LIGHT RAILWAYS Number 133

July 1996

Moruya Granite Tram W.A. Picture Parade Lake Mulgundawa Tram

ISSN 0 727 8101



The Light Railway Research Society of Australia Inc.



Light Railway Research Society of Australia Inc.

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Subscriptions: \$33.00 per year covering 4 issues Light Railways, 6 issues Light Railway News and information on Society activities, publications, etc. Airmail rates on application. To Membership Officer, PO Box 21, Surrey Hills, Vic 3127.

Sales: Back numbers Light Railways and other publications from LRRSA Sales, 6 Chalmers Grove, Upper Ferntree Gully, Vic 3156. Phone (03) 9758 7516.

Cover Photo:

William Langley & Son's well worn A Class Climax 2229 of 1913, at Langley Vale, NSW, c. 1925. Photo: Graeme Belbin Collection. No. 133 JULY

1996

ISSN 0 727 8101 PP 342588/00002

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The Light Railway Research Society of Australia was formed in 1961 and caters for those interested in all facets of industrial railways in this country and its off-shore 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.

Who knows what lies hidden in the forest? Members have uncovered tramway formations, sawmill sites, winches, steam boilers, bridges, log landings and more. The Society has been instrumental in preserving many sites through Heritage Classification so that future generations can enjoy glimpses of the past.

CONVERSIONS:

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

TRAMWAYS OF THE SYDNEY HARBOUR BRIDGE GRANITE QUARRY – MORUYA

Jim Longworth

Moruya is a small coastal town located 250 km south of Sydney. The town is on the southern bank of the Moruya River, about 6 km upstream from the river mouth.

Mid-way between the river mouth and town, there is an outcrop of coarse-grained grey granite on the northern bank and known as Pommy Point. Possessing a rather pale but pleasing colour, the uniform texture of the granite is occasionally broken by crystals aggregating together.¹

Use of the quarry dates back well into the last century, when it was used as a source of rock for the northern breakwater. Tramways were used to transport the blocks.

SYDNEY HARBOUR BRIDGE GRANITE QUARRY

Following 107 years of unsuccessful proposals, parliamentary approval was given in 1922 to

construct a bridge spanning Sydney Harbour. During 1923 world-wide tenders were called for construction of an arch or cantilever bridge.

A condition of the contract was the New South Wales Department of Public Works would make their granite quarry at Moruya available to the successful contractor.² The Moruya quarry was 230 km by sea from Sydney. However there was no obligation either expressed or implied that the contractor had to make use of the Moruya quarry. At the time, there was a wharf at the quarry for shipping the stone, but no plant for quarrying or loading.³ The contractor would be responsible for developing the quarry in order to supply requirements for the bridge work if they chose to use it. The quarry face was within 100 metres of the river bank, so would require minimal overland transport of the quarried stone.⁴

During 1923 rumours circulated in the Moruya district that granite for Sydney Harbour Bridge

Moruya Quarry, 9 July 1927. Photo: Archives Office of NSW.







Moruya Quarry. Photo: Archives Office of NSW 4/8727.

was indeed likely to be obtained from the quarry at Pommy Point.⁵

On 24 March 1924 the New South Wales government accepted a tender of £4,217,721 from Dorman, Long and Co Ltd. to construct the two hinged arch Sydney Harbour Bridge. The contract period was for six years. Principal construction materials were steel, concrete and granite.⁶

By November 1924 Moruya businessmen were anticipating their trade to soon increase sharply.⁷ Active lobbying of Dorman Long and Co Ltd by Moruya Progress Association to use Moruya granite paid off. On-site work commenced on Wednesday 12 November, 1924, with the taking of levels for construction of the works.⁸ By March, 1925, the railway lines had been laid from the quarry face to the river bank. The dredge *Antleon* was driving piles for an additional wharf.⁹

Three freighters, each with a four-hundredton capacity and a 2.4 metre draught, were built to carry the aggregate and dressed stones from Moruya to Sydney. They could also carry water from Sydney to the Moruya settlement if necessary.¹⁰ The Quarry Manager was John A. Gilmore, who arrived during late 1924. Early in 1925 he was joined by 90 stonemasons and their families mostly from Aberdeen, Scotland as well as a few Italians and Australians.¹¹ Seventy, four-room cottages, each with washhouse and outhouse, and provided with water and sanitation, immediately northwest of the quarry, became known as "Granite Town".¹² In all about 200 men were engaged at the Pommy Point works.

Granite from Moruya was used in two forms in constructing the Harbour Bridge, i.e. large facing stones and concrete aggregate. The four ornamental abutment towers have no structural function, they harmonise with the lines of the arch and add a touch of distinction. Otherwise the bridge would be an immense utilitarian steel structure. The towers are hollow, concrete-cored pylons, faced with a skin of granite.¹³ The abutment tower and pier facings would require a total of 28,000 cubic yards of granite.

In the quarry, large blocks of granite (up to 2,200 tonnes each) were blasted free from the quarry face. These blocks were then cut to size, from



Splitting granite block with plug and feather, 11 June 1926. Note the Crossley loco in the background. Photo: Archives Office of NSW.

which finished stones were dressed. Blocks were split by plug and feather, placed along the grain in the rock, allowing light hammer blows to split the stone in two. Dressed stone was prepared in a highly mechanised plant, located between the quarry face and adjacent river bank. The surface finish for exposed stones was prepared in two ways, i.e. "Rock Face" and "Four Cut". Rock Face was left as the face had been excavated in the quarry or as split by wedges. Four Cut stones were dressed down to a plain surface by hand or with pneumatic hammers, having a cutting face with four blades per inch.

As well as quarrying stone for the Harbour Bridge, the centre stone for the ANZAC Cenotaph in Martin Place, Sydney, was quarried at Moruya during this period.¹⁴

Quarry culls and pieces of rock too small for use as facing stones were spalled, crushed and used as concrete aggregate in the abutment towers of the main arch and piers of the bridge approach spans. Concrete work required 260,000 cubic yards of broken granite. Concreting sand was obtained from Nepean River.

STANDARD GAUGE LINES

Standard gauge lines were used at the quarry face to carry steam and motion cranes. The cranes carried the excavated stone from the quarry face to the dressing plant and, after dressing, to the riverside wharf. The river was deep enough, and the quarry wharf large enough, to berth oceangoing freighters.

Three standard-gauge stream cranes moved the blocks around the site and to the wharf. One crane was a four-wheel seven tonner by J.H. Wilson, Birkenhead No. 1268 of unknown date. Later the crane was sold to AIS Port Kembla.¹⁵ The other two cranes were also by J.H. Wilson, a fifteentonner and a ten (or probably another seven) tonner. The standard-gauge lines had a life of about six to seven years.¹⁶

One crane had a two-and-a-half-ton steel ball suspended from the end of its jib. Culls and pieces of rock not large enough for stones, were spalled by smashing the ball into them.¹⁷

Manning Wardle B/Ns 1780 and 1781 of 1911, have been reported at the Moruya tramways between 1923 and December 1928.¹⁸ However, the MW B/N 1781 is known to have been transferred from the construction of Potts Hill No. 2 Reservoir to West Ryde Water Pumping Station in May 1923.¹⁹ The locomotive remained there until 1966. Presence of MW B/N 1780 at Moruya is extremely suspect. In any case, the locomotive would have been redundant in the Harbour Bridge quarry.²⁰

NARROW GAUGE LINES

A Taylor crusher was installed during September 1926 to break big stones into spalls of a size suit-

able for the regular crushing plant.²¹ The Taylor crusher was located between the quarry face and rear of the stone-dressing shed. Culls and small pieces rock from the quarry were spalled small enough to be loaded by hand into skips²² running on a light two-foot-gauge line of prefabricated sections. At the crusher, a skip-hoist elevated the skips to the required level and rock was then tipped into the jaws of the crusher.

After crushing, the aggregate was loaded into skips and conveyed by the two-foot-gauge tramway to the regular crushing plant and storage bin at the riverside. At the wharf, aggregate was tipped from the skips into the receiving hopper of a regular crusher and then elevated to the top of the eight-hundred-ton storage bin. An extension to the system of two-foot-gauge lines brought spalls from the ball crusher to also over the crusher hopper. The prefabricated steel storage bin was

Maker's photo of Crossley Bros. 2 ft gauge motor loco. Photo: P. Dyer Collection.



located right on the river bank. Crushed granite was automatically graded, in a slowly revolving and slightly inclined tubular screen, over the top of the storage bin. A second conveyor ran from beneath the bin outwards and upwards to an island wharf in the river. On the island wharf, the conveyor emptied into the end of a chute, by which the aggregate was loaded directly into the holds of waiting freighters.²³

In about 1924, Dorman Long and Co. purchased two, two-foot-gauge, Crossley Bros. (Bedford) centre cab, four-wheel, petrol-mechanical, "L" type locomotives for around £1500 for the pair. They were heavily built, four-cylinder engine, petrol-paraffin locomotives, with a thirty-nine inch wheelbase, weighing five tons and capable of hauling sixty tons on the level.²⁴ Transmission was via a two-speed, constant-mesh gearbox, with final drive by chains, giving three and a quarter, and seven miles per hour.

One of the Crossley locomotives worked in the Moruya quarry and one on the Harbour Bridge itself. In the quarry the locomotive hauled rakes of skips on the two-foot-gauge line. When the Bombo Quarries (Kiama) took over production of aggregate, use of the light line was discontinued after about four years of operation.²⁵

On the bridge itself, the two-foot-gauge locomotive hauled rakes of side-tipping skips carrying the special, light-weight, coke-concrete material²⁶ for surfacing the bridge decking. Coke was used as aggregate in the concrete to reduce the dead weight of the bridge decking and therefore the weight of the supporting steel structural members. Coke concrete weighed only 60% of the weight of blue metal concrete. The locomotives were sold to the Penang Mill, Fiji, about 1936. Before being bought by the CSR, their original engines had been replaced with 25 hp Dorman diesel engines.²⁷

CLOSURE

By May 1931 the community of Granite Town was dispersing. Cottages were removed for re use elsewhere and steel aggregate bin and crushers were transported to Emu & Prospect Road Metal & Gravel Co at Emu Plains.²⁹





Moruya Quarry. 2.5 ton steel rock smasher at work, 11 June 1926. Photo: Archives Office of NSW.

This was not the end of either the quarry, nor its associated railways. Two steam locomotives were used there during the 1950's, to transport rock out to the northern breakwater. But this is another story.

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W.A. PICTURE PARADE



Onslow tram, Ashburton River, WA See LR 51. Photo: C.B. Thomas Collection.

Shipping wool at Carnarvon jetty. Photo: C.B. Thomas Collection.





Motor on the Point Samson and Roebourne Tram. Photo: C.B. Thomas Collection.

The Derby Express. Photo: C.B. Thomas Collection. All photos contributed by Jim Longworth.



AN AUSTRALIAN MILITARY MIGHT-HAVE-BEEN

John Browning

The accompanying photograph was apparently taken in Melbourne in the inter-war period. It shows an Orenstein & Koppel 0-4-2T locomotive of 600 mm gauge. The loco was brought back to Australia from Egypt at the conclusion of the Great War and was part of a large quantity of military technology which was apparently stored and/or displayed in a building near the Melbourne Exhibition building. Unfortunately, the loco was sold for scrap in April 1937, although I am not sure if it was removed to Canberra before this happened.

A diorama at the Australian War Memorial in Canberra, apparently completed by 1930, contains a model of the loco, which is shown on a rail line which formed part of the line of communications in the action leading to the capture of Beersheba in Palestine in the later part of 1917. It is not known whether the loco was actually used on the desert line shown in the diorama.

It seems fairly obvious, however, that the loco was used by Australian troops in order for it to have been shipped back here at the end of the war. A number of 2 ft gauge lines were built in the forward areas of the defences east of the Suez Canal after mid 1915, including near Kantara East, Ferry Post and Serapeum. Australian troops were very much involved in the central section of the canal defences established from January to March 1916. This fact is underlined by the names given to locations such as Duntroon Plateau, Gundagai, Mt Kembla, Mt Keira, Broadmeadows, Australia Hill, Katoomba, Mt Lofty and Sheep Dip! The locomotives used on these forward lines were a number of small industrial units requisitioned from plantations and other private operators in Egypt, and it is quite possible that some of these were later used in the Palestine campaign.

The Orenstein & Koppel loco which came to Melbourne is said to have been numbered Re5, and to have come from a sugar plantation. Its appearance suggests that it was probably a fairly early product of its builders, possibly built in the period up to 1920. There will no doubt be some story behind the scrapping in 1937 of material reserved for the Australian War Memorial. It appears that displays were being installed in Canberra from 1936 and that the Memorial opened in 1941. The late John Buckland made the suggestion that the condition of the locomotive and other equipment in Melbourne had deteriorated to the point where disposal was necessary.

Perhaps among our readers will be found someone who will be able to provide a little more of the story of the loco, particularly at the Victorian end. Any information about the display of equipment in Melbourne or about the location where the photograph was taken would be most welcome, as would any information about the loco's fate. It is interesting to speculate what might have been the situation of the loco today had it survived until 1945. Certainly, the present lack of exhibits at the Memorial reflecting the vital use of light railways in World War 1 can only be regretted.

A fuller account, by the present writer, of the history of the loco and the 2 ft gauge military lines in Egypt and Palestine on which it might have worked is to be found in the British publication *Industrial Railway Record* 141, June 1995.

Thanks to Jim Longworth for making the photograph available. It came from the C.B. Thomas collection.



The loco at the Australian War Memorial, Melbourne. See also the Industrial Railway Record 141, p. 473. Photo: C.B. Thomas Collection. 13 Not for Resale - Free download from Irrsa.org.au

JULY 1996

LAKE MULGUNDAWA SALT TRAM

by Bob Mockridge and Arnold Lockyer

Several shallow salt lakes to the east of Wellington, South Australia, were exploited for local use from early this century. The small size of the lakes and transport difficulties prevented any wider markets being developed.

Large-scale salt scraping on a commercial basis began in the 1930s. The major operators then were Messrs Oades, Bailey and Tiller and the Commonwealth Salt Co. Oades and Bailey worked three lakes close to Wellington and produced about 300 tonnes per annum. Mr Tiller worked a lake 20 acres in extent for around 500 tonnes per year. Plant consisted of a small, spiral, washing unit and a set of washing rolls.

The Commonwealth Salt Co worked the eastern end of a large lake 20 km from Wellington for 2500 tonnes per annum. At first the company produced unprocessed salt but by 1934 had installed a washing and crushing plant. Mr Tiller worked the western end of this lake.

Further to the north-west is Lake Mulgundawa and by the 1940s this area too was being harvested by Salt Ltd. The Robern Dried Fruit Co put up the capital for Salt Ltd. Several lakes in the district were ultimately worked by Salt Ltd.

The main lake was divided into eight areas, three of which were used for harvesting. The salt was very hard and was cut into sections by a circular saw and lifted by means of forks into tramway trucks running on 7 kg/m portable lines. The tramway ran across the lake bed to the washing plant and was worked by three rakes of eight trucks hauled by petrol-driven locomotives.

At the washing plant, trucks were tipped into a three-compartment hopper, where the salt was crushed by means of a toothed roll at the bottom of each compartment with the assistance of a vertically operated fork arrangement to break up the larger lumps before they entered the roll.

Rolling stock at Lake Mulgundawa, 1985. Photo: Arnold Lockyer.





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Loco with Chevrolet motor, November 1959. Photo: Arnold Lockyer.

Salt was screwed from the bottom of the hopper via an elevator, to the salt pump where it was mixed with clean brine from a 500,000 gallon concrete storage tank from which it flowed by gravity to the pump and was thence pumped through a 125 mm galvanised iron pipe to the stacker. At the stacker the salt was separated from the brine over a 14 mesh steeply sloping sieve, the salt being elevated into the stack by a rubber conveyor belt, and the brine returning to the concrete storage tank.

The company had 25 side-tipping trucks fitted with ball bearings. The three locos were built from 1927-model 4-cylinder Chevrolet motor cars.

Maximum harvesting rate was about 530 tons per week in a good year.

FACTORY

The Factory was a wood and galvanised iron building.

Salt was carted from the stack into the factory by means of trucks on a tram line, tipped into an underground hopper and elevated directly into the dryer, after being crushed in a set of Canz rolls. The dryer was direct fired. After leaving the dryer the salt was again crushed to the required grain and passed over the vibrating sieve, where provision was made for bagging-off three different grades at the one time.

Three men were required to operate the factory, which ran on three shifts, six days per week.

Bagging of crude salt was done at the stack by means of a small type of mechanical loader.

Most of the company's salt was for export to New Zealand and was carted by road in 14-tonne lots to Port Adelaide on diesel trucks owned by Robern Dried Fruits Co.

WORKERS

Accommodation was described in 1950 as very primitive and not very clean, and cooking facilities very poor. Some of the men batched for themselves, the engine driver and a maintenance man lived in the small, brick building used as the engine room and workshop and another man had a tent put up inside the large building used as a store for bags etc.



Loco at Mulgundawa, November 1959. Photo: Arnold Lockyer.

Loco under repair at Lake Mulgundawa, January 1985. Photo: Arnold Lockyer.



By 1955 the salt lease was being worked by Australian Paper Manufacturers Ltd. This company re-engined two of the locos with Ford and Oldsmobile power units. During the mid 1960s the largest loco was rebuilt and it handled all the haulage tasks. The original three locos were fitted with motor car gear boxes, having only one reverse gear, hence the need for balloon loops on the tram line. The rebuilt loco was provided with two gear boxes, one for each direction of travel, so it had several gear ranges either way and this did away with the need for the balloon loops. The loco was also fitted with water ballast tanks to improve adhesion and possibly to trickle water onto salt encrusted rails to prevent salt slippage.

By the mid 1980s the salt lease was held by the Langhorn Creek Salt Co. The loco had been re-engined again. Rolling stock then comprised six side-tipping wagons and two flat-top trucks. The track layout included a single harvest line across the lake and a separate section along the bank for truck storage.

It is not known when the tramway operation ceased.

A visit to the area in 1959 also uncovered a tram at another small lake in the vicinity. This was worked by Jack Balfour who used a 2-ft-gauge line for harvesting. The loco was a highly unusual design powered by an east-west mounted Chevrolet 4 car engine and ballasted by two 44-gallon drums mounted transversely fore and aft.

In about 1963 Balfour transferred operations to Port Parham, north of Adelaide on St Vincent Gulf. The Australian Army subsequently acquired the site for an artillery proofing range and ordered out Balfour. He refused but apparently the Army ignored Balfour and it is believed his loco and trucks were eventually blown to bits by shellfire. Legal action against the Army ended with Balfour's death.

The loco as rebuilt, January 1969. Photo: Arnold Lockyer.





Balfour's loco, Mulgundawa, November 1959. Note the driving platform projecting to one side. The drums have pipes to the wheels, probably to dissipate salt build-up on the rails. Photo: Arnold Lockyer.

Dear Sir

Locomotive Lila (LR 124 and 126)

In LR 126, I explained why there was some possibility of LILA on Port Albert Tramway being Orenstein & Koppel 3961 of 1910. The information recorded by Charles Gavan Duffy in 1935 (LR 131) makes this theory virtually certain. Duffy recorded the remains of an Orenstein & Koppel locomotive with a Strelitz Bros. plate at La La Siding. We know that this loco had been one of two from Port Albert which were used to provide parts for the construction of Ezard's articulated steam locomotive. There was only one Orenstein & Koppel at Port Albert and the Orenstein & Koppel builder's list only contains one 0-4-0WT which could possibly fit the bill. It is 3961.

It is not totally clear why Strelitz Bros. ordered a coal-burning 600 mm gauge loco. All their other Orenstein & Koppel orders were for gauges based on imperial measurements, although the Orenstein & Koppel locos used on the Point Samson - Roebourne Tramway and the Whim Wells Copper Mines were 600 mm gauge coal burners. A note from the late Charles Small in the George Bond files suggest that one Goodwood loco came from "a woodline in the Beria district, W.A.", which sounds like the Kalgoorlie & Boulder Firewood Co.

According to Bruce Macdonald and Charles Small (ARHS Bulletin 391), Krauss 0-4-0WT 1824 of 1888, a 600 mm gauge loco, was with the Kalgoorlie & Boulder Firewood Co. from March 1908.

Mike McCarthy tells us that one of the main instigators of the Goodwood Company was John Coughlan, a Director of the Kalgoorlie and Boulder Firewood Co. Thus we may surmise that LILA was perhaps ordered for the Firewood Co (and was possibly tried out and found unsuitable at Beria) before arriving at Port Albert 33 months after it left its maker's works in Berlin.

John Browning Rockhampton, Queensland

* * *

Dear Sir,

New South Wales Pastoral Tramways (LR 78)

Further to the above, interested readers are referred to *Country Life in Old Australia* (Viking O'Neil, 1982) which includes a magnificent double-page photograph of the tramway used at **Burrawong** (not Burrawang) to convey wool bales from the shearing shed. The photo, taken



Dear Sir

Anthropomorphism (LR 126, 129, 131)

Use of an anthropomorphic writing style, is common enough in children's railway stories. As these are mostly metaphoric anyway, the style is probably appropriate and makes the text more appealing.

There is no single and pure style of writing histories. What we write, reflects ourselves as writers, as much as the subject being written about. This is important, as it touches on the very psychology of why people research, and why people publish on railway history. The topic is controversial. So much so, that the editor of an equivalent railway history journal, has refused to even publish a discussion on the topic.

Perhaps if all writings in LR adopted this style, then it would become too much, and detract from any scholarly claims that we may wish to push.

Incidentally, the use of anthropomorphism is not confined to children's literature, and those with an emotional attachment to their hobby. The N.S.W. government railway's "Weekly Notice, No 43, of 1891", refers to train GG as (and I quote), "light sleep."

Perhaps the issue is real and relates to why railway societies are failing to attract new members. Without that personal attachment between enthusiast and subject, railway technology is as foreign as any foreign culture. Fewer people have a personal association with light railways. Attracting members may in future, rely on marketing strategies based on tourism theory, not personal recollection.

Cheers,

Jim Longworth Cheltenham, NSW

in 1899 and credited to the NSW Govt Printing Office, is identically posed with bales and people on the trolley, however the track, and walkway between the rails, look worse for wear when compared with the photo in LR 78. Additionally, the traction engine has gone although the tents are there, reputedly for the shearers, although why anyone would want to camp next to sheep pens is beyond comprehension. This 1899 photo also appears in *The Squatters* by Geoffrey Dutton and is untrimmed, so it includes the original caption which confirms the property's spelling as "Burrawong".

Malabar Ammunition Tramway (LR 127)

The guns installed at Malabar were 6-inch not 66 inch. South Head, Middle Head and Signal Hill also had 6-inch guns whilst North Head had a pair of 9.2-inch guns dating from 1935/6.

Ref.: Australian Defence Heritage by Frank Doak. (The Fairfax Library, 1988)

Phil Rickard Ringwood, Victoria Dear Sir,

Longworth's Logging Line

The writer was pleasantly surprised to find an article on the Longworths (Laurieton) Ltd logging tramway at Kendall, NSW in LR 131.

The information in the article was also provided by Mr Ray Cooper as an historical series in our local newspaper around about 1988.

Nevertheless, it is quite appropriate that some record of the Longworth tramway is included in *Light Railways* at this time.

It is understood that many LRRSA members have obtained material on the line over the years even as far back as *Light Railways* No. 24, Winter 1968. Perhaps now that a narrative has appeared, there will be other information forthcoming.

As reported in *Light Railway News* No. 105, April 1995, p.8—the smokebox of Climax 1375 was purchased by the writer for future static display. The boiler and firebox assembly have also been purchased and relocated to the same address for inclusion in the display. This took place in mid 1995.

Remains of Longworth's track supports on north bank of Cataract Creek, Pt 197, Parish of Lorne, NSW. CMA 9434-4-N and 9434-4-S. January 1995. Photo: D. & A. Mottram.





The boiler shell is still complete with all tubes which made it a heavy article to recover for eventual undercover storage. LRRSA members are welcome to phone (065) 85 7076 to arrange a time to call and review these two items at our property. A donation towards the cost of weather protection and interpretive material would be appreciated.

Although much of the right-of-way was over privately held land, there remains about 2 km of traceable track route within the State Forest area. We have suggested to the Wauchope District Forester that this feature – on the north bank of Upsalls Creek – could be included in an extension to the recreational area known as Swans Crossing. This could arranged as a self guided walk for persons visiting the area. The track support timbers shown on photograph 2 are to be found on Portion 197 – once known as "Longworth's" and now part of the Kerewong State Forest. This structure avoided earthwork costs as the line passed around the north bank of Cataract Creek. The accident occurred either on Portion 114 or 195. The Climax was dismantled about the end of the line – (approximately as X on map) Replanting of this Pt 197 paddock from the time it was purchased to add to the State Forest holdings limits visibility and determination of where the hauler might have been in operation.

David Mottram Herons Creek

Boiler and smokebox believed to be from Climax 1375 of 1916. Photo: D. Mottram Collection.





Longworth's Climax with load of logs on Cataract Creek tramway. Photo: Courtesy D. Mottram.