class locomotives CC01 (586 of 1968) and CC03 (643 of 1970), both currently in store at the mill.
COFCO Xinjiang Tunhe Co Ltd is proposing to acquire the assets of Tully Sugar from Top Glory (Australia) Pty Ltd, through a private placement share issue plan.
Luke Horniblow 10/11; *Capitalvue* 24/10/2011

SOUTH AUSTRALIA

McCONNELL-DOWELL CONSTRUCTORS, Adelaide Desalination Plant, Port Stanvac
(see LR 221 p.27)
610mm gauge
Further information has been received that confirms the length of the intake tunnel as 1.4km and the outfall as 1.1km. The tunnels were bored from a common access shaft (now backfilled), and there were two parallel back shunt tracks on the landward side of the shaft where locos and cars were stabled. There was a diamond crossover just before the two tracks diverged into the tunnels, which run parallel 20 metres under sea level in a north of west direction.
The tunnel boring machines (TBMs) ran on electricity (11kV), and each had an internal air lock so that the boring end could be kept under 4-5 bar air pressure to keep water out of the tunnels, which were operated at normal atmospheric pressure, ventilated by air forced along a pipe to the borer end. Slurry from boring was piped out to disposal mounds on site.
Each tunnel track had a derailleur safety plate between the tracks, operated remotely. This was moved outwards along the tunnel as boring progressed, allowing the men at the TBM to admit the trains only when safe to do so. The tunnel segments were unloaded from the trains by equipment built into the TBMs. which then inserted the segments into place in the tunnel walls as the TBM advanced.
There were four locomotives in use, purchased from Mining Equipment Ltd (Colorado USA). The locomotives were Plymouth Model HMD units on 610mm gauge and weighed 9-tonnes (not 30 tonnes as previously advised). They were fitted with a Deutz Model F6L912W diesel engine and were used for segment, personnel and materials transport within the tunnels.
The locomotives were fitted with exhaust scrubbers and had video cameras fore and aft, with radio communication for the drivers. A horn blast code was used to signify impending movement and to signal safe exit from the man rider cars — all tunnel workers were trained in these codes, and also in the use of tunnel-side hop-ups to avoid passing trains. Radio communication was used extensively in the tunnels.
The rolling stock included segment cars, bogie flat cars, a bogie flat car with low sides for carrying pipes, bogie man rider cars, and a grout car. The man rider trains took 4 minutes maximum to traverse the tunnels.
Paula Bugden (Adelaide Desalination Project) 10/11; Les Howard 10/11; Editor

VICTORIA

AGL HYDRO PARTNERSHIP, Bogong Creek
(see LR 217 p.26)
915mm gauge
A visit during October found the tramway in working order with evidence of recent traffic. The aqueduct itself is also in working order, with the many landslips noted in January having been cleaned up - a number of these had been blocking the aqueduct. At the Bogong Creek end, the intake diversion area has been rebuilt and is once again diverting the creek into the aqueduct — the intake had been completely destroyed by the floods late last year.
The Ruston & Hornsby 4wDM (296070 of 1950) is still standing at the siding at the Big River Fire Trail crossing. The "Jeep" 4-wheel battery electric railcar from Rubicon and other rail equipment are standing at the Clover Power Station end.
Visitors should keep a good lookout for snakes, which seem to be numerous along the tramway.
Trevor Staats 10/11

AGL HYDRO PARTNERSHIP, Rubicon
(see LR 171 p.21)
610mm gauge
The rebuilding of the Beach Creek timber trestle bridge, destroyed in the 2009 bush fires, will be undertaken with government funding of $405,000 allocated (see Research column). It will be rebuilt to enable it to carry the tramway across the creek once again, and this indicates that the use of rail transport in maintaining the aqueduct is likely to continue. This is supported by the fact that AGL have retained the bogie battery railcar "The Tram" for use on the line.
The Age 10/10/2011 via James Chuang; Peter Evans 10/11

WESTERN AUSTRALIA

BHP BILLITON IRON ORE PTY LTD
(see LR 221 p.27)
1435mm gauge
It is understood that the next order for GMEMD Co-Co DE locomotives is being constructed in the new Progress Rail Services Corporation plant in Muncie, Indiana. Progress Rail Services is a wholly-owned subsidiary of Caterpillar Inc and acquired Electro-Motive Diesel Inc in 2010.
The fleet of 20 second hand GMEMD Model SD40 Co-Co DE locomotives were recently offered for sale on an online US auction site. Bids on the five SD40-2 locomotives (3081 to 3085) closed on 21 September and on the fifteen SD40R locomotives (3078 to 3080 and 3086 to 3097) on 12 October. A condition of sale was that the locomotives had to be removed from Australia, thus preventing acquisition by rival miners.
The current situation is that 15 of these locomotives are allocated to the Asset Development and Projects arm and are being used for ballast haulage and other construction duties. A short haul operator in the USA has made an inquiry about purchasing the other five for spares but otherwise they will be scrapped,

as will the frame from the ex-Southern Pacific RR Model SD40T-2, 786175-9 of 1979, that was brought to Australia for spare parts.
Brett Geraghty 10/11; *WA Railscene* e-mag 157 & 159

OAKAJEE PORT & RAIL PTY LTD
(see LR 215 p.30)
1435mm gauge
The West Australian government has announced approval for the 570km railway corridor linking the port of Oakajee with Western Australia's mid-west mineral province. The railway will be a privately owned and operated Pilbara-standard iron ore line. The limits of deviation are large, generally 1.6km to 2km on either side of the nominated route. The next step will be legislation to allow construction.
Oakajee Port & Rail 20/10/2011

THE PILBARA INFRASTRUCTURE PTY LTD
(see LR 221 p.28)
1435mm gauge
The five GMEMD Model SD9043MAC Co-Co DE conversions for Fortescue Minerals, numbered 905 to 909, left the Juniata Workshops at Altoona, Pennsylvania, on 27 September and were loaded on heavy lift ship *BBC Congo* around mid-October at Norfolk, Virginia. Arrival at Port Hedland is expected in the second half of November.
WA Railscene e-mag 157 & 160

PILBARA RAIL
(see LR 221 p.28)
1435mm gauge
Six GE Model ES44DCi Co-Co locomotives numbered 8166 to 8171 were loaded on heavy lift ship BBC Congo around mid-October at Norfolk, Virginia for delivery to Rio Tinto at Dampier in the second half of November. Further deliveries are expected in January (8172 to 8174) and April (8175 to 8186). All will feature Electronically Controlled Pneumatic (ECP) braking capacity to match recent deliveries of ore car rakes.
Two consists, each of three locomotives and 234 ore cars are now fitted out for a 3-month trial expected to begin in late October. The rest of the ore car fleet will commence being fitted out with ECP braking from late in 2011 with the locomotives following in early 2012.
With the arrival of the 36th ore car fleet in two shipments in November/December, the fleet of ore cars will number almost 9000.
Work on the new 8-Mile yard at Dampier was well underway by late October with the workshop nearing completion, and track laying soon to commence. The yard will be fully commissioned by early 2012. Construction of the new Cape Lambert B yard as part of Rio Tinto's expansion of its Robe River facilities was also well advanced with new car dumpers and port infrastructure being provided.
WA Railscene e-mag 160

Industrial Railway NEWS

OVERSEAS

FIJI SUGAR CORPORATION

(see LR 220 p.30)
610mm gauge

Following the previous announcement that farmers will be paid on the sugar content of cane next year rather than by weight, further significant reforms have been announced that provide some hope for the revival of the industry and its rail network. Under the previous payment scheme, farmers received 70% of sugar proceeds while the miller received 30%. This is set to change with an announcement that from 2012, the Fiji Sugar Corporation will take responsibility for cane harvesting and transport, hopefully leading to greater efficiency and more rational economic choices being made.

The government seems to realise that there are benefits in getting heavy transport off the roads and although the future of the rail system remains under review, the possibility has been canvassed of it being used for the transport of products other than cane, such as logs, wood chips, and bottled water for export at Lautoka Wharf. The Labasa Tourist Association is promoting the development of a tourist train on Vanua Levu while tourist trains are also being suggested for the main island of Viti Levu.

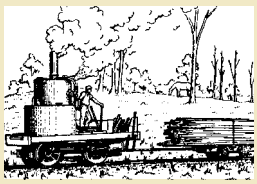
A recent Australian visitor recommends Fiji for a relaxed, good tropical holiday with a rail diversion. He added that his experience was that the native Fijians truly are the friendliest people in the world.

Fiji Ministry for Information 12/9/2011; Radio Fiji 27/9/11; *Fiji Times* Online 6/10/11, 20/10/11; Stephen Preston 10/11

CORRECTION

Chris Hart points out that the Macknade Mill locomotive pictured on the back cover of LR 221 is Clyde 0-6-0DH 12 (65-434 of 1965), not EM Baldwin number 14.

Top: *Lautoka Mill's Clyde 0-6-0DH 22 (59-204 of 1959) hauls its load alongside the Queen's Road north of Nadi, crossing the 1975 Clyde Queensland line car, number 124, at Natova, 25 October 2011. Photo: Stephen Preston* ***Above:*** *Lautoka Mill's 4wDH 15 (Simplex Mechanical Handling 122U156 of 1975) shunting in the empties yard at the mill on 25 October 2011. Photo: Stephen Preston*



LRRSA NEWS

MEETINGS

ADELAIDE: "Christmas Film Show"
Our traditional Christmas meeting, hosted and with videos provided by Trevor Triplow. Accommodation is limited, please contact Les Howard beforehand, on 08 8278 3082.
Location: 8 Cassia Court, Aberfoyle Park.
Date: Thursday 1 December at 8.00pm.

BRISBANE: "Mike Loveday Trophy Night + Brian Webber's European travels"
The December meeting will be the annual Mike Loveday Photo Trophy Night. Patrons are invited to submit three prints or three slides for judging, with one winner to be chosen. The winner's name is placed on the trophy each year. Also, Brian Webber will present a collection of photos taken on his recent trip overseas.
Location: BCC Library, Garden City Shopping Centre, Mount Gravatt.
After hours entrance (rear of library) opposite Mega Theatre complex, next to Toys'R'Us.
Date: Friday 9 December at 7.30pm. Entry from 7pm.

MELBOURNE: "Rail haulage in Australia's underground metal mines"
Tony Weston will be giving an illustrated talk including a brief history of Australian underground metal mines, how they used rail haulage and the types of rolling stock used, and the reasons for their replacement with rubber tyred trucks and conveyor belts.
Location: Ashburton Uniting Church Hall, Ashburn Grove, Ashburton.
Date: Thursday, 8 December 2011 at 8.00pm

SYDNEY:
The NSW Division's next meeting will take place in February 2012.
See the February issue of *Light Railways* for details, or contact Jeff Moonie, on (02) 4753 6302.

Explore India's Hill Railways

THREE GREAT TOURS FOR 2012!

Well known in the UK for our amazing railway-themed tours to India and beyond, we've recently set up shop Downunder. Take a look at our website for full details of our exciting 2012 Tour Programme, or give us a call - we'd love to hear from you!

Tipong - Darjeeling Express

23 February - 10 March 2012

Visit the now famous Tipong Colliery system in Assam for what might be steam's "last gasp" here! We spend two days at the colliery with plenty of opportunities for great photography. Then we continue on to the Darjeeling Himalayan Railway where we're planning some very special activities including two dining charters (one from Darjeeling) plus the addition of some freight wagons in our steam charters. Spend two nights at the Raj-era Windamere hotel with time to soak up the atmosphere of this interesting hill station.

Indian Hill Railways

14 - 30 March 2012

If you missed out this year, here's another chance to experience India's Hill Railways, as featured in the popular BBC series. There's plenty of steam action as we visit Darjeeling and Shimla, as well as the narrow gauge line to the unusual hill station of Matheran, near Bombay. Included in Delhi are visits to the National Railway Museum and the steam shed at Rewari. There's an optional Add-on to Ooty and the Nilgiri Rack Railway to complete your visit.

Darjeeling, Sikkim and Bhutan

31 March - 18 April 2012

Have you ever wondered what lies beyond Darjeeling, towards the mystical Himalayas? Join us on this tour and discover the wonderful northern state of Sikkim with its beautiful flora and fauna; then travel up to Bhutan, where the king has decreed that Gross National Happiness is more important than Gross National Product! There are amazing monasteries, fabulous scenery and you'll be made most welcome by the Bhutanese people. Of course, there's time in Darjeeling and steam charters on the Darjeeling Himalayan Railway. Optional short tour to Darjeeling and Sikkim also available.

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tours@darjeelingtours.co.uk

LETTERS

Dear Sir,

Miller and Co (Machinery) Pty Ltd (LR 153 June 2000)

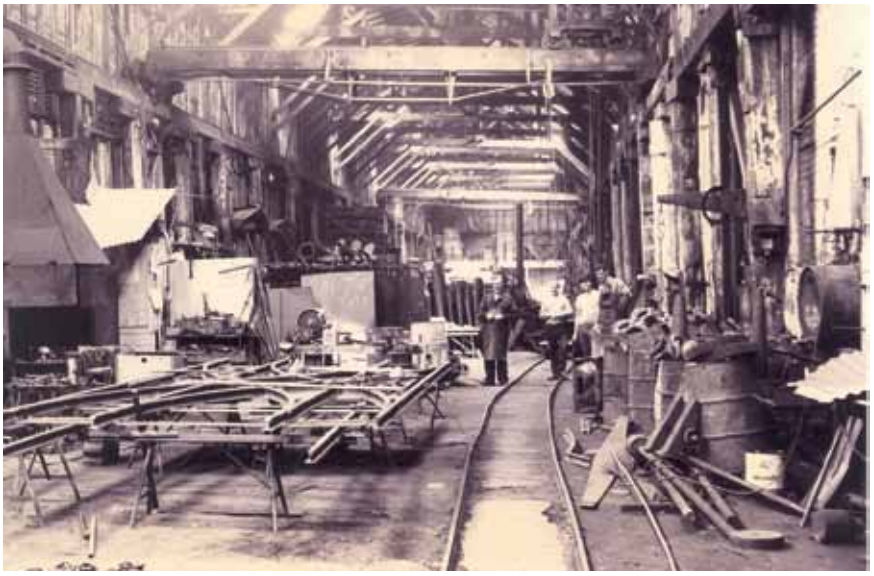
Colin Harvey in his article on 'the company' refers to a newly acquired site at Queens Bridge Street, South Melbourne.

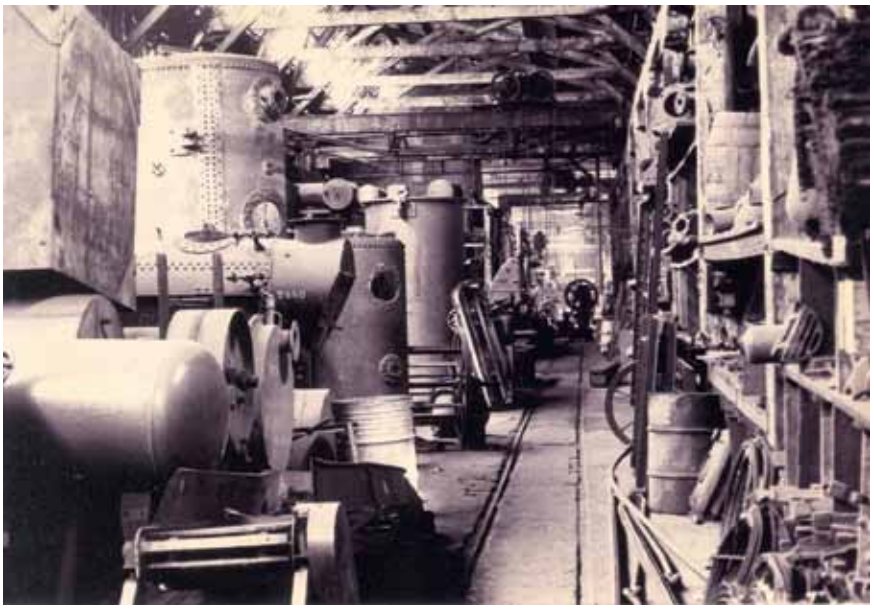
It could be coincidental, but I think not, that a certain James Miller arrived from Scotland in 1850, and set up a business in Geelong as a ships chandler in 1860. He then set up his first rope works in what was called at the time Emerald Hill (now South Melbourne) in about 1862. The rope works were situated between City Road and Queens bridge Street, and a ropewalk was included in within this very long and (relatively) narrow building. By 1888, the business was known as Miller and Co. They moved to Yarraville in 1890 where new premisew were constructed, including a rope walk.

What is intriguing is that I used to frequent 'Miller Machinery' from about 1968 until the time it closed in about 1975. The little John Fowler No. 4668 of 1883 was a favorite of mine. I would park my car next to it and go over all the details, as one does. I never took a photograph of it, more is the pity, but I did take some photographs of the engineering shop and store in about 1975. The engineering shop was a 'quarter of a mile' long and had a two-foot gauge railway running the full length of it with turntables at several points and a 'T' branch about 30 yards long. They used to move machinery and stores on several little four-wheeled trolleys.

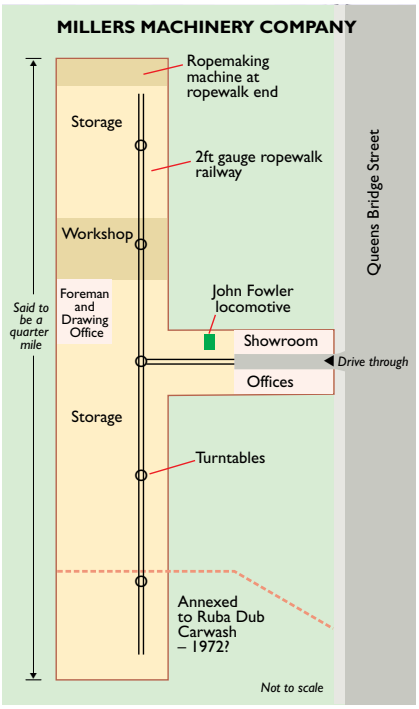
I have digressed a little here so back to the point. The two-foot gauge internal railway. The owner of the business, a Mr. Lyle (pronounced Liley), told me at great length that the reason for the railway was that the building used to be a 'ropewalk' and that the railway was in fact a carryover from those days. Some research into rope making reveals that, in 'walk laying' of ropes, bundles of fibres of whatever kind being used are first combed, drawn out and spun into strands. The strands are then pulled out along the ropewalk on a 'traveler', which sits on the railway. The 'traveler' and the railway comprising 'the walk' is integral to the rope making method of the time. Mr. Lyle explained that the device for twisting and making the rope was at one end of the walk. This consisted of a number of hooks, which were rotated and caused the strands to be twisted and made into rope, to put it simply.

It seems to me that J Miller & Co and James Miller ships chandler and rope maker are the





Top: *Main workshop precinct with the diamond crossing and the men that were making it.* ***Centre:*** *Looking from the ropewalk end of the workshop, some mine slurry pipes are on a trolley on the two-foot gauge at the end of the line. It was at this end that Mr Lyle said the machinery was stationed to make the ropes. In the scene can be seen some axle wheel sets, a large bundle of boiler flue tubes and a gold stamping battery, also midway along a steam boiler used to test steam engines pumps, winches and the like prior to dispatch after sale.* ***Above:*** *Looking in the opposite direction of the above photograph a large machine is on the two-foot gauge trolley ready for pick up by a customer at the midway 'T' branch turntable. Photos: Andrew Forbes*



same, as the photographs and oral record of old Mr. Lyle attests. The Lyle family had owned Miller Machinery for many years, I cannot say with certainty how long. The photographs show the great length of the building, with the railway and several loaded trolleys. They used to 'shunt' by man power, into the turntable accessed storage/loading branches to clear the mainline, so as to speak, to allow connection between the large overhead cranes used for the various bays.

Besides the little Fowler locomotive, there were several re-conditioned, V-skip tumbling toms stored, and other light railway items such as axle and wheel sets and light rail sections. The main workshop area was in the middle of the building and my photograph shows another interesting 'creation' a two-foot gauge 'diamond scissor crossing' as Bill Jackson, the shop foreman described them to me at the time. These were being built up for the Melbourne and Metropolitan Board of Works underground sewerage project of the period.

Andrew Forbes
Kerrisdale, Victoria

Dear Sir,

Tourist & Heritage (LR 221)

As a member of Western Australian Light Railway Preservation Association (WALRPA) I appreciate the informed positive comment on the on the Bennett Brook Railway and the editorial 'Presenting our rail heritage' in the October 2011 issue of *Light Railways*.

The outcomes experienced by Bob McKillop during his visit are a result of the forethought and hard work of our inaugural members together with a concerted effort by the management committee of the Association in recent years to promote the railway to the membership as a business as distinct from a club in order to present a more professionally run attraction to the public. The membership has embraced these philosophies whole-heartedly but the enjoyment of running trains has not been, and must not be, jeopardised.

I must correct one error in your article on Bennett Brook Railway. The Ridley 2 was rebuilt by Wallis Drilling — part owned by Jamie Wallis Chairman of WALRPA — not Willis Engineering as stated.

Bob Baker
Signals Manager & Training Officer BBR

Dear Sir,

The El Arish loop (LR 221)

In Rod Milne's article, I find it difficult to come to terms with his words on p.3 '*While most cane railways do not enjoy a regular daily service in the crushing season . . .*' In my experience, while every line does not see a train every day, most lines see trains on most days. Could Rod have been referring to individual sidings rather than areas?

The map is not correct for 2011 as it does not show the latest extension up towards Silkwood. The line that heads north at the top of the map is shown ending at a siding that is off to the east at right angles. This appears to be the siding that was put in at King's in 2008 Subsequently, the line has been extended northwards. If the map was meant to apply to a period when Rod lived there, I suggest that it should have been dated accordingly.

Stranger in Paradise: an EM Baldwin locomotive in Indonesia (LR 221)

Regarding the Indonesian Baldwin, another recognisably Baldwin feature is the engine compartment doors. Although not a typical feature, they are similar to those on the 4wDH built for Goondi Mill (9101.1 9.80 of 1980), now *Sugarworld Shuttle* at Victoria Mill, which was another 'el cheapo' project.

Chris Hart
Ingham, Qld

Dear Sir,

The Wootton-Mayers Point Tramway Part 2 (LR 213)

NSW researcher Mark Langdon uncovered this interesting piece of correspondence[1] in the Queensland State Archives concerning the Wootton Tramway's third locomotive, 2-6-2T *Wootton* (Clyde 241 of 1919). *Wootton* proved too heavy for the light-railed, sharp-curved and steeply-graded line. Less than three months after entering service Allen Taylor & Co Ltd had taken the decision to dispose of it:

Allen Taylor & Co Ltd.
Taylor's Wharf, Pyrmont
Sydney, 23rd August 1920.

The Secretary,
Queensland Government Railways,
Brisbane.

Dear Sirs,

Re: Tank Loco for 3'6" Gauge.

Weight with water and fuel, about 35 tons,. Constructed by Clyde Engineering Co. Ltd., Granville Sydney, January 1920, under supervision of Mr. E. C. Lucy, Chief Mechanical Engineer, New South Wales Government Railways, as per specification and plan attached.

We take the liberty of submitting this locomotive for your consideration. It is in perfect order and subject to inspection.

The facts are, that my Company constructed a tramline of 14 miles into a State forest at Wootton connecting with Port Stephens, this being the port of shipment. The grades and curves of the line are heavy, the sharpest curve being 2¾ chains radius and the steepest grade 1 in 28 against the load.

The construction of the line is good but rails (28 lbs. per yard) are too light for this loco, and with earth ballast and wet sidlings together with sharp curves and grades does not enable us to get the best results out of the loco. Consequently the cost of maintenance is seriously affected and compares unfavourably with the record of the "Climax" loco.

We may also say that owing to the conditions mentioned it is impossible to run this engine at ordinary speed and under the circumstances, after mature consideration, my Directors have decided to replace it with another of the "Climax" type.

We might add that this Loco has not run more than 2,000 miles. We are inclined to think it would do excellent work on a suitable rail well sleepered, and possibly would suit some of your various lines.

The engine is open to the fullest inspection and we are authorised to say that Mr. Lucy will be only too pleased to answer any enquiries and furnish the fullest data.

Delivery can be arranged promptly.

If you are disposed to entertain the proposal we will be only too happy to submit our price on receipt of your advice.

Yours faithfully,
For Allen Taylor & Co. Ltd.,

..... Director

P. S. Specification and Blue Print under separate cover.

1. Queensland Railways, Chief Mechanical Engineers Branch, General Correspondence 1920/1432. Queensland State Archives, A/24414 (ID 988409).

Queensland Railways did not take this offer up, and *Wootton* was later sold to the Tasmanian Railways, in November 1920.

For me this question remains, why did Allen Taylor & Co invest in a second rod-driven locomotive when their lighter 0-6-0ST *Cameron* aka *Fanny* (Andrew Barclay 253 of 1883) had already proved too much of a handful for the light track?

Perhaps the answer lies in Chairman Sir Allen Taylor's domineering personality. He was determined to acquire a faster locomotive capable of making two round trips a day between Mayers Point and the Wootton forests — 72 miles in total — hauling heavier loads than the slower A-class Climax *Aleda* (1297 of 1913). There should have been no shortage of expert and experienced advice available as to the likely outcome of operating a heavy conventional locomotive on light-weight timber tramways. But then again it may have been too daunting a proposition to go up against Sir Allen when he had set his mind on something.

Ian McNeil
East Maitland, NSW

LETTERS

Dear Sir,

Redlynch rail system (LR 221)

I refer to LR No 221, page 25, the photo of B-B DH *MULGRAVE* exiting from the tunnel beneath the Reservoir Road en route from Redlynch to Mulgrave Mill.

Prior to the 1920s, cane growing had developed around the Redlynch and other areas north of Cairns. From 1922, the cane was transported to a depot at Redlynch on a tramline system, hauled by small Simplex 4wPM locomotives, transferred to QGR and transported to CSR's Hambledon Mill south of Cairns. From December 1925, this all changed, with QGR no longer transporting the cane and Hambledon constructing a rail line over the Brinsmead Gap in the Whitfield Range and down to the Redlynch Depot.

Field Officers (called Cane Inspectors) had lived in the local hotel, but in 1951 CSR build a company house for the resident Field Officer and his family.

From the Redlynch Depot the new line ran gently down grade for approx 1km to cross Freshwater Creek then began the 5km climb to the Brinsmead Gap. This track was (and still is) steep, with grades in parts at 1 in 40, as it twisted and wound its way up the range. Before the summit the track doubled back and ran around a tight horseshoe curve to come back almost on itself, but at a higher elevation to reach the top of the range – 50m above the start of the climb.

As the last Cane Inspector to be based at Redlynch, in 1978, I often watched (and joined in) as the V8 Clydes (Model HG-3R) with maximum rakes of 55 4-tonne bins and a radio controlled brake van — approx 290 tonnes in all — crawled their way to the top. It was a long, slow, hard grind.

Unfortunately I missed the era of the mighty Hudswells (including the *CAIRNS* of Victoria Mill fame, originally Hambledon No. 8), which attacked the grade every day with dragging whole-stalk cane impeding their progress. Some of these locos were fitted with water 'tricklers' (at the rear of the tender) to reduce wheel friction in the rake behind, but as I was told, often a long whistle from up the range (in the days before two-way radios) would signal for a loco from the depot to help them get over the range and on their way to the mill, 20km to the south.

In 1998, with increasing urban sprawl and a new four-lane highway constructed over the range, the track and the horseshoe were replaced by a new short, steep alignment, 600m in length and including a 270m cut and cover tunnel at the top — hence the photo of the *MULGRAVE*.

All the cane on the range, and many other areas around Cairns, has long gone, replaced by suburban sprawl which ultimately led to the closure of Hambledon Mill in 1991. The remaining cane-growing areas, locomotives and bins were transferred to Mulgrave Mill, 15km to the south.

Now days, B-B DH *MULGRAVE* and its sister loco *GORDONVALE*, each weighing 38 tonnes, regularly lift up to 35 10-tonne cane bins up the grade (trains are limited to 35 bins for safety reasons), but they then couple up to 20 more on the other side to lift over 650 tonnes to the mill.

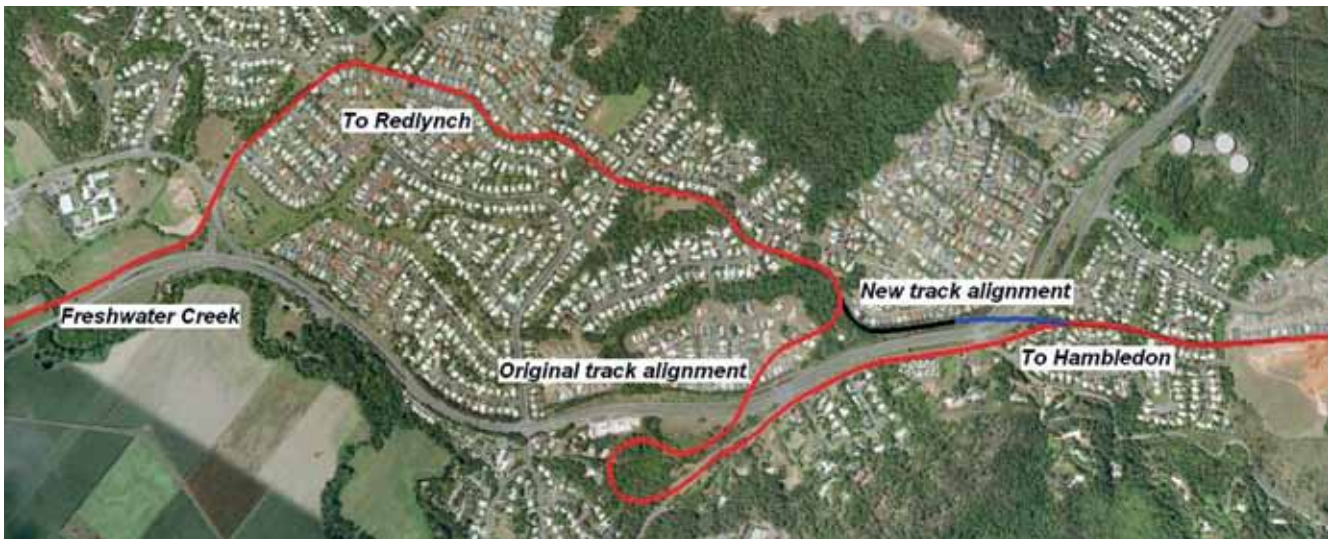
Because of the difficult grade and alignment both up and down, the first brake wagons in the sugar industry (built by Clyde Engineering) were introduced in the mid-1960s specifically for this track, and were initially used directly coupled to the then new Clyde HG-3R 0-6-0DH locomotives. These were later modified to radio-controlled brake wagons, hauled at the rear of the rake.

It is interesting to note that the Hambledon Clyde HG-3Rs, Nos 3, 8 and 9 (now days Mulgrave Nos 13, 18 and 19) have been operating for over 46 years – a sterling performance.

Ian Stocks
Tintenbar, NSW

Above: *Earlier days in the Hambledon Mill area as five steamers (four Hudswell Clarke 0-6-0s and a Fowler 0-6-0T) get ready for service. By the early 1950s, Hambledon had six of these Hudswell Clarkes on its roster.* *Photo: Ian Stocks Collection*

Below: *The original and present-day routes overlaid on a satellite image of the area. The original track is shown in red, and the shorter deviation in black, with the tunnel section in blue.*



RESEARCH

BUDERIM TRAMWAY, Qld

Garth Fraser of the Buderim Palmwoods Heritage Tramway Inc is currently researching the track layout and other physical arrangements at the terminus of the 2ft 6in gauge Buderim Tramway in Queensland during the period of its operation from 1914 up to 1935. In the absence of useful maps, a number of photographs taken in the township have been used to try to determine an accurate record, but the task is proving to be difficult.

There is reasonable confidence that the attached diagram represents an approximation of the situation in and around the southern part of the complex, close to Burnett and Main Streets, but it has proved to be a problem to accurately locate the position of the locomotive shed which was located at the northern apex of the wye.

Three alternative possibilities for the locomotive shed (A, B & C) based on the interpretation of various photographs are shown in the accompanying map (below).

Garth is interested in hearing from anyone who can provide information about the layout of the Buderim station complex or can assist him in any way to solve this puzzle. Please contact him at PO Box 923, Buderim QLD 4556 or garthfraser@bigpond.com.au

MARITIME SLIPWAYS: A TYPE OF LIGHT RAILWAY

Jim Longworth and Phil Rickard are seeking information and material on a rapidly diminishing type of light railway — that found on maritime slipways. Whilst there are hundreds of slipways around Australia, they are particularly interested in those 'out of the ordinary', that is, not your average 30 or 40 feet of rails down to the water.

Factors that might raise a slipway to 'interesting' status include longevity, length, complexity, history, multiplicity, usage, etc. Thus, the slipways that existed at Second Valley (south of Adelaide) were individually only 20 or 30 metres long, but length was more than made up for by multiplicity — there were no less than ten in an arc in the largest group, serving the same number of rather delightful ramshackle fishermen's boatsheds (all demolished two years ago).

A growing number of marinas and other developments are impacting on slipway numbers, with rubber-tyred gantries being introduced at many locations. So if you know of a past or present slipway that you think could be an example 'out of the mundane ordinary', Phil and Jim would love to hear from you. Just post a message to Phil at: starry44@bigpond.net.au or post a note to the LR editors.

BEECH CREEK TRESTLE BRIDGE, Rubicon Historic Area, VIC

The research and publication efforts of LRRSA members were featured in the article 'Cash will ensure Beech Creek's 'special' trestles rise again' in *The Age* newspaper of 10 October 2011. A trestle bridge built to carry the Rubicon hydro scheme tramway over Beech Creek was destroyed in the 1930 bushfires and a replacement bridge was constructed by the State Electricity Commission (SEC) in the 1960s. A photograph by Frank Stamford of this bridge in 1967 headed the article.

This heritage-listed bridge was left "charred, twisted and destroyed" by the 2009 Black Saturday bushfires. The article featured the announcement of a $405,000 project to rebuild the bridge.

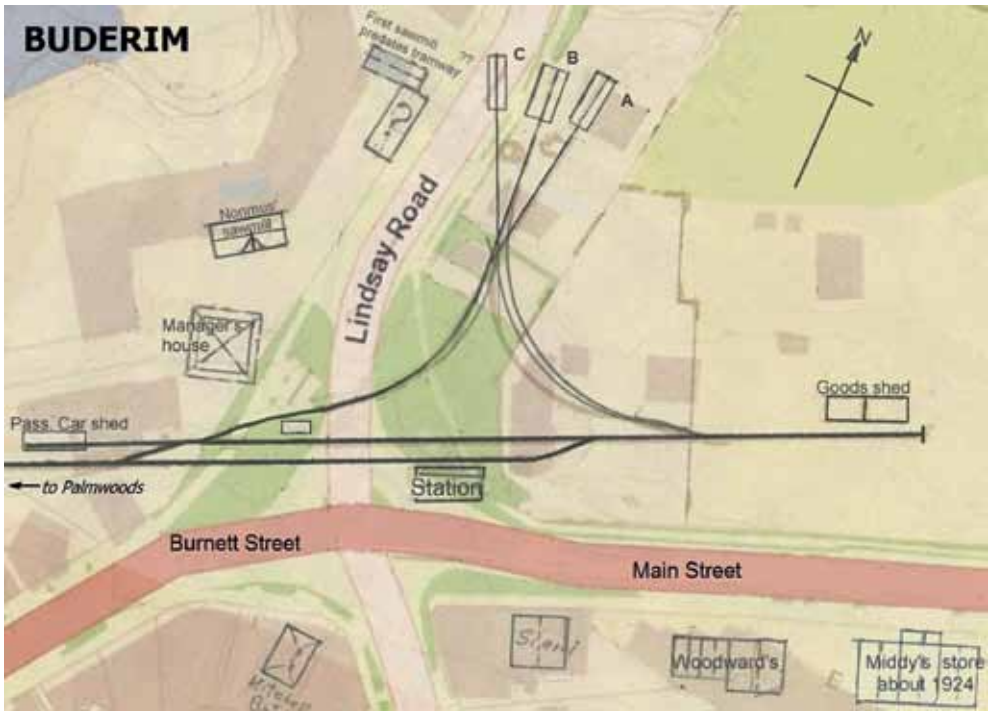
Peter Evans, author of the LRRSA book *Rails to Rubicon* was quoted in the article as welcoming the project, which is part of the State Government's bushfire recovery program. Peter said: ''I think it's a fabulous thing, because not only is the bridge itself a piece of engineering, it's keeping alive the skills that are required to do such work. And it's not only the artefact; it's the skills that we should be preserving as well."

The Beech Creek trestle bridge in 1967. *Photo: Frank Stamford*

BUNDABERG FOUNDRY LOCOMOTIVES

Brian Webber and John Browning are writing a book to commemorate the 60th birthday of the first Bundaberg Fowler steam locomotives in 2012. The diesel Bundaberg Jenbach and later Bundaberg-Hunslet locomotives will also be featured. If any reader can supply any information or photographs for the book, they are invited to contact Brian Webber on (07) 3354 2140, at 8 Coachwood Street KEPERRA 4054 or by email at bwebber5@bigpond.com

Bundaberg Fowler locos operated at Millaquin, Qunaba, Bingera, Pleystowe, Proserpine, Mourilyan, Mulgrave and Mossman mills and Bundaberg Jenbachs operated at Invicta and North Eton mills as well as at a number of collieries in Queensland. Of particular interest would be any photographs of any of these locomotives in service during the 1950s and 1960s. Photographs of them in preservation are also welcome.



Heritage &Tourist

News items should be sent to the Editor, Bob McKillop, Facsimile (02) 9958 8687 or by mail to PO Box 674, St Ives NSW 2075.
Email address for H&T reports is: rfmckillop@bigpond.com
Digital photographs for possible inclusion in *Light Railways* should be sent direct to Bruce Belbin at: boxcargraphics@optusnet.com.au

NEWS

Queensland

BEDROCK RAILWAY, "Bedrock", Walkerston
610mm gauge
Ken Petts
(see LR 186 p.26 & 29)
The railway was lifted some years ago (by January 2010 at the latest) and the train is advertised for sale. It consists of a 1998-built 4wDE locomotive and four cars seating 20 persons each, forming a multiple-unit train with two of the cars equipped with driving axles. It is understood that a second 4wDE locomotive is also part of the setup and that the attractive station with overall roof (see LR 186 p.29) is included. However, only a short length of track is available. The advertised price for this purpose-designed tourist train is $55,000 and enquiries are welcome on 0400 592 864.
The owner reports that the ex-Racecourse Mill EM Baldwin 4wDH *LEO* (6/2612.1 10.68 of 1968) and the ex-Hayman Island Motor Rail 4wPM 4199 of 1927 were sold to a farmer in the Sarina district some years ago.
Scott Jesser 10/11; Ken Petts 10/11

WORKSHOPS RAIL MUSEUM, Ipswich 1067mm gauge
Queensland Museum
A fire at the museum complex on the night of Sunday 25 September destroyed two buildings on an adjacent property that were not in use. The museum was not directly affected by the fire, but lost electrical power. It reopened to the public for the weekend of 1-2 October using power from an on-site diesel generator. Director of The Workshops Rail Museum Andrew Moritz said the staff were overwhelmed by the messages of support by the community for the Museum and the historic Ipswich Railway Workshops site. He continued: "Our free Re-Opening Weekend is our way of saying thank you to the community for their support and kind wishes this week and it's also a great way to get the message out that we're open again."
Postings on LocoShed Group; Museum media release, 29 September

New South Wales

MINMI PUBLIC SCHOOL
1435mm gauge
Richmond Vale Preservation Cooperative Society Ltd
Updating the report in LR 218 (p. 34), the project to restore the Minmi Public School's non-air coal hopper wagon No. 1657 was completed at the Richmond Vale Railway Museum (RVRM) depot and the wagon was installed on a new section of track at the school on Monday 12 September 2011. All the school's pupils and teachers, together with many local residents, made up an appreciative audience for the event, which was recorded by television cameras. The RVRM subsequently received many complementary comments on the standard of the restoration.
The new timber for the frame and headstocks was received in February 2011. It was trimmed to the required shape of the frame and then the holes were marked and drilled for the hooks and buffers. Once the head stocks, buffers and hooks were fitted, sign writing added the number and load limitation figures. Restoration of the hopper was more of a challenge as both end steel corners were totally rusted out and the boards simply fell off. When replacement steel corners were fitted and the top boards replaced, the hopper was sufficiently stable to allow steady progress in sanding down and painting the steel work and fitting new boards. As the bottom dump door had accumulated a large amount of twigs and leaves that posed a fire hazard, a new dump door that allows twigs and leaves to fall to the ground was fitted. Once the door was secure the hopper was painted and sign writing commenced.
Graham Black, 10/11

DAVID CAPP, Maclean
610mm gauge
David has beautifully restored Ruston & Hornsby 4wDM 304455 of 1951 at his home in the Harwood Mill district. This locomotive was built for the Eastern Suburbs Railway construction project in Sydney, where it was numbered X13. It was of a low-profile design fitted with an exhaust conditioner. David obtained it in 2009 as an incomplete kit of parts from the Illawarra Light Railway Museum Society at Albion Park. Most of the body panels have had to be fabricated from scratch and the locomotive has been restored with a cab of the design used by the manufacturer for surface use as the original position of the driver's seat was most inconvenient and visibility was correspondingly poor. After completely dismantling everything, it was discovered that there was no sign of wear on the chain sprockets and the wheel bearing brasses appeared almost new. The wheels also showed no sign of wear. The deterioration to be addressed was all due to rust from exposure. Two Ruston 2VSH engines were obtained cheaply through *The Old Machinery Magazine* and provided enough parts to restore the one that came from ILRMS.
An ex-Condong Mill cane truck and part of another rescued from Ashby Sawmill have provided the initial rolling stock for the line. They had been used in the filming of the TV mini-series *Fields of Fire* in the 1980s.
Some 20lb rail was obtained from Andrew Forbes at Kerrisdale and about 100 metres of track has now been laid. Some sections of 14lb ex-canefield portable track have also been sourced locally. A turntable has been made from a semi-trailer prime mover turntable and a set of points constructed.
The locomotive is kept on private property and can only be visited by

The restored four-wheel non-air coal hopped on display at Minmi Public School on 12 September 2011. The letter 'B' represents the J&A Brown wagons which originally worked out of the Minmi coal mines and the number 1861 represents the year the original Minmi school opened. *Photo: Graham Black*

prior arrangement. Anyone wishing to make a visit, or who would like to offer any assistance should write to David at PO Box 40, Maclean 2463 or phone (02) 6645 4439.

David Capp, 10/11

Victoria

PUFFING BILLY RAILWAY
762mm gauge
Emerald Tourist Railway Board

The ERTB Project Governance Committee has been active over recent months assessing priority projects to be incorporated into a business case for investment in the Puffing Billy Railway for presentation to the State Government in early December 2011. Government representatives have worked with the committee on this task and it has also held a number of meetings with the Regional Development Authority regarding potential funding from that source. Potential projects under consideration include converting the workshops at Belgrave to running sheds and constructing new workshops at Emerald, a review of the proposed Education & Interpretation Centre in terms of space allocations and costs, and reconfiguration of the Belgrave yard to achieve safer and more efficient operations.

At its first meeting on 11 October, the new Puffing Billy Preservation Society executive decided to fund completion of the Climax locomotive restoration project. Restoration work has progressed well above the frames in recent months with the boiler now fitted to the frames, so attention will now be focused on the wheels and axles.

PBR Monthly News 460, November 2011

ALEXANDRA TIMBER TRAMWAY 610mm gauge
Alexandra Timber Tramway & Museum Inc

The ATTM held its annual general meeting in August with the president, Bryan Slader, presenting a review of operations. Passenger numbers were only slightly down of the previous year, which was considered a good result given the general downturn in numbers experienced by tourist attractions in Victoria over the period. In particular, the monthly markets had seen steady growth and these days now generate a quarter of the ATTM income. The extension of the Goulburn Valley Rail Trail to Alexandra in late 2011 is expected to help bring more visitors to the area.

Timberline 121, October 2011

KERRISDALE MOUNTAIN RAILWAY 610mm gauge
Andrew and Jennifer Forbes

Updating the article in LR 216 (p. 20) on the geared steam locomotive under construction at the KMR workshops, steady progress has been made over the past year. The boiler design for the locomotive has been dimensionally based around the original boiler originally intended to be used, which was sourced some years ago from John Scrider of Leeton, NSW. This was a John Fowler boiler of 1883 vintage made of wrought iron, brass and copper. Very nice, but impossible to deal with under modern standards.

Following a formal boiler inspection a quick decision was made to scrap the old boiler and start anew to build a replica boiler. The design details for the pressure vessel, as drawn, have been approved by an independent engineer and somewhat bizarrely his calculations of our design and calculations will now be checked by a third person.

Nevertheless, the KMR crew has been able to proceed to manufacture of the vessel components. The all-welded firebox fabrication has been cut from boiler plate as components, whilst the fire tubes, boiler barrel and steam dome have been bought in as approved and certified items, from the steel mill. These items are now ready to proceed to manufacture. Technically the new boiler will be superior in every regard as an all-steel welded vessel, but also having a steel flat top firebox has allowed us to fit 10 extra tubes which balances the grate area, firebox volume to free gas area to the correct proportions, something not properly understood in 1883.

The 12mm low carbon steel plate chassis, has been drawn up to scale and profile cut as a kit of components. From buffer beam to buffer beam, the chassis is formed from deep section plates with an angle section 'running plate' to support the front of the boiler and

The beautifully restored former Eastern Suburbs Railway construction 4wDM (Ruston & Hornsby 4wDM 304455 of 1951) and four-wheel cane truck on David Capp's private railway at Maclean in northern NSW. Photo: David Capp

The stripped 1883 boiler in the Kerrisdale Mountain Railway workshops ready for inspection. The tubes were stamped 'B.C.C. 1883'. Photo: Andrew Forbes

the geared drive steam engine. To accommodate the large firebox a 'tuning fork' chassis carries the forward chassis to the rear chassis around and parallel to the sides of the firebox to the footplate and so on.

Wheel sets, axle boxes and coupling rods have been fabricated from profile cut sections in our works, welded and machined. The wheels are 610mm diameter with a 65mm tread, whilst the axles are 100mm diameter with journals 75mm diameter by 125mm long. The axle boxes house encapsulating bronze bearings which shall be lubricated from a Tecalamit 'one shot' system, whilst the coupling rods (fish-belly profile) have bronze bushes and wick feed lubricators. These three important assembly parts of the locomotive are now complete, greased up and stored.

Andrew Forbes, 10/11

Redcliffs Historical Steam Railway 610mm gauge

A visit to the Redcliffs Historical Steam Railway (RHSR) on Sunday 2 October enabled a comparison with the situation there in October 2005 (LR 187, p.28). The RHSR operation continues to be just as professional as it was during the previous visit, with one notable change being the station building. This had originally been located at Irymple and is now known as Karadoc. Changes had been made internally and there was now a photographic display of railway operations around the Mildura region. Three trains operated during the visit and all were well patronised. Steam locomotive *LUKEE* (Kerr Stuart 742 of 1901) was in action hauling two passenger carriages. The train travels in a clockwise direction from the main station before coming to a set of points which direct the train towards the terminus of Thurla. There is one road crossing along this section where one of the train crew alights to ensure that it is safe for the train to proceed.

On arrival at Thurla the loco is detached and turned on the turntable before running around its train for the return journey. Passengers may alight at Thurla to observe this operation from the safety of the platform.

At the Redcliffs depot, the former Mackay Sugar 2-2DM (EM Baldwin 6/2612.1.11.68 of 1968) was stored inside this shed. Formerly *ROAD RUNNER* at Racecourse Mill, this locomotive has been renamed *HARRY* after the late Harry Hill who dedicated much of his time to the RHSR. It is powered by a four-cylinder Ford industrial diesel engine coupled to a Power Shift Twin Disc Transmission with two forward and two reverse gears. Also stabled near the shed is a small track maintenance vehicle as well as a number of wagons which are used for track maintenance.

A visit was also made to the Psyche Bend Pumping Station. This was the original pumping station built to draw water from the Murray River for irrigation purposes. When the pump was being restored a Victorian Railways N class steam locomotive boiler was installed as the original had been removed. A visit to both of these attractions is well recommended. Alf Atkin, 10/11

Tasmania

IDA BAY RAILWAY, Lune River 610mm gauge

Meg Thornton

The Ida Bay Railway was formally reopened on 1 October 2011 after a period of closure for track upgrading work. The IBR owner Meg Thornton said much of the track needed to be replaced. The State Government, which owns the land, track and buildings of the railway, declined to fund the track upgrade, so the operation was dependent on contributions from volunteers and friends to complete the project.

The railway is currently operating to its summer timetable with four return services a day between Lune River and Deep Hole, departing at 9.30am, 11.30am, 1.30pm and 3.30pm. Trains travel along the banks of the Lune River and Lune River Estuary through bushland abundant with wildflowers and bird life. The 2-hour return trip costs $25 and bookings can be made at: http://idabayrailway.com.au

Hobart Mercury, 6 Oct 2011 via Scott Clennett

WEE GEORGE WOOD STEAM RAILWAY, Tullah 610mm gauge

Wee George Wood Steam Railway Inc.

A visitor to this railway on Wednesday 28 September found no one on site, but a sign at the station advised that trains operated between 10am and 4pm on the last Saturday of the month

Kerr Stuart 0-4-2T LUKEE *is turned at Thurla, on the Redcliffs Historical Steam Railway.* *Photo: Alf Atkin*

John Kramer photographed 0-4-0WT WEE GEORGIE WOOD *(John Fowler 16203 of 1924) partially dismantled at the Tullah depot of the Wee Georgie Wood Railway on 28 September 2011.*

from October 2011 to June 2012. 0-4-0WT *WEE GEORGIE WOOD* (John Fowler 16203 of 1924) was partially dismantled in the shed with the boiler being off site, presumably to assist with the construction of a replacement (LR 218, p. 35). The operating loco, ex-Lake Margaret Tramway 4wPM (Nicola Romeo 770 of 1925) was parked in the shed, together with former Mt Lyell Mining & Railway Coy 0-4-0WT 9 (Krauss B/N 5988 of 1908) in dismantled condition, a motorised line car and passenger carriage.

In the open at the front of the site were parts of the much travelled Orenstein & Koppel 0-6-0T (B/N 4241 of 1910. This 610mm gauge locomotive was imported into Western Australia by Streitz Brothers and worked at the Lake View & Star gold mine until 1950. After some years in storage it arrived at the Goulburn Steam Museum in 1974 and was sold to a Mr Weatherall at Wodonga in 1977. It went to the Mt Lyell Abt Railway at Queenstown in 2000 where conversion to 1067mm gauge was planned. It was at the Wee Georgie Wood Railway by 2009.

John Kramer and John Browning, 10/11

WEST COAST WILDERNESS RAILWAY, Queenstown

1067mm gauge

Federal Hotels Limited

A visitor on 26-27 September found the afternoon train departing Queenstown for Strahan, with Abt 0-4-2T No. 3 (Dübs 3730 of 1899) in black livery shut down in the enclosed station at the head of two carriages. At the nearby workshops, 0-6-0DM No. 2 (Drewry 2406 of 1953) was standing outside the main building and a sectioned Abt locomotive boiler was displayed in an enclosed shelter nearby.

Arriving at Strahan, our reporter found Abt 0-4-2T No. 5 (North British 24418 of 1938) being 'put to bed' in the loco shed. The three carriage train was at the station being cleaned, while a vertical-boilered steam crane built by Grafton & Co of Bedford is displayed at the water's edge of the station car park. Next morning the 10.15 train was worked by No. 5 funnel first through to Queenstown. A one-hour stop at Lower Landing, Teepookana, allowed passengers to explore the white waters of the King River, alas devoid of life due to the lingering effects of the Queenstown smelters.

The climb up the rack section from Dubbill Barrell to Rinadeena was spectacular with stunning scenery and the exhaust beats of both sets of cylinders moving in and out of synchrony as the train slowly pulls itself up the mountain. Portions of the hillside had been denuded by cyclonic rain earlier in the year, which closed the line for a period. Lunch was taken at Rinadeena, and then the train descended down the 1 in 16 graded rack section to Halls Creek.

Arrival at Queenstown was at 3.00pm. There was just time to observe Abt 0-4-2T No. 1 (Dübs 3369 of 1896, LR 217, p. 36) in steam outside the workshops and 0-6-0DH No. 2 shunting in the yard, with Abt No. 3 and train still parked in the station, before catching the bus back to Strahan. John Kramer 10/11

Richard Horne photographed the former Lake View & Star 0-6-0T (O&K 4241 of 1910) attached to a carrying frame at Tullah in March 2009. The frames were lying upside down nearby. These items remained in this state on 28 September 2011.

Peter Forward commissions the 4wDM PETER *(Motor Rail 4wDM 9861 of 1953) at Scotty's Loop on the Cobdolga Steam Friends Society line towards Loveday on 2 October 2011. Photo: Brian Grayson*

Heritage & Tourist

South Australia

COBDOGLA IRRIGATION & STEAM MUSEUM

610mm gauge

Cobdogla Steam Friends Society Inc

The Cobdogla Steam Friends Society (CSFS) held a special event on Sunday 2 October 2011 for the recommissioning of its second Simplex 4wDM *PETER* (Motor Rail 9861 of 1953) by Peter Forward, after whom the loco was named. Peter is the liaison between the museum operators (CSF and the Barmera National Trust Branch) and SA Water, owners of the museum. The locomotive was purchased at auction on 3 December 2005 and has been restored during the last six years by several of the members. It will mainly be used as a works train loco.

CSFS has relocated the turntable from Mudge's Loop to just beyond Scotty's Loop on the main line. As this is the approximate halfway point between Cobdogla and the eventual destination of Loveday, the new location will enable a variety of trip lengths once the extensions are completed. It also allows the 0-4-0ST *MARGARET* (Bagnall 1801 of 1907) to run the full length of the

current operational track in a forward direction. While the loco itself runs happily in either direction, its tender does not like to be run in reverse, hence the desirability of turning the loco at the end of each trip.

The turntable was pulled out after the July operating day and its centre pivot cleaned of the old concrete. The pivot was installed in its new location, and this time it was decided to pour a concrete foundation for the ring rail. The points for the new location had already been completed prior to the big move, so once the concrete had set, the ring rail was installed and the turntable was placed on the pivot. It was then a matter of building up the track bed and laying the track between the points and turntable. A concentrated effort was made to have the work to an operational stage before the October running day. Some fine tuning remains but the new location proved to be a winner on the day when it was used to turn *MARGARET*.

The National Trust's building suffered wind damage during a storm about 10 days before the October running day. About half of the roof on one side of the building blew off. Fortunately, little debris fell onto the exhibits and there was minimal damage to them. The local SES was quickly on the scene moving what they could and placing tarps over the rest. The roof had been reinstated by the open day, but the building was not open to the public as the displays had not been fully put back in place.

Denis Wasley, 10/11

Western Australia

BENNETT BROOK RAILWAY, Whiteman Park 610mm gauge
Western Australian Light Railway Preservation Association Inc

WALRPA held a special function day on the Bennett Brook Railway on Thursday 29 September as part of its 25th Anniversary celebrations. NG 123 *FREMANTLE* (Anglo-Franco-Belge 2670 of 1951) was in steam to haul the day's train services, while a range of locomotives and rolling stock were on display at Whiteman Village Junction Station.

Sunday 23 October saw another successful New Friends of Thomas Day with enthusiastic crowds enjoying the activities, which saw 40 WALRPA volunteers undertaking the complex range of tasks to run an intensive schedule of train services. Five locomotives were in action, with two trains operating loop line services and the small train stock hauled by 4wDH *ASHLEY* (Kless Engineering 1986) and 0-4-0DM *PLANET 1* (2150 of 1939) operating Mussel Pool trains. The introduction of an Information Booth contributed to the success of the day by providing visitors with information on train services and activities in the park.

RRR News, 25/10/2011

YARLOOP STEAM WORKSHOPS 1067mm gauge

This amazing attraction (last reported in LR 190, p. 28) is regarded as the most important group of early to mid-twentieth century timber industrial buildings in Australia. Established in 1901 to service the timber mills and railway operations of the vast Millar's Timber & Trading Company in Western Australia. The workshops serviced 26 timber mills and employed 100 people during its operating life between 1901 and 1960. Operations were wound back as mills were closed and the complex was abruptly closed in 1978 following severe damage to the buildings by *Cyclone Aby*.

The rapid closure means that the employees simply walked out, leaving tools, machinery, stores, rolling stock and the extensive stock of timber patterns preserved in place — a perfectly preserved moment in time that makes the workshop such a fascinating place for today's visitor to explore. And there is something for a wide range of visitors. For some it may be the company library with its shelved of well-thumbed and battered books from the 1920s, each marked with the company's unique cataloguing system; others might explore the original machinery still in place in various rooms, or inspect the various items of rolling stock and the locomotives in the main workshop area. These are the Yarloop 0-6-0DH shunter (Clyde Engineering 61-241 of 1961), former SAR Y-class 2-6-0 176 (James Martin 178 of 1898) which served at Bunning Brothers mills from 1937 until 1967, and the replica Baldwin steam tram motor built by Colin Puzey (LR 186, p. 28). Most visitors will, however, be drawn to the main mill store, the tool store, the pattern shop and/or the pattern store where the thousands of items needed to keep the railways and mills of the vast in operation remain in place just as they were in 1978, with the additional features of some dust and cobwebs.

The steam shop houses a fine collection of steam engines, including a large Austral two-cylinder engine from Dean Mill, powered by two ex-WAGR vertical boilers. Live steam days are held on the second Sunday of the month, March to November and the Cabin Restaurant is open on these days (and opens other times for group bookings).

The museum is open daily from 10am-4pm with friendly volunteers manning an impressive entry area with a large and well-stocked shop. Further details at: www.yarloopworkshops.com.au

Editor, 10/11

MANJIMUP TIMBER & HERITAGE PARK 1067mm gauge
Shire of Manjimup

This 10ha park combines a unique combination of bushland,

Coming Events

DECEMBER 2011

1-5 Kerrisdale Mountain Railway & Museum, VIC. This scenic narrow gauge railway and steam museum is open to the public from 1000-1600 Thursday to Monday and public holidays. Steam engines run in the museum each Sunday. Information, phone (03) 5797 0227 or website: www.kerrisdalemtnrailway.com.au

3 Puffing Billy Railway, Belgrave, VIC. Santa's Sunset Special Train departs Belgrave at 5.10pm for Lakeside and return – also on 10 December. Daytime Santa Special trains depart Belgrave at 10.55am for Lakeside and return on 10 and 17 December. Download the special booking form at: www.puffingbilly.com.au/?id=santaspecial

3-4 Red Cliffs Historical Steam Railway, VIC. Narrow gauge steam operations with train rides every half-hour 1100-1600 using Kerr Stuart steam and EM Baldwin diesel locomotives, 1100-1600 and the first weekend of following months. Enquiries: (03) 5024 1345.

3-4 Redwater Creek Steam Railway, Sheffield, TAS. Depending on registrations, it is planned to operate Schools Day trains on Friday 2 and Monday 5 December. Narrow gauge steam train operations on the first weekend of every month. The annual Sheffield Steamfest is held in March. Information: www.redwater.org.au

4 Durundur Railway, Woodford, QLD: Narrow gauge trains operate on the first and third Sunday of the month1000-1600. ANGRMS members are invited to the annual Christmas Party at the Woodford site on Saturday 3 December.

4 Ballyhooley Steam Railway, QLD. This narrow gauge railway operates steam trains between Marina Mirage station and Port Douglas every Sunday and on selected public holidays from 1020 to 1500. Information: (07) 4099 1839.

10-11 Alexandra Timber Tramway, VIC. Christmas Market Day on Saturday with trains hauled by a petrol-powered locomotive and Christmas Steam Up day on Sunday from 1000-1545. Closed Christmas Day. Information and group bookings: 0427 509 988.

20 Cobdolga Irrigation & Steam Museum: Twilight narrow gauge train rides with diesel-hauled train. Diesel train rides can be arranged on Sundays by prior arrangement at $4 per person. For information, phone (08) 8588 2323.

JANUARY 2012

1-29 Semaphore & Fort Granville Railway, SA: Miniature steam trains operate daily during the school holidays, except when the temperature is above 35 degrees, 1000-1600. Phone (08) 8341 1690 for information.

FEBRUARY 2012

10 Puffing Billy Railway, Belgrave, VIC. Steam & Cuisine Wine Train featuring TarraWarra Estate wines. First tasting at Belgrave station at 1900 and the train departs at 1930, with a scheduled return at 2200. Fare $109 per person, bookings essential: (03) 9757 0700 or online: http://www.puffingbilly.com.au/news-events

Note: Please send information on coming events to Bob McKillop — rfmckillop@bigpond.com — or 140 Edinburgh Road, Castlecrag NSW 2068. The deadline for the February issue is 30 December 2011.

cultivated areas of lawn and gardens, a children's playground, historical buildings, heritage machinery particularly relating to the timber industry and the State Timber Museum. The latter is a small professionally curated feature that explores the history of Western Australia's timber industry, including the main timbers, the logging industry and displays fine examples of furniture made from the local product.

Examples of the main trees that are logged stand tall in the park, while the Bunnings Age of Steam Museum features a massive Roby cross-compound steam engine (B/N 27292) and Bellis & Morcom vertical steam engine and generator from the Tone River Mill.

The Clyde GM Model HG-3R 0-6-0DH locomotive (B/N 61-241 of 1961) served as the workshops shunter at Yarloop until closure of the complex in 1978. It remains in operational condition and was photographed in the locomotive shed by Bob McKillop on 28 August 2011.

The 10 metre high vertical boiler of the Williamette log hauler posed challenges for the design of its weather protecting shed at Manjumup Timber Park. Photo: Bob McKillop

Heritage & Tourist

A self-guided tour enables the visitor to identify individual trees. The three exhibits of particular interest to LR readers are ex-SAR Y-class 2-6-0 109 (James Martin 8 of 1890), sold to the Kauri Timber Company in 1921, which came into Bunning Bros ownership in 1963; the former Ransome, Sims & Jefferies traction engine (B/N 18047) converted to rail operation in 1921 at the Adelaide Timber company's Wilga Mill; and a huge Williamette log hauler. All three are housed undercover at various sites around the park, with the high vertical boiler of the log hauler presenting something of an architectural challenge! Entry is by gold coin and there is an excellent cafe on site. The editor, 10/11

PEMBERTON PIONEER MUSEUM
Visitor & Tourist Centre

Located in the former school house in the main street of this delightful timber town, the Pioneer Museum explores the lives and working conditions of the district's early settlers and timber workers. There is a good collection of early photographs and tools used by timber workers, together with a full-size replica of the kitchen of a mill worker's cottage that explores the daily chores of pioneer women in the district. The displays are rather cluttered and dusty, while the theatre area was closed, evidently for rehabilitation.

The Pemberton Timber Mill across the road, now operated by Auswest, remains the largest hardwood mill in Australia. It now mills plantation Bluegum as well as its traditional staple of Karri logs. Former State Sawmills 2-6-0 SSM 7 (James Martin 117 of 1895) and a bullock-drawn whim are displayed in a small park opposite the visitors' centre and adjacent to the mill. As the last steam locomotive to operate on timber tramways in WA, this locomotive is listed on the State Heritage Register, but its condition has deteriorated over the years of exposure to Pemberton's wet climate. It is understood that the relocation of this locomotive to Manjimup for restoration to operating condition is under consideration.

Editor, 10/11

Heritage & Tourist

PEMBERTON TRAMWAY COMPANY 1067mm gauge

A journey on the tramway from Pemberton station through towering Karri, Marri and Jarrah forest to the Warren River Bridge is a highlight of any visit to the south-west. The beautifully restored Pemberton railway station set against a Karri forest backdrop with smoke curling upwards from its chimneys and the immaculately kept red diesel-hydraulic railcars in the yard generated memories of metre-gauge Swiss railways for this reporter; an impression somewhat dampened by the decaying locomotives and rolling stock in the yard of the now closed mainline train operations from Pemberton to Lyells Siding. Noted among these items were the former Pemberton Mill 30-tonne 0-6-0DH (Com-Eng BB1051 of 1961); a Plymouth 12-ton 4wDH (B/N 6129 of 1958) originally imported as a 762mm gauge loco for tunnelling work on the Snowy Mountains Scheme and later converted to 1067mm gauge and used by Bunning Bros at Manjimup; and former State Sawmills 2-6-0 SSM 2 (James Martin 127 of 1895). The first two locos are evidently used for track maintenance duties.

Following damage to a pier on the Warren River Bridge, tramway tours are now terminated at this point. Tours depart daily at 10am and 2pm. There were 13 passengers for the morning service on 30 August, so only one railcar was required. The tramway meanders through the forest, crossing six bridges in its journey along Lefroy Brook and makes a 15-minute stop at the Cascades for passengers to explore the forest and water cascades, before it terminates at Warren River. Jason, the driver, guide and raconteur, kept his charges entertained with his most amusing banter that also demonstrated a deep knowledge of the ecology and history of the forest, making the journey a memorable experience. This is a highly recommended trip for anyone with an interest in Western Australia's timber industry, its extensive tramways and the magnificent forests.

Editor, 10/11

Northern Territory

FRIENDS OF THE NORTH AUSTRALIA RAILWAY, Lagoon Road, Berrimah, NT

610mm gauge

Weston Langford photographed a John Dunlop steam outline 0-4-0PM locomotive nicely restored at the Darwin depot of the Friends of the North Australia Railway on 26 July 2010. This is the 1978-built locomotive that was previously reported at the Yarrawonga Park & Zoo, Palmerston, and originally built for the Bullens Lion Park at Rockbank, Victoria. It was obtained by the 'Friends' in 2009, together with two bogie carriages, which still require restoration. The locomotive has a Holden 'red' 186 engine and is now tastefully painted red and black. http://www.westonlangford.com

Trevor Horman 10/11

Overseas

SANDSTONE ESTATE RAILWAY, Hoekfontein, South Africa

610mm gauge

Updating the report in LR 220 (p. 39), readers will be pleased to note that Sandstone Trust announced in late September that the Steam Gala 2012 will be held between 23 March and 1 April 2012. Further details will be posted on the Sandstone Estates website at: http://www.sandstone-estates.com/index.php/home

Bob Baker, 09/11

CORRECTION

In the Bennett Brook Railway report and photo caption in LR 221 (p. 37) the firm responsible for rebuilding the former Whitemans Brickworks locomotive *RIDLEY 2* was Wallis Drilling of Midvale. Our apologies for this error.

The State Heritage-listed 2-6-0 SSM 7 (James Martin 117 of 1895), the last steam locomotive to operate on a Western Australian timber tramway, was looking worse for wear when photographed at Pemberton on 30 August 2011. *Photo: Bob McKillop*

The former Pemberton Mill 30-tonne 0-6-0DH (Com-Eng BB1051 of 1961) dwarfs the Plymouth 12-ton 4wDH (B/N 6129 of 1958) in the Pemberton railway yard on 30 August 2011. The smoke in the background is from the fires in the waiting room at the station. *Photo: Bob McKillop*

The clock says 3.23 on 26 September and the West Coast Wilderness Railway afternoon train to Regatta Point has departed leaving Queenstown station deserted, save for Abt 0-4-2T locomotive No. 3 (Dübs 3730 of 1899) and two carriages parked at the rear of the covered platforms. Photo: John Kramer

❒ *Pemberton Tramway's railcar No. 3 waits at the Cascades stop for its passengers to rejoin on 30 August 2011. Photo: Bob McKillop*

❒ *As the Welsh flag flutters overhead, the Welsh Highland Railway's three NGG16 Class 2-6-2+2-6-2 Garratts, 143, 87 and 138, arrive at Porthmadog during the WHR Superpower Weekend, held from Friday 9 to Sunday 11 September 2011. Photo: Michael Chapman*

Above: *As the industrial age gave way to the electronic age, the maintenance of steam operations on the South Maitland Railway was constantly throwing up new challenges, and it was often the little things that caused the most angst. Constructing a new boiler was essentially an extension of existing capabilities, but sourcing the likes of piston rings, lubricator sight glasses, and even the humble but so essential fireman's shovel, was another problem entirely. Then there was the "small" matter of the environment. By the late 1970s, smoke-stack industries, and the SMR was surely that, had overstayed their welcome and the company was coming under pressure to mitigate the smoke and dust nuisance at East Greta Junction. To protect their livelihoods, enginemen responded with typical initiative by servicing their machines at more remote locations. In the blue gum forest at the twelve and a half mile, a 1530-ton Pelton train has been eased to a halt on the 1 in 94 grade while the firemen of Nos. 27 and 20 make another addition to the growing bank of cinders. The date is 22 July 1982, and the end is less than a year away. Photo: Robert Driver*

Below: *The Australian Portland Cement Company's 3ft 6in gauge railway at Fyansford cement works, near Geelong, Victoria, ceased operating in 1966. Two years before the end, in March 1964, John Shoebridge photographed 2-6-0+0-6-2 Garratt No.2 (Beyer Peacock 6935 of 1939) in faded red livery, arriving at the works with a loaded train from the quarry.*