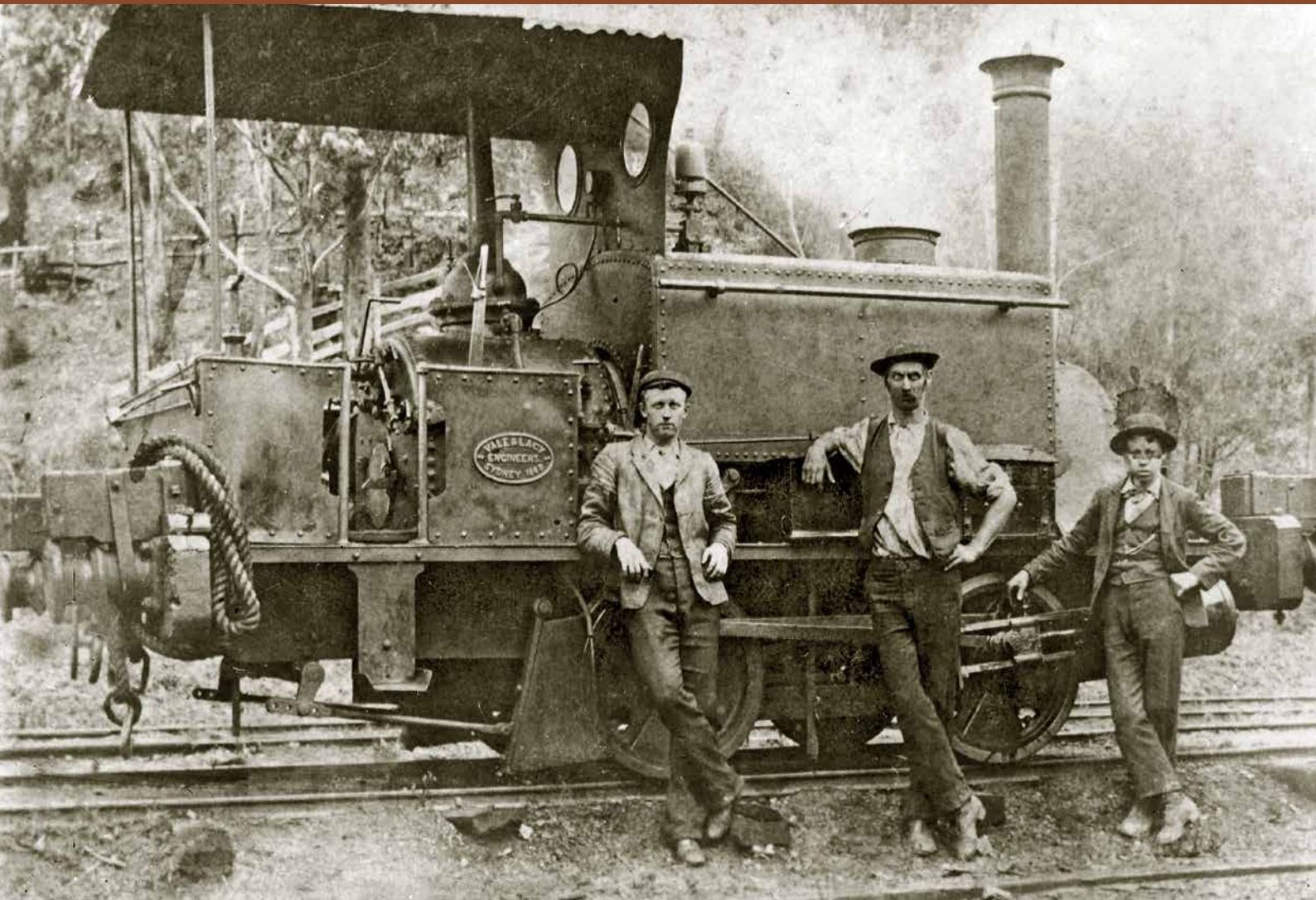


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Australia's Magazine of Industrial & Narrow Gauge Railways



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Imperial to metric 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 ton	1.01 tonnes
1 pound (lb)	0.454 kilogram
1 acre	0.4 hectare
1 horsepower (hp)	746 Watts
1 gallon	4.536 litres
1 cubic yard	0.765 cubic metres
1 super foot (sawn timber)	0.00236 cubic metre

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No 273 June 2020

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Editorial

The COVID-19 (Coronavirus) has had a devastating effect on the health and wellbeing of the population and the economies across the world and all of Australia. The crisis has meant that we have all had to change the way we do all of the things we normally do in our lives.

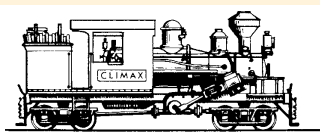
The impact on the LRRSA has been extensive, but we have adapted and done most of things that we normally do – only differently.

Firstly, we have had to cancel all of the meetings that we normally conduct in Melbourne, Sydney, Brisbane and Adelaide. The background production of this magazine is normally done electronically and that has not changed. Fortunately, the printer has still been working through the crisis, and so has Australia Post to deliver our magazines. The Council has also adapted in the daily management of the Society, doing everything using emails and having meetings using tele conferencing – it has all worked very well, and we have been able to meet the needs of the members as much as practical. If in the future, more restrictions are put in place you can be assured that we will address them as best we can.

Finally, the LRRSA Council recently decided to make all past copies (with the exception of the last two years) of *Light Railways* available for free to anyone who is interested. If you would like to obtain pdf copies of any of the approximately 250 editions, simply visit the website and follow the prompts.

I hope you enjoy this edition of our magazine. . Richard Warwick

Front Cover: The lead article in this edition is an overview of the industrial locomotives built by the Sydney firms with which Henry Vale was associated – Vale and Lacy, and later Henry Vale & Sons. In this photo the crew pose beside the Bulli Coal Mining Company's No. 2 locomotive during its early years. Of interest is the very tall man in the middle and the builder's plate that clearly shows "Vale and Lacy Engineers Sydney 1868". This was the fourth locomotive built by Vale and Lacy and followed the success of an almost identical loco built the previous year, V&L 2/1867, Bulli Coal Mining Co's No.1. Following completion at the Druitt Street works, each loco was transported by sea to the Bulli jetty and erected by V&L workers who had accompanied it southwards. Photo courtesy ARHSnsw – ARHS RRC 8277



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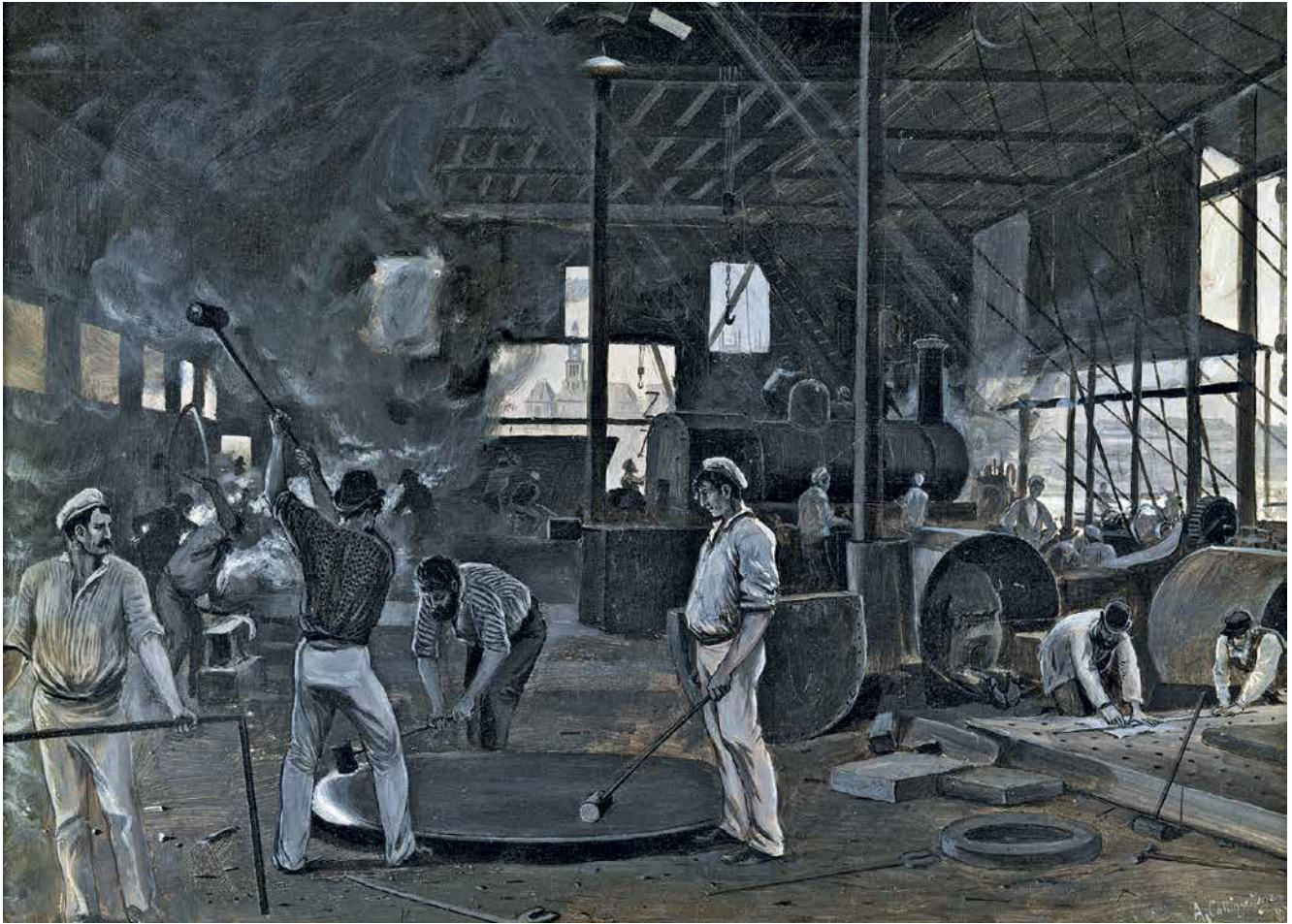
The Light Railway Research Society of Australia Inc. was formed in 1961 and caters for those interested in all facets of industrial, private, tourist and narrow gauge railways in this country and its offshore territories, past and present.

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 forests.

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

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Arthur Collingridge's depiction of constructing the first locomotive in the colony, 1881, An illustration based on the above painting was published in the Illustrated Sydney News of Thursday 26 January 1888, p.16. The caption attributed the site to that of the Atlas Engineering Company works. However, the ISN of 22 February 1888 contained an errata: '(... and by the way, owing to information erroneously supplied us, the work about to be mentioned [which was H Vale and Sons] was [incorrectly] credited in our January issue to the Atlas Company)'.
Illustration from Mitchell Library collection NL 108

Henry Vale's industrial locomotives: an overview

by Jim Longworth

Introduction

Arriving in Sydney on 12 October 1855 on the clipper ship *Mystery*, after a voyage of 96 days from England, were two young engineers – Henry Vale, then aged just twenty, accompanied by a relative, George Owen. Shortly after his arrival, Henry accepted a position with the fledgling New South Wales Railways as an engineer in the locomotive branch, practically at the start of steam-powered railways in the colony.

Early NSW railway locomotives were imported from England, some already assembled, but most were shipped out in parts requiring their assembly at the Redfern 'workshops' – a collection of sheds, forges, buildings and sidings not far from the main Sydney terminus. Henry's knowledge of engineering meant he was heavily involved in the assembly process and in the training of others, both in assembling and in driving the engines. By mid-September 1860, Henry gave his address as 50 Buckingham Street, Cleveland Paddock. This was the name of the area within which the first Sydney railway station had been built.

By 1865 Henry Vale, no doubt encouraged by the general expansion of railways in New South Wales, decided to set

up his own engineering business. In this he partnered with one William Lacy, a 32-year-old engineer who had come to the colony in 1837 with his parents, Patrick and Alicia, from County Tipperary in Ireland. William was married with four children by the time he joined up with Henry. They probably knew each other from the railway workshops and had formed a friendship there. Besides working together happily in a successful business over the next 11 years, the Lacy family moved to Buckingham Street, next door to the Vales.

Vale & Lacy

In 1865 Henry Vale and William Lacy set up a machinery workshop in Sydney, near the bottom of Druiitt Street, in a lane off the north side of the western prolongation of that street beyond Sussex Street. Both men had received a thorough training in engineering before emigrating. They were practical engineers and had long associations with the workshops attached to the Railway Department. The site of their own workshop was sometimes referred to as the Druiitt Street Engine Works. It was a short distance up from the Darling Harbour waterfront, where ferries from a nearby wharf linked across the water to Pyrmont. From the start local newspapers often carried references to activities at the works.

Within three years of forming the enterprise, Vale and Lacy had worked it into a good position in the trade and had executed some works of considerable importance. Nevertheless, the Druiitt Street works may be said to have been in a rudimentary state.

Work had come in so rapidly that time had only been given for the construction of such buildings as were absolutely necessary to shelter the workmen and the valuable machinery that the business demanded. Fortunately, ample space in the grounds allowed for additional buildings to be put up in order to meet expansion requirements.

By August 1868, there were 46 men and boys employed in the works, the wages being the same as in other shops of the trade. About 10 tons of bar and plate iron were being consumed each month. On entering the works, the pattern shop was on the right and there a large number of models had accumulated in the short space of three years.¹ The office was on the left and beyond that the fitters shop. The equipment there, imported from Fairbairn and Company of Glasgow, included a screwing machine, vertical boring machine, a screw cutting lathe capable of machining a four foot diameter cylinder and a large and powerful shearing and punching machine, the latter being located in the smithy or blacksmiths shop next to the fitting shop, together with six forges worked by fan-blasts. The machinery was worked by an 8hp horizontal portable engine. A more powerful 12hp horizontal engine was being constructed to replace the older engine.



Vale & Lacy business card, Vale family papers, Mitchell Library ML MSS 5042.

Dissolving the Partnership

In 1872 the Agricultural Society of NSW nominated Vale as a judge of machinery at its Easter Show. Henry's reputation as a leading NSW engineer was by now firmly established. Unfortunately, all was not well with the partnership – during 1875 William Lacy's health rapidly deteriorated. Consequentially work started on winding-up the partnership, part of which involved disposing of the firm's assets.

The spectre of Lacy's impending demise and the restructure of the firm, appear to have been the impetus for Henry to leave DrUITT Street and to move the works across Darling Harbour to Pymont. The DrUITT Street works was sold in mid-1875 and the Vale family made the move across the water, subsequently owning a three-storey ten-room house at Edward Street, Pymont, close to their works and foundry in Alma Street West.²

On 5 January 1876 the partnership between Henry Vale and William Lacy, engineers, trading as Vale and Lacy was formally dissolved by mutual consent. All debts due to and owing by, the late firm were to be received and discharged by Vale. The new the firm was simply to be Henry Vale.

William Lacy died at his residence, 263 Forbes Street, Darlinghurst, on 17 January 1876 aged just 43.³ He had died



Henry Vale, Vale family papers, J Harris collection. An artist's depiction of the photograph appeared with Henry's obituary in the SMH, 29 December 1922

from phthisis, commonly known as 'consumption'. Lacy left a wife to whom he had been married for 21 years and six children aged between eight and seventeen.

Henry Vale – to Pymont and then to Auburn

Before the land reclamations at Pymont, the new location had waterfront access, which allowed Henry to continue his manufacture of marine engines for ships and tugs, in addition to locomotives and all manner of machinery – from sugar refining plants to mining machinery. Alma Street and the relevant part of Edward Street have long since been lost to 'urban redevelopment', the latter location being where the Star City Casino is now located.

Calling himself 'Henry Vale, Pymont Engine Works', business continued to grow. So much so, that within seven years it outgrew the available space in the Pymont property. Henry decided on another move, to Auburn, then an outer western suburb of Sydney, in late 1883. The site chosen was strategically located south of the main western railway line, across the street from and virtually opposite the Auburn railway station. Henry purchased part of what was described as Section 1, Auburn West, on 27 September 1883 for a price of £1400. The family residence and works at Pymont was advertised for sale in January 1884.⁴

By early 1889 the business was calling itself 'Henry Vale and Sons, Locomotive Works', which evidently involved a loose re-naming arrangement as it was not until February 1903 that the name of Henry Vale and Sons was actually registered under the NSW Companies Act, 1899.⁵ The change in the firm's name introduced his sons, Henry John (born 1864) and Frederick James (born 1867), officially to the business. Henry was clearly looking to the future! Vale, snr, subsequently retired from active participation in the business, which was then formally acquired by his sons. The change of ownership took place during February-March 1905.

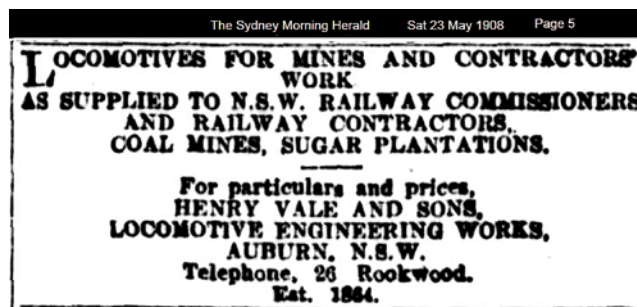
Over time, Henry Vale and Sons built extensive works buildings on the new site, with ample yard space for manoeuvring the largest engines and other heavy vehicles. The development process, however, saw a number of conflicts between the company and Auburn Council. Early in 1893, the company drew Council's attention to the allegedly impractical manner in which work was being carried out in Queen Street. Council was accused of filling in above the permanent levels so the firm would hold Council responsible for any damage to the firm's property.

A decade later the company complained to the council about damage done by storm water to a fence in Ann Street and requested the necessary repairs be made, and that the council should take steps to guard against a recurrence. Nevertheless, storm water drainage remained an ongoing problem at the site. It was not until 1911 when a channel was tunnelled under the nearby railway station and a deep excavation sliced through the company works that the problem was finally addressed. The large Monier pipes for lining the tunnel were a source of wonderment and admiration to the neighbourhood.

Like most industries of the period, the company sought increased government protection against competing imports. In March 1903, in a letter to the *Sydney Morning Herald* during March, the company chided Thomas Waddell, ex-Premier of NSW, for calling for a 'start' to local manufacture. After pointing out that they had started 40 years ago and had manufactured 64 local engines, the company stated:

What is wanted is not the 'starting' of this industry, but the 'fostering' of it, instead of what the last few years have seen – the blighting of it by those to whom power was given to help.⁶

In this era, however, when support for the British Empire remained a powerful force, many Australians viewed importing

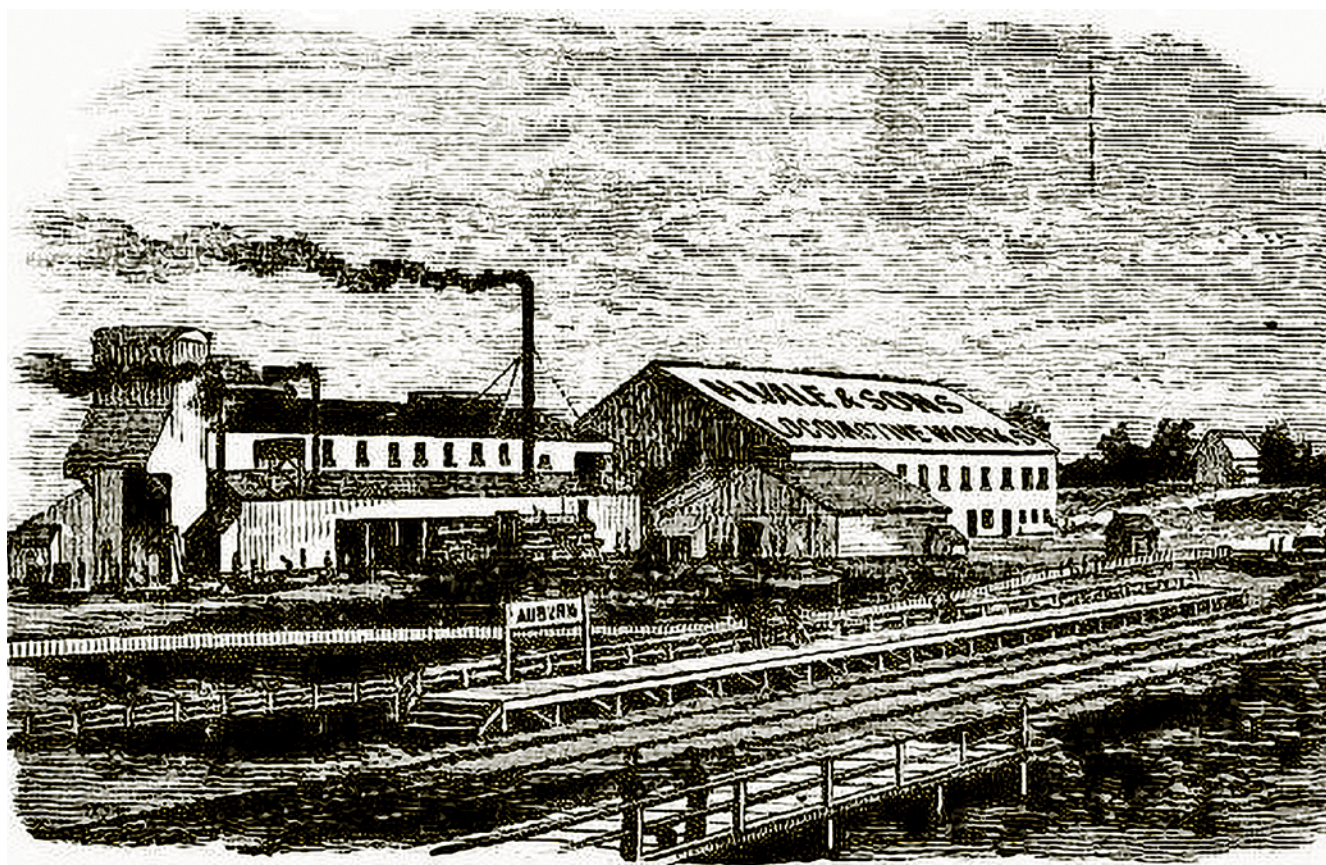


Henry Vale & Sons targeting the industrial locomotive market. I am not aware of a Vale & Sons locomotive working on a sugar plantation. Sydney Morning Herald, 4 January 1908

from the 'mother country' as equally patriotic as supporting local manufacture. The company's letter was an expression of frustration that it was no longer as competitive in the locomotive manufacturing field, as it once had been.

Between 1882 and 1887, Henry Vale and Sons had won contracts to build eighteen A93-class 0-6-0 goods locomotives and six F351-class 2-4-0T suburban tank locomotives for the NSW Railways. In 1890-91 the company also built twelve 0-4-0ST steam tram motors for the Government tramways – these were to be their last government railway locomotive contracts – in addition to some 24 tramway trailer cars.

However, the work's 'bread and butter' continued to be the manufacture of a wide range of machinery, steam engines and structural steel products. Additionally, it is believed that the company undertook repairing, overhauling and selling locomotives not of their own make, and possibly giving such repaired locos a Vale 'builders' number, leading to inconsistencies in the builder's list.



Looking west in the Down direction past Auburn railway station, with Vale's works located south of and behind the timber-built roadside Down platform, early in the work's establishment. ARHS RRC 008800

In 1909, Fred Vale and his wife Millie travelled to England on the P&O mail steamer *Moldavia* and toured widely in Europe and the United Kingdom. Fred stated that the principal object of his journey was to study the workings of the big establishments in other countries connected with his own business. They visited the principal cities in France, Italy, Bavaria, Germany, Austria, Holland, England, and Scotland, inspecting a great many factories in those places. Fred found labour conditions rather disturbing in England. Looking back on his impressions of the whole tour generally, he said that he had gained some information about labour-saving contrivances. Overall, however, he was convinced that in its methods and productions generally, Australia was not much behind the rest of the world.⁷

Litigation

The firm's dealings with Auburn Council and customers resulted in significant levels of litigation over the years. In 1892 James M Sandy and D Cormack, trading as Sandy & Company, a large firm of painters and decorators, brought an action against Vales to recover £50 on a contract to paint some carriages. The jury returned a verdict for the amount claimed. Vales appealed to the Full Court for a rule *nisi* for a new trial, so extending the litigation.⁸

A long running dispute with Auburn Council over making alterations to the company's workshops without due Council approval commenced in 1909 and ran through 1910. In this encounter, the firm found itself in conflict with the formidable and short-tempered mayor, John Thomas Lang, the future premier of NSW. An outburst at Council by Lang

on the matter was described in the following terms:

The Mayor stated hotly that the regulations were being defied time-after-time by such people. He spoke of these wealthy manufacturers and people who considered they were in high social positions becoming too impertinent and arrogant in their attitude towards the properly constituted local governing bodies, and were, insolently defying those in authority. ... They had defied the Council once; and twice. If the Council meekly allowed them to defy the Council a third time, they would deserve all they got.⁹

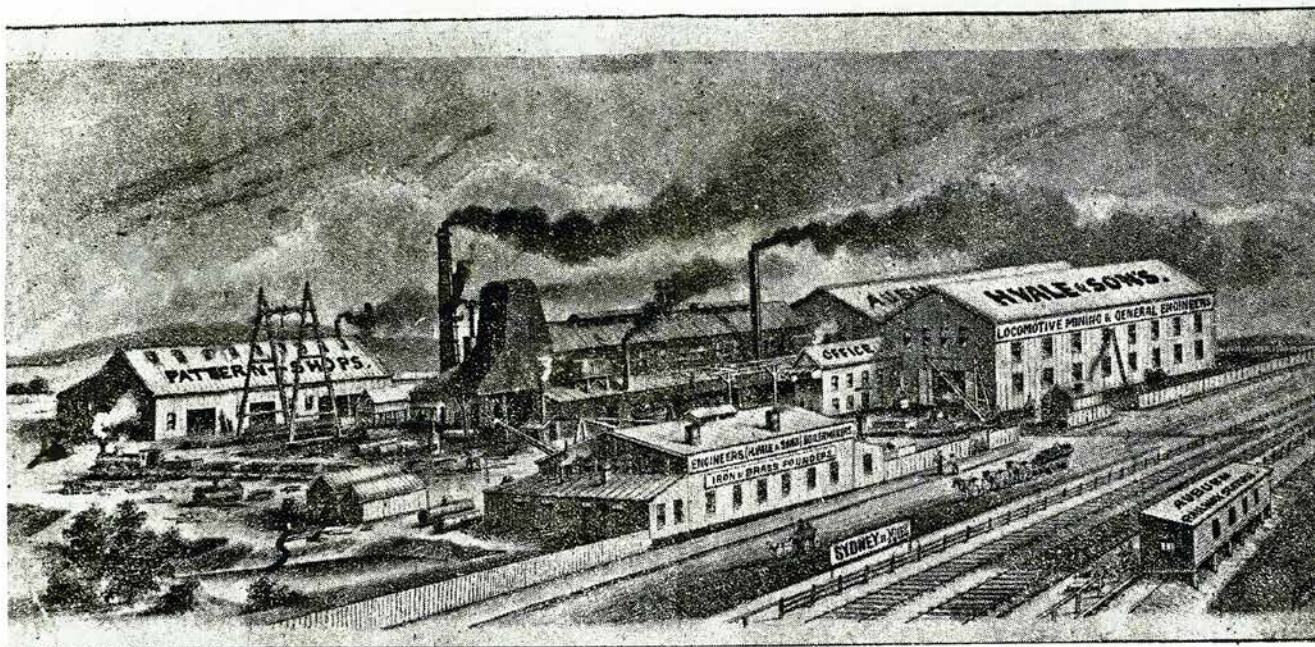
Subsequently the Council took Henry Vale and Sons to the Parramatta Police Court alleging it had erected certain buildings not in accordance with the plans and it was awarded a £1 fine with costs.¹⁰

Works Siding

In August 1884, a railway siding off the mainline to serve the works was installed. It had been hoped that the firm would be the beneficiary of further government locomotive building contracts, but following the completion of existing contracts no further work of this type was forthcoming.

Important changes took place at Auburn railway station during early 1909. Construction of the new signal box had reached the skeleton stage, and work was proceeding apace. Messrs Vale and Sons' siding was reconfigured with a line running to the marshalling yard, which had hitherto terminated in a dead end. The firm's siding was re-sleepered during 1923 at a cost of £3 3s 2d charged against a government railway Special Deposit account. During 1929 the government railway purchased the siding from Vale and Company at a cost of £152 to use it as a shunting neck.¹¹

HENRY VALE & SONS,



AUBURN WORKS.

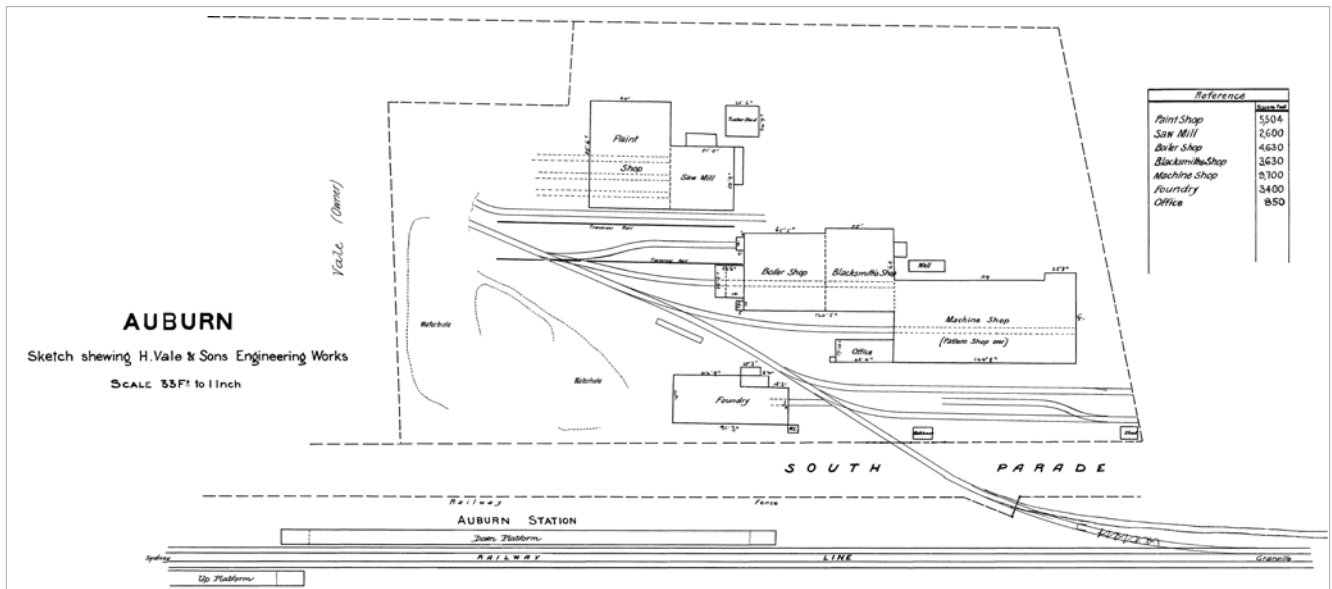
11 MILES FROM SYDNEY.



HALF HOUR BY TRAIN.

ENGINEERS, BOILERMAKERS, IRON & BRASS FOUNDERS,

The development of the works in 1888 is illustrated by the addition of buildings in this artist's impression of the Henry Vale and Sons locomotive works in relation to the Auburn station platform. Taken from the rear of a company business card. Jim Longworth collection.



This plan of H. Vale & Sons Engineering Works, Auburn, shows the large area of vacant land in the south-west corner of the site, top right, in which the Caldwell-Vale workshops would be built. The drawing follows the idiosyncratic NSW railway drafting convention of drawing the railway line with Sydney to the left of the drawing, irrespective of the location's geographic orientation. The plan predates the reconfiguration of the siding with its direct connection to the mainline being rerouted to a connection to the marshalling yard

Working conditions and labour relations

Unfortunately, but unsurprisingly for the times, the men working for the company suffered from the usual range of accidents. Possibly the most distressing was that in August 1874, at the first works, in Druitt Street, when one Alfred Morgan had his right arm fearfully mangled by a steam planing machine. The arm was later amputated but the young man, aged just 17, died a fortnight later.¹² Less than six years later, in March 1880 at Vale's new 'Pyrmont Engine Works', another young man, John Logan, 18 years of age, was killed whilst engaged moving a plate of iron. The plate next to that being extracted suddenly moved and struck Logan, fatally, in the back of the neck.¹³

Another serious accident occurred in 1917 in the fitting shop when 19-year-old William Andrews was engaged in having a large steel plate, weighing about half a ton, shifted by an overhead crane from one part of the shop to another. When the plate was hoisted from a low truck Andrews saw that the hooks did not have a firm grip of the plate. He was trying to adjust things whilst the plate was swinging, when the latter slipped from the hooks, and knocked him down, pinning him to the ground. He was badly injured, sustaining fractures of the right thigh and the left leg. Andrews was conveyed by ambulance to St Joseph's Hospital.

The rise of industrial firms such as Henry Vale and Company, contributed to the emerging divisions between an Australian class of capitalists and the working class. Australian notions about the sources of wealth were changing from that of the country squattocracy to the urban industrial entrepreneur. As noted previously, the rise of trade union movement in Australia during the 1880s brought widespread industrial unrest. Increasing militancy among unionists during the early decades of the twentieth century surfaced during 1914 when men working in the iron trades struck for a pay increase from 8s to 10s per day. The company was one of many local industries that were affected.

Large groupings of working-class men, gathered together in factories such as Henry Vale and Company, were ripe for political appeals, particularly during the Great War, when conscription divided public opinion. In March 1917, the local Parramatta

newspaper (the right-leaning *Cumberland Argus and Fruitgrowers' Advocate*) editorialised on concerns that militant elements, such as the Industrial Workers of the World (the IWW or 'wobblies'), were becoming increasingly influential among the workers at Clyde Engineering, Ritchie Brothers, Henry Vale & Sons, and the Railway Workshops. It extolled that should these militants become influential in the government:

Industries would be brought to a standstill, and that thousands of you – honest, hard-working men who want to be employed regularly and see our county prosper – will be thrown out of employment. Therefore you know that it is your duty to your country, to your wives and children, to support the National Government and put party to one side until the war is over.¹⁴

Some Vale & Lacy industrial locomotives

In addition to the various government contracts for locomotives for the New South Wales railways and tramways (46 in total, of which at least a dozen subsequently entered industrial service), Vale and Lacy, and later Henry Vale and Sons, built a number of locomotives for industrial use, the first just eighteen months after the firm was established. As noted in the preamble, there are many questions regarding Vale's industrial locomotives and their dimensions, wheel arrangement, numbering (or lack of) and dates of manufacture. The following notes are not to be regarded as the last word – even the total number of locomotives built is subject to conjecture.

In 1866, Vale and Lacy built the first locomotive to be commercially manufactured in New South Wales. The locomotive, an 0-6-0 tank or saddle tank, had 15 in by 22 in cylinders, 3 ft 3 in wheels and was said to be of about 70 hp.¹⁵ It was built for the railway contractors Larkin and Wakeford, who required it to assist with the extension of the Great Western Railway over the Blue Mountains. Building the first locally manufactured locomotive at the Druitt Street Engine Works, was considered to mark the beginning of an era in colonial manufacturing industry. Hitherto, locomotives had been imported from Great Britain. Encouragement of local manufacture and industry, as distinct from importing ready-made items, was a growing, though not universal, mood of the public. Vale and Lacy met this mood.

The 26-ton locomotive underwent trials on the government's Redfern–Pymont branch line on 15 November 1866 in the presence of the Commissioner for Railways, Robert Rae and other officials. These included tests hauling loaded wagons up a steep slope to replicate the work the locomotive was expected to undertake in the Blue Mountains – hauling up to a dozen loaded trucks uphill. Following their observation of these trials, the opinion expressed, after accompanying the engine, and observing her work backwards and forwards, was unanimous and very satisfactory.¹⁶

Fifteen years after its construction, the artist Arthur Collingridge depicted what is thought to be this locomotive in an 1881 painting.¹⁷ Based on that painting, an illustration of Vale and Lacy's works was published in the *Illustrated Sydney News* of Thursday 26 January 1888 (p16). It was initially, erroneously, attributed to the Atlas Engineering Company works – that error being rectified in the ISN's next edition.¹⁸

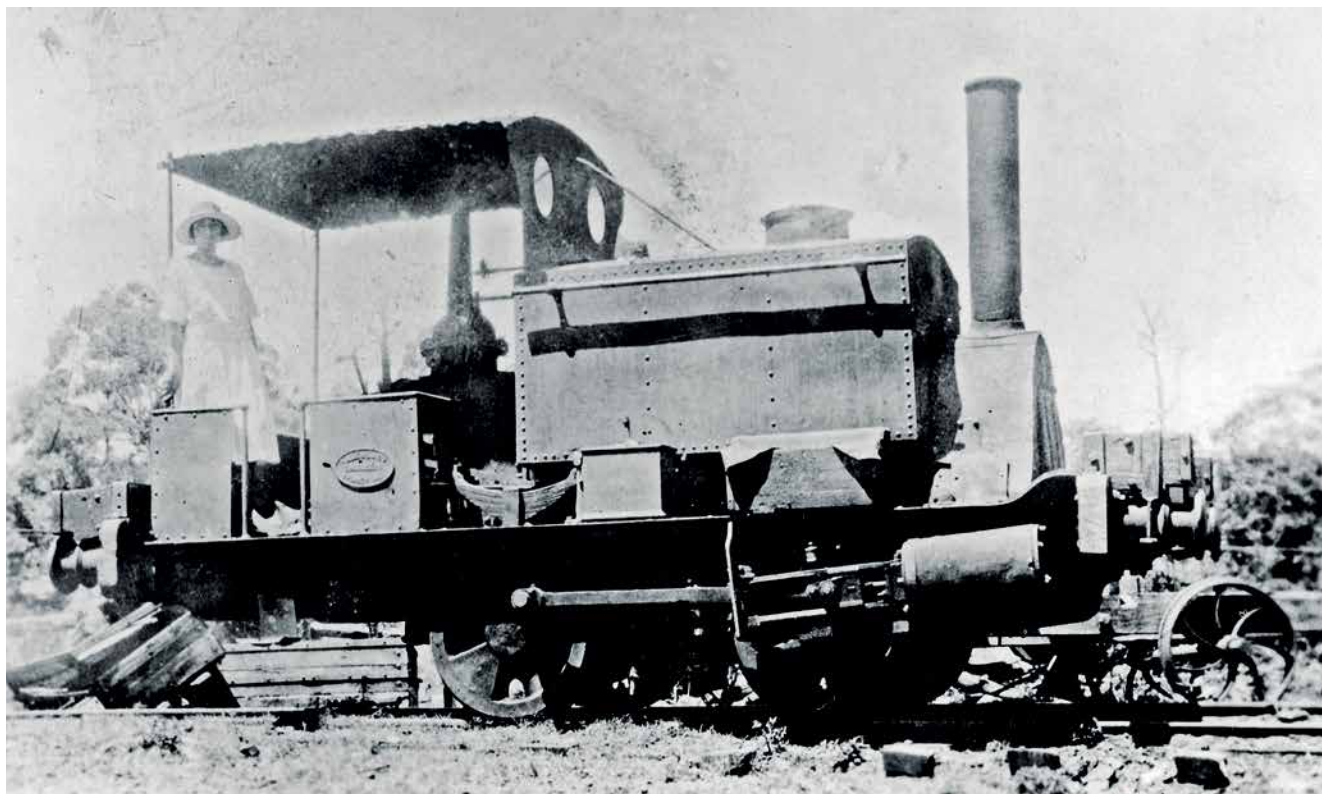
In early January 1867, Vale and Lacy began construction of the first of two, small but chunky four-wheel, industrial box-tank locomotives for the Bulli Coal Mining Company, to replace horse-haulage between their jetty and the base of their incline. *Bulli No 1* (B/n 2 of 1867) was delivered to Bulli Jetty in the Illawarra Region in pieces in April 1867 and assembled there by Vale & Lacy's men prior to being put into steam. Its weight was given as 32 tons in some sources¹⁹ and 10 tons in others! Judging by the photos, the latter appears much more likely.

By July 1868, the company decided that another locomotive was required to handle the increasing output and cover for any breakdowns; and was duly ordered.²⁰ *Bulli No 2* (B/n 4 of 1868), which incorporated some minor improvements, was finished by Christmas and duly shipped south to join its sister locomotive, in January 1869.²¹ No.2 was written off and scrapped in 1906, but No.1 continued in service until 1923. It was stored at the colliery for a number of years, with the frame remaining existent until January 1937.²²

The third locomotive built by the firm was a 0-6-0ST (with supplementary well tank) locomotive with 16 in x 24 in cylinders, 3 ft 9 in driving wheels and weighing about 31½ tons in working order.²³ Its construction was sandwiched between the two locos for Bulli. It was built for John Goddard, contractor on the Great Northern Railway between Singleton and Muswellbrook. The contract was cancelled not long after the loco was built²⁴ though for a short period in August 1867 Goddard had the loco hauling ballast.²⁵ A trial load of nine truck-loads of gravel weighing 126 tons total was easily hauled up a 1 in 25 from the river-bed gravel pit.

The engine soon passed into the hands of William Watkins, who held several railway contracts on the western line. On 30 June 1868, the engineer for existing lines, Mr Thomas, conducted a trial with the locomotive hauling loads up the Zig Zags on this line. The 30-ton locomotive hauled a load of 105 tons up a 1 in 30 grade, which gave rise to speculative comment in the local press that locally-built locomotives of this type would be superior on the heavy grades of the main lines to their English-built counterparts. John Whitton, the Engineer-in-Chief of the NSW Railways took exception to the misinformation presented in the articles in a strongly worded letter to the *Sydney Morning Herald*.

The next four locomotives built were for the NSW Railways after which, in April 1871, Vale & Lacy's ninth loco emerged. It was another industrial engine, an 0-6-0ST, built for railway contractors Blunt and Williams for use on Contract No. 7 for the extension of the Great Western Railway from Rydal to Locksley. Described as "one of the prettiest and most compact contractor's locomotive turned out by colonial artisans", its hand-over was witnessed by a select group of visitors assembled at the works on 28 April 1871.²⁷ It had two inside cylinders 12 in by 24 in, a boiler 11 ft long by 3 ft diameter and 8 ft between the tubeplates. Weight in working order was estimated at 14 tons.

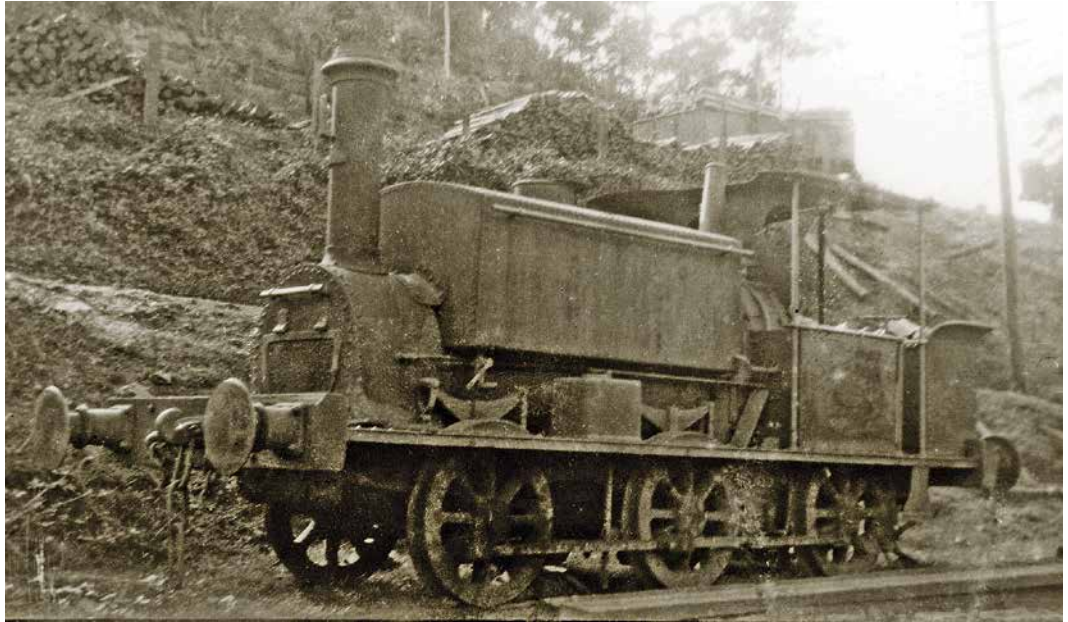


The Bulli Coal Company's No. 1 locomotive was the second built locally in the colony of NSW. It was photographed out of use at the foot of the Bulli Colliery incline, 1927.

Photo: ARHS RRC 48849

Built in 1884 for railway contractors Rowe & Smith (B/N 30), this six-wheel saddle-tank locomotive was photographed at the Metropolitan Colliery in 1945. It appears to have been based on a Manning Wardle design.

Photo: Jim Longworth collection



More industrial locomotives

In 1884, Henry Vale & Sons allegedly built a six-wheel saddle-tank locomotive (B/n 30) for the railway contractors Rowe & Smith for use on the extension of the Illawarra line from Waterfall to Coalcliff. It was later sold to the Metropolitan Colliery for industrial use on its standard gauge line connecting the mine to the government railway near Helensburgh. As can be seen in the photograph, the locomotive has many attributes of near-identical products from Manning Wardle, in England, which raises the question – did Vale copy an existing engine or maybe do extensive repairs on one before rebadging and selling it?

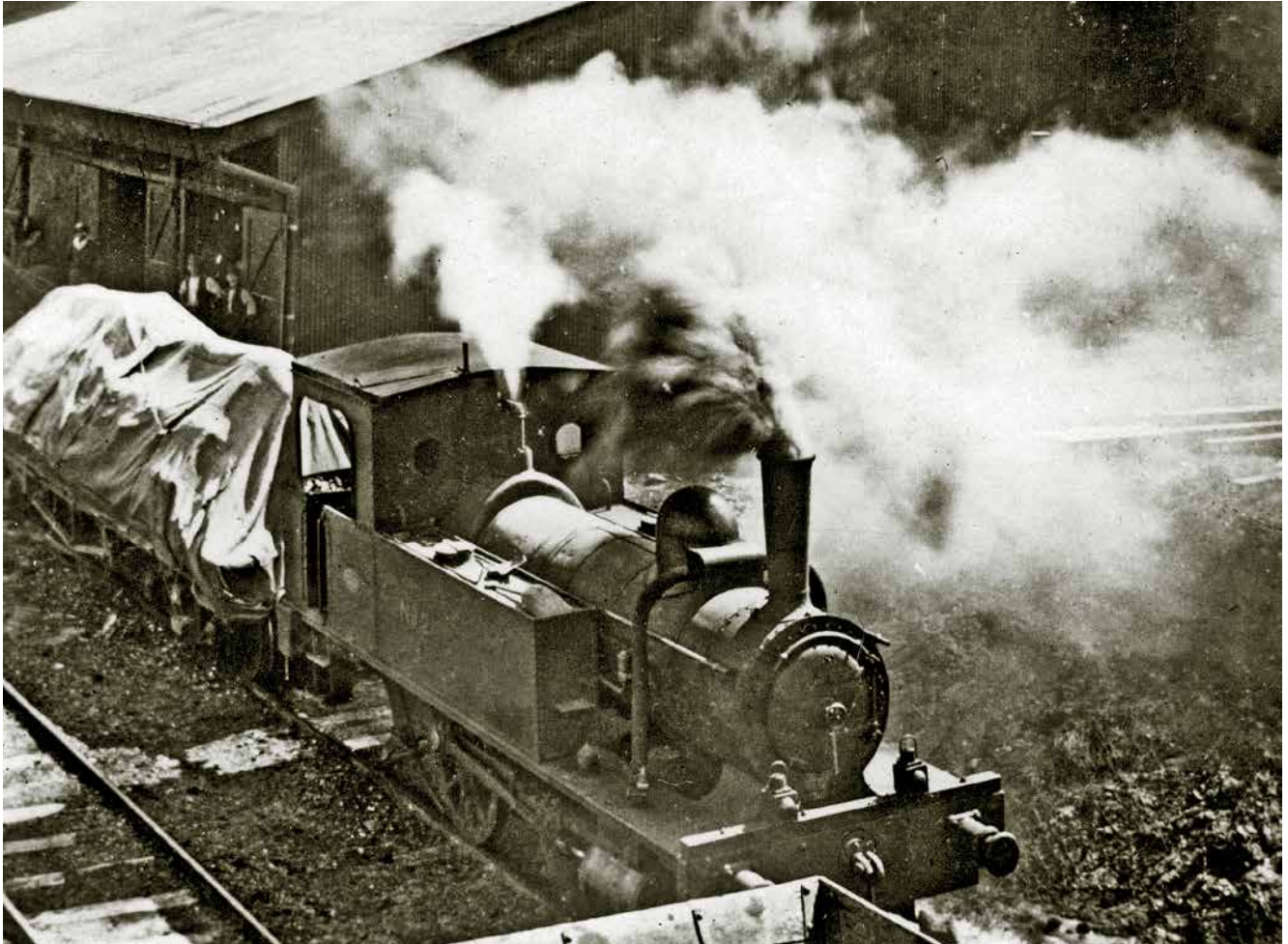
The first decade of the new century saw the company build

two tank engines, again for industrial use. The first of these was a neat 0-6-0 side tank locomotive for the Mount Pleasant Coal & Iron Company. This company had constructed a colliery on the escarpment behind Wollongong and built a tramway to the unusual gauge of 3 ft 8½ in to transport its coal, via a self-acting inclined way, to Wollongong harbour in 1862. Two locomotives built by separate Belgian companies were introduced in 1884-85; almost twenty years later, in 1903, Henry Vale & Sons was contracted to build a similar locomotive “to incorporate the best design of both the Belgian engines”. The 19-ton locomotive, complete with outside cylinders and Walschaert’s valve gear, was delivered in 1904 and probably operated until 1934. It was scrapped in 1946.²⁸



The Mount Pleasant Coal & Iron Company's No.3 locomotive in steam at the Mount Pleasant colliery.

Photo: Jim Longworth collection



Sulphide Corporation No 2 working at the Cockle Creek smelting works.

Photo: Jim Longworth collection



Metropolitan Colliery, 1924, showing a locomotive bearing a builder's plate of Henry Vale 30. However, as mentioned in the article, the loco shows all the attributes of a Manning Wardle. The suspicion is that it is an MW, that Vale repaired (maybe re-boilered) and then sold off, putting his badge on it! The smiling lass on the footplate is believed to be Eileen Carmichael. She and Giff Eardley were married in 1925.

Photo: G H Eardley, courtesy National Library of Australia.

The second locomotive was a standard gauge 25-ton 0-4-0 side tank locomotive built for the Sulphide Corporation Limited of Cockle Creek, Newcastle, in 1906. Constructed in only four months, the locomotive featured steam pipes placed on the outside of the cladding to facilitate repairs and ease access for maintenance. Numbered 2 on the Sulphide Corporation roster, the locomotive made a trial run from the Auburn works to Liverpool and back in July 1906, and then set out from Auburn under its own steam for the journey to its new home.²⁹

At the time the local paper reported that it was the 64th locomotive built by Vale and the first built by native-born New South Welshmen. However, in March 1905 and again in August 1905, before even starting the Sulphide Corporation's engine, Vale (via the newspapers) said that they had already built 64 locomotives, which means that the Cockle Creek engine was actually the 65th.

Six years later, what is thought to have been the last steam locomotive built by the firm, emerged in 1912 for Sydney Ferries Limited. It was an 0-4-0ST steam tram motor with a fully enclosed body in the style of Sydney steam trams. It received No.5 in the company's roster and was similar to the Baldwin-built 11 in x 16 in steam trams operated by the government tramway systems.³⁰ It operated from Redbank wharf to Parramatta, a distance of about 5 km, often hauling truck-loads of bagged linseed destined for Meggitt Limited's linseed-oil mills, to be converted into stock feed, oil cakes and linseed oil for industrial use.

Winding up the business

During 1910 Henry Vale and Sons submitted to Auburn Council a plan of a proposed subdivision of its land in Queen

Street for the erection of two cottages. The plan was referred to the Works Committee, which recommended approval subject to including a drainage reserve. Other plans were submitted and protracted negotiations ensued over the adequacy of access provided to the rear of the allotments and the front of the buildings.

It is thought that the principals of the company were becoming disillusioned with running an engineering manufacturing business in an increasingly competitive environment, so they sought to gradually subdivide and sell off the company's land at Auburn, so cashing in their most valuable asset. Frederick advised that he would retire in 1919. Presumably Henry John did not want to continue running the business himself and the firm closed down voluntarily in January 1919 and the partnership between the brothers dissolved on 1 March.

Sale of the machinery, plant, and stock of Henry Vale and Sons took place on Tuesday 28 and Wednesday 29 January at the premises with Fraser, Uther & Company conducting the auction.³¹ Machinery listed for sale included lathes and drilling machines, hydraulic riveting plants, air-compressors and pneumatic tools, milling, punching and shearing machines, foundry plant, and travelling cranes and gantries. There were also motor lorries and tractors, and brass locomotive boiler tubes. In June 1919, Henry Vale & Sons also advertised two oil motor tractors for sale, probably of Caldwell-Vale manufacture. An enormous bonfire at the works consumed the company papers, records, plans, and photographs.

With the sale of machinery and associated items, Henry John Vale proceeded to develop his sub-division for sale by auction. It was a drawn out process, with ten shop sites being advertised for auction sale as late as November 1934.



Vale & Lacy 5/1870 had a long and varied career. Starting as a NSWGR 0-6-0 tender locomotive, No.40 of the class 17, it was withdrawn from service in 1892. Subsequently it was used by the PWD and later Smith & Timms on railway construction work before being acquired by BHP in 1913. Numbered 1, it was converted to a saddle tank the following year with a rather spartan cab as shown. In a later rebuilding it received a more stylish cab. It was generally known as 'Old Lizzie'. Sadly, it was scrapped in 1960 after ninety years' service.

Photo courtesy University of Newcastle

Both Henry's sons were competent engineers and in 1910 they both joined the Caldwell brothers to establish a new firm, the Caldwell-Vale Motor & Tractor Construction Company Limited. By December that year, a new building to house the necessary equipment was being erected and fitted-out adjoining the existing Henry Vale & Sons' premises. Its story, particularly in relation to its rail-related products, will be explored in a future separate article.

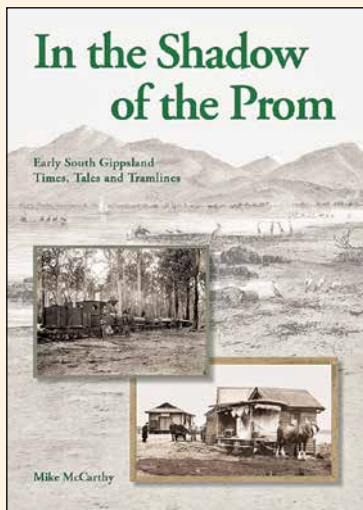
On Boxing Day, 1922, Henry Vale died at the age of 87, having just outlasted the business he had started back in 1865. Eldest son, Henry John, died in his sleep while staying at a family member's house at Chatswood in 1948, aged 84.³² Six years later, in June 1954, Frederick James died, also at the age of 87, the last of the Vale family of engineers.³³

Acknowledgements

Input from John Browning, Richard Horne and Phil Rickard is acknowledged and appreciated,

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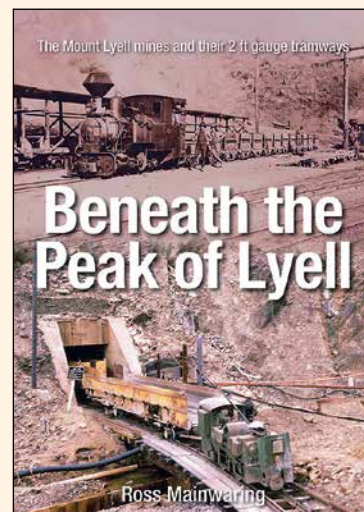
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A large log has just been lowered down an incline to the left of picture at Ezard's No. 2 mill near Big Pat's Creek. Photo: Mike McCarthy collection

Another Warburton timber man

by Nick Anchen

INTRODUCTION

As part of his research for his books, Nick Anchen interviewed several old time Warburton timber men in 2012. The interview with Des Morrish was included in LR 259 in February 2018, and this time we include details of the life of Ray Dafter.

RAY DAFTER

Ray Dafter was born in Warburton in 1931. The son of a timber man, Ray turned his hand to many jobs around town, working at the Sanitarium factory, then a local sawmill, before joining the Country Roads Board.

Ray's memories paint a picture of growing up in a rural timber town, at a time where the local kids were free to explore the bush and watch with fascination as the timber workers and railwaymen went about their work. Ray recalled the day when the Black Friday bushfires came to town, and he was on the station platform at Warburton when Queen Elizabeth II arrived by Royal Train in 1954 – the town's finest moment.

WARBURTON BORN AND BRED

I was born and raised in Warburton. I grew up during the Depression years, when times were pretty tough, and many people were on the dole. The men took what they could get – they did a bit of this and a bit of that – anything to get some work. This was in the days before people had personal transport, so they had to work locally.

One of the highlights of the year was the annual sports day at Yarra Junction. All the kids from the whole district would join in, including those from Warburton, and the kids from Powelltown would come down on the Powelly train. There was a tremendous rivalry between us. When they went back home, we would line up on the road where the Powelltown train crossed and throw rocks and any kind of rubbish at them, and we'd be calling each other all the stupid names you could imagine. It was like a parting gesture, and the rivalry was fair dinkum!

Another highlight was our annual trip to Melbourne, to stay at an aunt's place at Newmarket, and it was a marvellous thing for a kid. We also had a school picnic once a year to Mordialloc beach, for all the kids from the schools right around – McMahon's Creek, East Warburton, Big Pats Creek, Wesburn and Powelltown. We went in by train, which had double-headed steam engines on, due to its size. It was about a three hour trip to Mordialloc, so it was a very long day, and you can imagine by the end of it, all these kids arriving home with cinders in their eyes and burned to a crisp, then howling all night with sunburn!

THE BLACK FRIDAY BUSHFIRES

The Black Friday bushfire of 1939 was a pretty bad affair, although I do not recall being greatly scared, because I was too young to really know what was going on. I just remember it being a stinking hot day, and my dad, who had been out fighting the fires, came home and told us to go down and get into the river. We grabbed our little dog and hopped in the river, and we stayed there for quite a few hours. It seemed the whole town was there. They brought a train up to evacuate everybody, but it could not get out because of the fire at the west end of town.

The fire roared down from Mount Ben Cairn like a rocket, and it went across the river and straight up Mt. Little Joe. I saw Little Joe literally explode, the whole mountain side went up in about ten seconds, and the noise was absolutely deafening.

The fires virtually ringed the town, and everybody was expecting them to come right through Warby, but they never did, although there were a few houses burnt on the outskirts of town.

The township of Matlock, 50 miles to the east of Warburton, was one of the worst hit in the '39 fires. A man named Ted Silver was working at Yelland's Mill, and there was just the one brick house there, so when the fires came, Ted and the other mill workers crammed into this brick house. As the fires raged all around, one lady, the cook from the boarding house, had a heart attack and died on the spot. Some of the men started to panic, and a few wanted to get out and make a run for it. Ted knew this would be a fatal mistake, and he stood in front of the door with his axe and said, 'The first bastard who moves, I'll split down the middle.' I'm quite sure he saved those men's lives that day. There weren't many survivors at Matlock – fifteen men were killed that day trying to escape the flames. Ted later joined the army and went to war, and he was highly decorated from service in the Middle East. He was a real rough diamond.

Another local man, Norm Golding, went out in his car and warned the residents of Nayook West, near Powelltown that the fire was coming. Because there was little in the way of communications in those days, they had no idea the fire was heading straight for them. The townsfolk sheltered in the nearby railway tunnel and survived, but the town was completely destroyed. Norm won a bravery award for his efforts that day.

Warburton has seen its fair share of bushfires, but at least the Yarra River runs through town, so if the worst came to the worst, the townsfolk could just grab a blanket each and head for the river. More bushfire menaced the town in 1962, and then there were the Ash Wednesday bushfires of 1983. When you have been in a bushfire once in your life, you never forget it. When the Ash Wednesday fires came I could hear them in

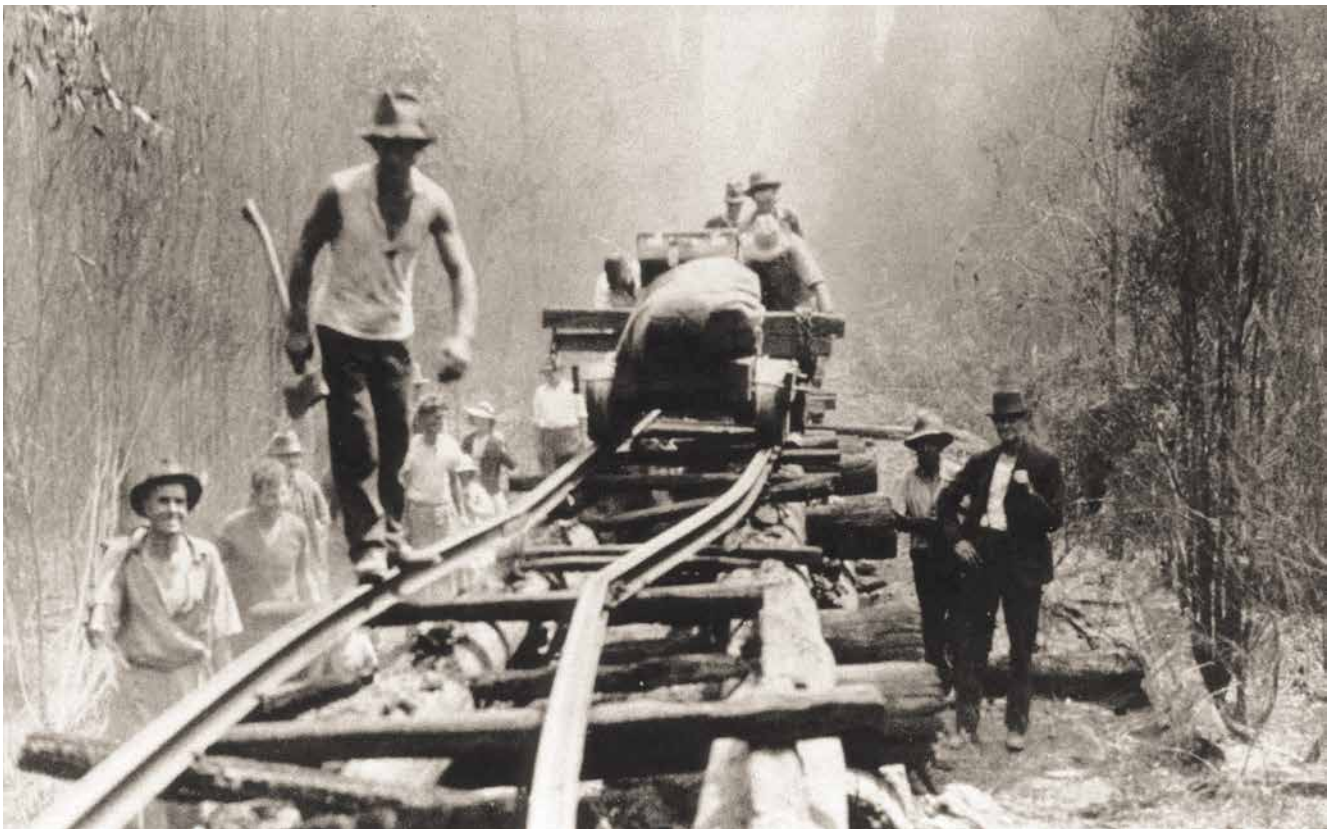
the distance. I looked out, and fire was just starting on Mt. Little Joe. From there it swept across to Mt. Bride, on the other side of Warburton in just a couple of minutes, taking a couple of houses with it. But it never came right into the town, so we were very lucky that day.

THE TIMBER INDUSTRY

Warburton started out with gold discoveries, but the gold soon ran out, and it became very much a timber town. My father, Dick Dafter, was a timber man – a tree faller. In his day it was all axe and crosscut saw, hammer and wedges. The era of chainsaws had not arrived yet – they did not come in until about the late 1940s. I grew up next door to Bill Richard's house, and I knocked around with his grandson, Peter. The Richards were one of the main sawmilling families of Warburton. Bill must have been in his 60s or so, and was a real physical worker. He worked hard, seven days per week – he was amazing. He started up a sawmill at Matlock, 50 miles east of Warburton, but this was destroyed in the 1939 fires. Then he started another sawmill at East Warburton, along with a seasoning works, and my father worked for him briefly.

By the time I was a kid growing up, the old horse-drawn tramways had disappeared from town, and all the timber transferring took place behind the Sanitarium factory near La La. The timber was brought into town on the narrow gauge tramway from Big Pat's Creek, and loaded onto the railway trucks.

I remember Warburton being a fairly quiet town in those days, with horses and carts in the main street. In the 1940s there would only have been about a dozen or so private cars in the entire district, as only the rich or prominent families could afford them. The sawmill owners, the chemist, the doctor, and so on. Tom Brent, the station master, got his first car – a Holden – in about 1950.



In the aftermath of the 1939 bushfires, survivors from the Ada mills, who had spent the night in dugouts make their way out of the bush. Note the impact on the rails from the extreme heat.

Photo: Norm E Golding courtesy Upper Yarra Valley Museum



Richards' Days rail tractor on the Big Pats Creek tramway. The tractor is headed away from the La La siding which suggests it was a staged image for publicity purposes.

Photo: Nick Anchen collection

A WEEK AT FEDERAL MILL

In the mid 1940s, a chap who was working out at the Federal Mill, Mr. Morton, said to me, 'Why don't you come out and camp with us for a week.' So I did. We went up on the narrow gauge, with the rail tractor – as steam was finished by this time. This was great fun, a terrific trip. The tractor was kerosene powered, and it came into Warburton every night and went out to Federal Mill in the morning. The men took enough tucker with them on the Sunday for a few days, and the tractor brought up more supplies on the Wednesday. There was a boarding house up there, so most of the men would stay at Federal during the week, then catch the tram to town on the Friday night, and go back on the Sunday afternoon. Most of the women stayed in Warburton during the week.

When we arrived at the mill, I was amazed to see a water tank way up in the air on three ash trees. Years before, a Canadian high climber by the name of Corbett had come over to teach the high climbing technique to the locals, and he built this unusual tank stand. He climbed up and cut the three trees off level and placed the tank on top, which provided great water pressure. We camped in a little rough old hut, and outside was a 44 gallon drum which caught the water off the roof. This water was used for everything – drinking, washing, the whole lot. There would have been 50 or so people living there at the time. The mill employed quite a few blokes, and then there were the winch drivers and the fallers who worked in the surrounding bush. It was a basic existence all right, but the people who lived there did not seem to mind – it was just life, and it was what they were used to. There was no complaining, and there were certainly no obese people there!

I had a beaut week; there was a lot for a kid to do. I went out in the bush to watch the men work the winches. The logs came in on what was called the 'High Lead' system – a series of aerial cableways – and they were then loaded onto tramways and railed into the mill. It was all very interesting. The high climbers were specialists. They had spurs on and climbed right

up and cut the tree in half. They were one in a million these blokes, and they needed nerves of steel! Des Morrish was a well known high climber, and I saw him in action once.



Occupational Health and Safety were not major concerns during the early years of sawmilling! Is it a worker climbing along the wire ropes to make an adjustment at the High Lead incline, east of Powelltown or a bit of dare devily for the benefit of the camera? C1936.

Photo courtesy Upper Yarra Valley Museum



A high climber demonstrates his skill on one of the trunks used as tank stand legs at the Federal sawmill c1945.

Photo: D Morrish, M McCarthy Collection

THE SANITARIUM FACTORY

In about 1906, a group of Seventh Day Adventists moved into Warburton, and some years later they numbered about one third of the town's population, making Warburton one of Australia's largest SDA towns. The place just seemed to suit them. They generated

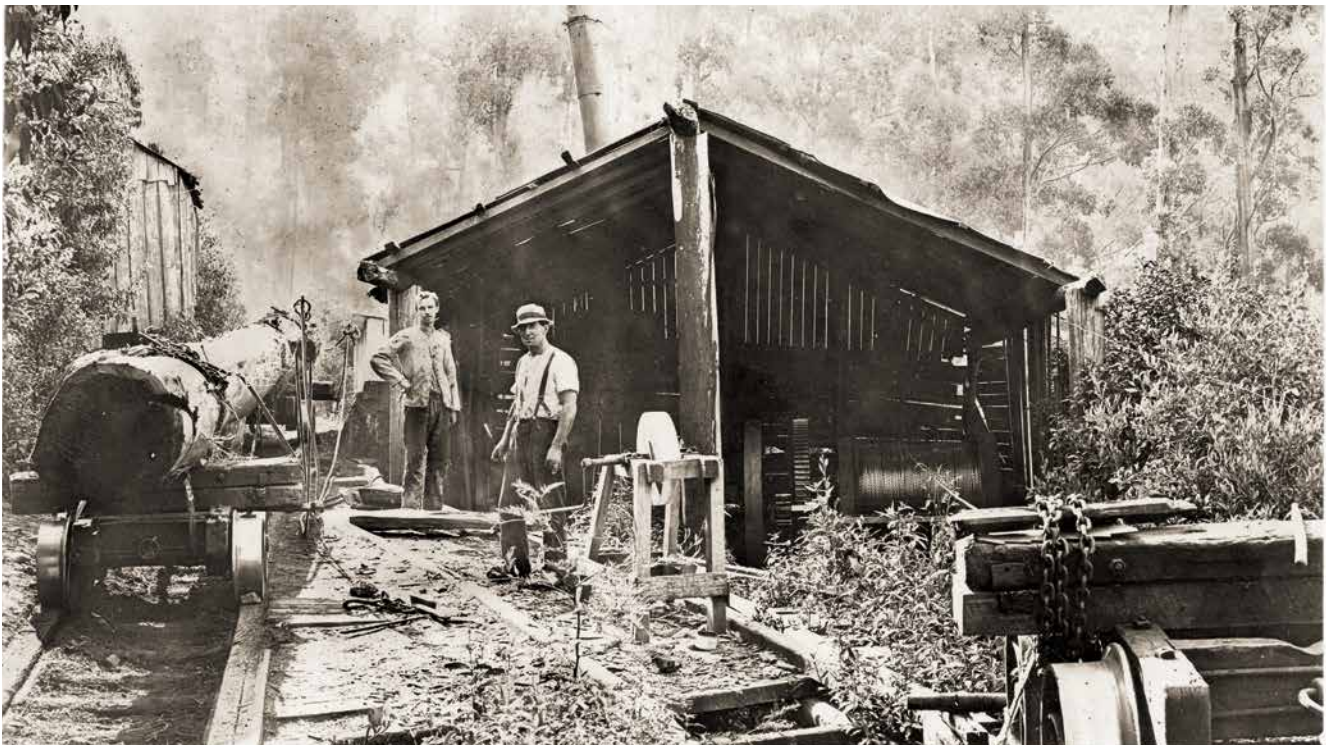
their own hydro electricity from one of the mountain streams – Cement Creek – and this supplied their own needs along with half the town. They did a marvellous job. The SEC electricity did not arrive in town until the 1960s, but we had power well before then. In 1925 they built the original Sanitarium Factory – which was always known locally as the Weet-Bix factory – and this became the biggest employer in town. This was rebuilt in 1936 after the original was destroyed in 1934.

I worked at the Weet-Bix factory when I turned 14 to when I was 18. There were several different parts to the factory, where people worked. One part was called the 'Make', which was where the bakers baked the biscuits, as the Weet-Bix were called, and then there were the blokes who shovelled trays of biscuits up to the girls who did the packing. I worked down below loading the boxes into railway carriages. We would always stick a big box of Weet-Bix on the locomotive footplate for the engine driver, Bill Innes and his fireman! All the 'seconds', the not quite right ones would be bagged up and they were sold cheaply to all the townsfolk, for about two shillings. Those that fell on the floor were shovelled up and put in hessian bags, and that would be sold as cattle feed, so nothing was wasted. They also made Corn Flakes, All Bran, and all the rest at the factory, so it was quite a big business.

The Adventists were a huge asset to the town, but eventually the transport costs just killed them, and the Weet-Bix factory became un-economical and closed down in the late 1990s. Since then, the town really went downhill, and the Adventist population has gradually reduced over the years.

THE SAWMILL AND THE COUNTRY ROADS BOARD

As soon as I turned 18, the minimum age required, I left the Sanitarium Factory and went to work at the sawmill. I finished on the Friday and started at the mill on the Monday, and went from earning £3 per week at the factory to £15 per week. The sawmill was very loud, and hearing protection was not even thought of back then, so many of the blokes lost their hearing in their later years.



"The Pimple" winch site at the top of Mount Victoria, Warburton c1919. This was the uppermost of the three inclines needed to bring logs down from the summit.

Photo courtesy UpperYarra Valley Museum



VR locomotive D³ 647 being pushed by local kids at Warburton's La La depot in the 1950s.

Photo: Nick Anchen collection

There were a couple of bad accidents at the sawmill in my time. One bloke, Rolly Don, lost his whole hand in a saw bench accident, although I did not actually see this happen. In those days there were four blokes on the saw bench – the sawyer, a lever man, and two puller outs. It was very loud, so all communication had to be done by hand signals. Rolly went to adjust the saw bench gauge, but he slipped at the crucial moment, and his whole hand was cut off. Amazingly, this accident did not put him off, as he soon went back to work in the mill, minus a hand!

I had ten years working in the timber industry, but I did not see much future in it, so I joined the Country Roads Board. I began as a labourer, and retired 38 years later as a supervisor. One of the big jobs I was involved in was the Mt. Donna Buang road, which required a lot of blasting. The CRB used to get gelignite railed to Warburton in explosives vans. We would take the truck up to the goods shed and the Station Master would come over and open the van up for us. We had to wear special slippers which slipped over your boots so you did not make a spark and blow the whole thing up. I remember one day we were unloading gelignite, and it came time for lunch, so we just left the doors wide open and nicked off for lunch. Anyone could have come along and got stuck into it, but this possibility never occurred to us – we were so casual back then.

THE WARBURTON RAILWAY

The local kids used to often hang around the railway depot and talk to the drivers and so on. There used to be cattle pits on either side of the main road crossing between the station and La La, and I remember two of the local boys used to like getting down into these pits and let the train run over the top of them!

As a little tacker, I was absolutely fascinated with the turntable at La La. I used to watch the drivers and fireman turning the

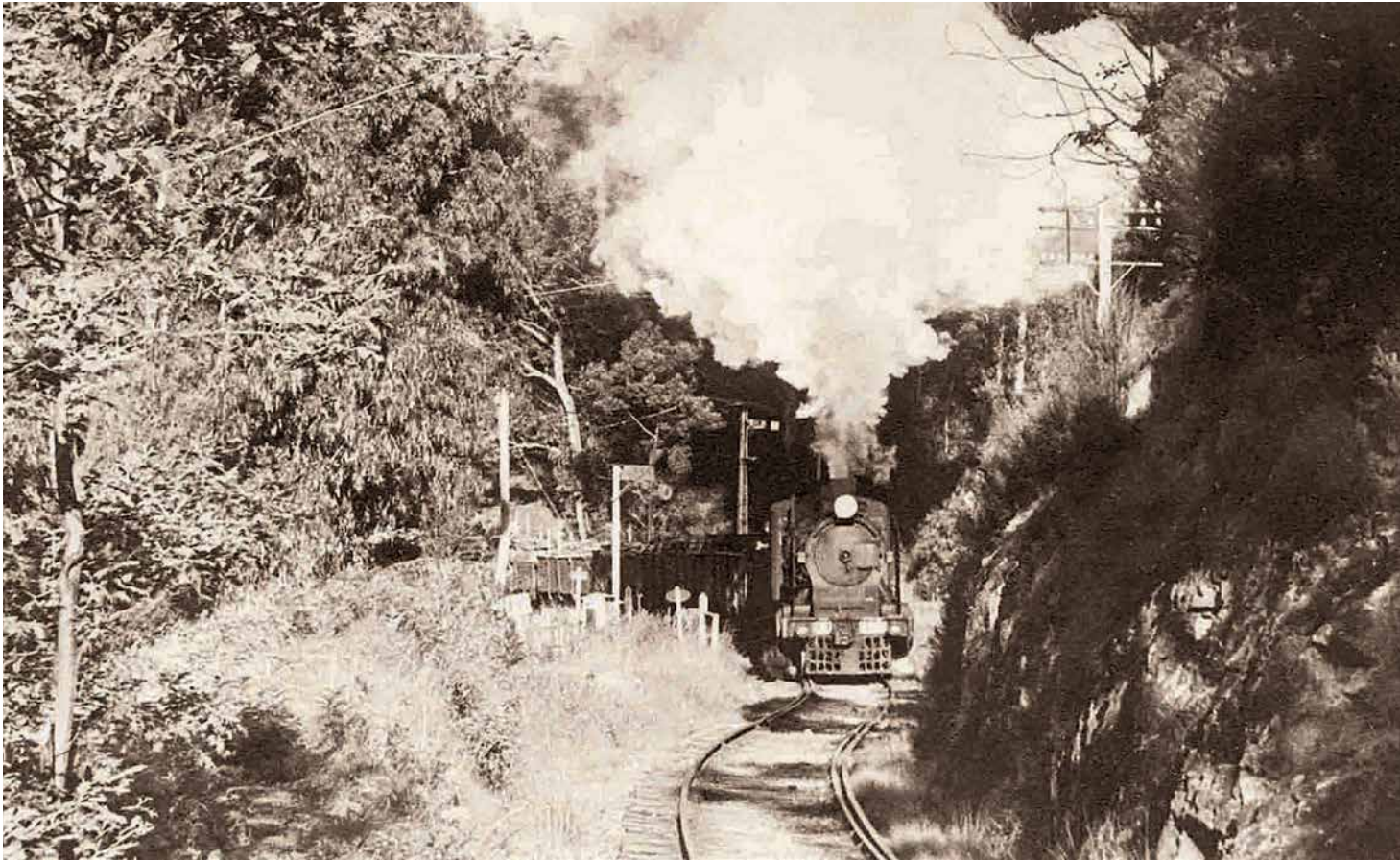
engines, and one day I asked Bill Innes, the driver in charge at Warburton, if I could help turn the engine. 'All right', he said. So I started pushing on the wooden handle, and the engine started to move. I reckoned I was pushing it, but out of sight, Bill and his fireman were pushing it! I'd turn around and I was hoping other kids would be looking. We would finish, and the crew would say, 'Thanks for your help, Ray.' I was as proud as a punch – I reckoned I was just 'it'.

The trip to Lilydale could be pretty slow at times. On one occasion we set off for Melbourne, and we pulled up at Launching Place. The train just sat and sat, and sat, and sat, and I thought, gee we have been here for a while. Five to ten minutes this went on for, and then I realised they were loading milk cans onto the train. By 1965 when the line closed, most people did not care. By this time most people used the bus, which was quicker, or they had their own car. The bus driver helped the women with their prams and with their babies, and for a shilling extra you could be picked up right from your door, so it was far more convenient than the train.

RAILWAY TALES

When the Warburton railway depot closed down in the mid 1950s, Bill Innes joined the Country Roads Board, and we ended up in the same gang. He told me many interesting stories about life on the Warburton line.

Bill Innes and his fireman liked a beer. The Launching Place pub, the Home Hotel, backed right onto the railway, and the crew had an 'understanding' with the owner, one Miss Artist. She knew what time the train came through, on the return trip from Lilydale to Warburton, and she would hang a billy can of beer on a particular post within arm's reach of the track, which the crew would grab on the way through, and they would enjoy a lovely drink between Launching Place and Warburton. So, by the time they pulled into Warburton station, they were both rather happy!



VR locomotive K188 hauling an up train having just departed Launching Place station in the 1940s.

Photo: Ken Coram collection

Another tale related to the local policeman, Tom Morter, as the railway line ran directly behind the police station. On day Bill Innes was loading up a sugar bag full of dry kindling for his copper for boiling clothes, at home. He had a new fireman on the loco, and he asked why he was gathering the kindling. Bill said, 'Oh, this is for the copper.' So the train departed, and as the loco passed the back fence of the police station, the fireman grabbed the sugar bag and hurled it over the back fence – straight into the copper's yard! The policeman's wife, Doreen, was in the back yard at the time and narrowly avoided being clobbered by this sugar bag, which just brushed her leg!

In the 1940s there was a hard working chap in Warburton by the name of Peter Jansen, who delivered firewood. He had very regular delivery times, and one morning he was out in his truck delivering another load when he collided with the train at the main road crossing at Millgrove. The truck was a complete write off, but luckily Peter was not badly injured. When he was asked about the crash, his remark was, 'I don't know what went wrong – they know I come through this time every day!'

'COALY' GIBBS

'Coaly' Gibbs was in charge of the La La coal stage. He had a son named Clyde working with him, and Clyde was a good physical worker, but was not quite the full quid. I was working at a sawmill about a mile away from La La, and in those days all the mills were run by steam power. Tuckman, the mill owner, bought an old Victorian Railways locomotive boiler for the sawmill, which still had the whistle on it.

One hot day, Clyde had been re-coaling engines, as well as shovelling coal out of trucks onto the coal stage, plus all the other jobs he had to do such as removing ash from the pit, so he was exhausted. Bill Innes said to him, 'You have had a

busy day Clyde, but I'm on the last train, so after you coal my engine you can go home.' Clyde was very pleased about this. Unbeknown to them however, we had just got the new boiler fired up, and I said to someone, 'Let's try the whistle.' We blew the whistle, and it worked beautifully, so we blew it a few times, and the sound echoed up and down the valley. Well, poor Clyde heard the whistle, and of course he thought it was another train coming. And boy did he give Bill Innes hell! He began cursing and swearing and throwing things around. 'There's another bloody train coming, Bill. You're bloody well telling lies!'

THE QUEEN'S VISIT

The Queen's visit in 1954 was a great event, and the town was really polished up. Everything was freshly painted, all the shops and so on. The whole town gathered at the railway station to see the train arrive, and it was a really big deal. Soon after arrival, the Queen and Prince Philip and all their entourage were driven out to the O'Shanassey Lodge. Apparently, while the Queen was resting, the Duke got jack of all the pomp and ceremony he had been enduring, and he and one of his drivers went for a drive over the Acheron Way and ended up at the Narbethong Pub for a drink!

That night, the royal cars were parked at Milner's Garage, and the Queen's car had a crown mounted on the front. Dick Treloar, who was a local rascal, thought it would be a great idea to pinch this crown, so he did! So Tom Morter, the local police sergeant, had the job of finding the culprit and retrieving the crown. Tom was a bit of a character, and when he caught Dick red handed, he said, 'For gowd's sake, get rid of it. Throw it on the front lawn of the police station.' Dick did as he was told, but if he had been put in, he could have been in terrible strife!

RED SHOES REVISITED

Constructing Woomera's 2 ft-gauge missile-launching tramways

by Mark Langdon

In the 1950s, the testing of three separate long-range anti-aircraft guided missile systems was undertaken at the joint Anglo-Australian Long Range Weapons Establishment at Woomera. This testing involved the extensive redevelopment of Range 'E' at Woomera. One of these projects was named 'Red Shoes'; this surface to air missile system subsequently entered service with the British Army in 1960 as the Thunderbird Mark I.¹

As part of the supporting infrastructure for the *Red Shoes* project, a 2 ft-gauge light railway was constructed at Range 'E', "from Test Shop No.3 to Common Facilities area and to Launching Apron."² The operation of this railway and the rolling stock used on it was described by F Brian Andrews in *Light Railways* No.199.³ Files in the National Archives of Australia provide additional information detailing the acquisition of the rails and turnouts for this light railway.

The light railway was not part of the original planning for the *Red Shoes* project however, by late 1952 it had become necessary as a railway was deemed to be an essential part of the fuelling and launching of the Red Shoes missile.⁴

It was originally proposed to have the railway completed by November 1953,⁶ therefore, tenders were called in the beginning of March 1953 for the "Supply of 90 tons of 30 lb. Steel Rails and Fishplates, F.O.R. Woomera."⁵ The 90 tons of rails would enable the construction of 10,080 feet of track, or almost two miles.⁷ Four tenders were received – from Britalia Trading Co. Ltd., and Elder Smith & Co. Ltd., who both quoted over £7000 for the rails; Dickson Primer (Victoria) Pty. Ltd., who quoted 'scheduled' rates and an informal tender from Heine Bros. Pty. Ltd.⁸

Although the tender of Heine Bros. was informal, this was the preferred tender, as it was estimated that the rails supplied by it would only cost £5000.⁹ The rails that Heine Bros. were going to supply were located at Bandiana, near Wodonga in North-East Victoria. The rails consisted of a mixture of "Cargo Fleet"[‡] and BHP rails in 24- and 30-foot lengths.¹⁰ The first wagon load of rails left Bandiana on 4 June 1953 and a further three wagon loads were despatched ten days later.¹¹

When the railway was first proposed, it was estimated that seven left- and seven right-hand turnouts and fifteen turnouts "from curved track" were required. Discussions were held with the Chief Mechanical Engineer of the South Australian Railways, Arthur A Pryce, as "this work is of an urgent nature, and is of some national importance, and it has been thought that [the South Australian Railways] might agree to carry out the manufacture" of the turnouts. The South Australian Railways had been approached as it had previously constructed 24 in-gauge turnouts in 20 lb rail for the Smithfield Munitions Area, about 30 km north of Adelaide, in the 1940s.¹² Pryce replied "that owing to the heavy loading in our workshops at present we would be unable to handle the manufacture of the 30 lb turnouts for some considerable time."¹³ The South Australian Railways was then asked if it could supply copies of its "standard drawing of 50 ft radius turnout for 2 ft gauge"¹⁴ and two copies of drawing No.C.41/30 were duly supplied.¹⁵

‡ The Cargo Fleet Iron Co. Ltd, Cargo Fleet Works, Middlesbrough, England

In May 1953, tenders were called for the "supply of 24 in gauge rail track turnouts."¹⁶ Only one reply was received, from A & R Goldsmith, but the tender was non-compliant,¹⁷ as the company was offering to supply "MACO all pressed narrow gauge Railway Switches",¹⁸ which were portable turnouts designed to be laid on top of the rails.¹⁹

After the failure of the tender process, Perry Engineering Co Ltd at Mile End in Adelaide was approached directly to tender for the turnouts.²⁰ By this stage, the number of turnouts required had been reduced and Perry was asked to quote for one turnout for concrete pavement, six left- and nine right-hand turnouts for use on wooden sleepers and two symmetrical turnouts. Perry's total cost to supply these turnouts was £2378.²¹ Perry's tender was accepted on 13 July 1953, and the company had five weeks to manufacture the turnouts²² – a deadline that would not be met.

It was estimated that 4050 sleepers were required for the railway, each sleeper to be 4 ft x 5 in x 3 in²³ and they were to be laid at 2 ft 7 in centres, "except at rail joints where they are to be laid at 1 ft 6 in centres." The sleepers were to be "sprayed or brushed underneath with creosote" and, after the track had been completed "the upper face of sleepers to be sprayed with used sump oil or with furnace oil extending over sides and ends where visible." There was to be 4½ inches of ballast under the sleepers. The curves were to be super-elevated one inch and the gauge widened by half-an-inch on the curves.²⁴

Construction of the light railway was authorised in October 1953, when the plans were finalised.²⁵ However, in the following month, there was further discussion about the track arrangement required, as a November 1953 report states "Recent information from the English Electrical [sic] Company indicates that the launching trolley can proceed in either direction and that the missile is mounted on a turn-table. It would appear unnecessary therefore to construct return loops from each building; if these were omitted an appreciable saving could be made."²⁶

The target date for completion was now 1 February 1954, but it was stated that "only prompt delivery of turnouts at Woomera after despatch from Perry Engineering will enable target date to be met."²⁷ The sleepers, which were being supplied by Enfield Timber Mills, were not delivered until the beginning of November 1953 and other material, such as extra dog spikes and fishplates, still had not been received by mid-November.²⁸ It was not until January 1954, that the turnouts were completed by Perry Engineering and sent to Woomera.²⁹

At this point archival reports about the progress of the railway cease [lost?] and it is not until January 1956, that a general progress report from the Construction Plant Group states that the Range 'E' "Railway system complete except for part through fuel filling post."³⁰ The final authorised cost of the light railway was £42,500.³¹ A map of the light railway is included in LR199 (February 2008), and additional information may be found in LR203 (October 2008) in a letter from John Browning.

References

Abbreviations used in the references:

NAA National Archives of Australia
LRWP Long Range Weapons Project
NAA 1NAA S D174, CS 5515/1/1 Pt 1
NAA 2NAA S D156, CS 1952/1634
NAA 3NAA S D156, CS 1953/630
S = S; CS = CS

1. Peter Morton, *Fire Across the Desert*, Aust Govt Printing Service, Canberra, 1989, pp.337-345
2. Range "E" Statement of Estd Expenditure on Bulk Requisition LRW.184.184B n.d. NAA1

3. F Brian Andrews, The Red Shoes missile tramway, Woomera Light Railways No.199, Feb 2008
4. Comments on Additional Funds Req'd for Range "E". n.d. NAA1
5. Notes on Meeting of Working Party Held at Melbourne: 29 Jan 1953 NAA1
6. Supply of 90 tons 30lb. Steel Rails and Fishplates, f.o.r. Woomera: Specification 620 26 Feb 1953 NAA2
7. Range "E" – Launching Zone No.3 – Light Railway 19 Mch 1953 NAA2
8. Range "E":Tenders for Supply of Steel Rails 30 Mch 1953 NAA2
9. Tenders for 90 Tons Of 30lb Rails 24 Mch 1953 NAA2
10. Subject LRWER Woomera: Supply of 30lb Steel Rails 5 May 1953 NAA2
11. C R Bricknell (Ind & Eng Div) Heine Brothers P/L to Director of Works 15 Jun 1953 NAA2
12. W T Haslam Director of Works to CME SAR Islington 18 Feb 1953 NAA2
13. Pryce CME SAR to Director of Works 10 Mch 1953 NAA2
14. Turn-outs for 2ft ga track 3 Mch 1953 NAA2
15. Turn-outs for 2ft ga track: 52/1634 6 Mch 1953 NAA2
16. Tenders and Contracts, *Advertiser* (Adelaide) 9 May 1953, p21
17. (F.O.R. Mile End) Supply of 24" ga Rail Track Turnouts. Spec 656 20 May 1953 NAA3
18. A & R Goldsmith to Secretary Department of Works 16 May 1953 NAA3
19. "MACO" Switch Climbing and Reversible: M.E. Engineering London, Brochure, n.d. NAA3
20. Supply of Rail Track Turnouts 11 Jun 1953 NAA3
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22. F.O.B. Mile End: Supply of 24" Gauge Rail Track Turnouts – (Contract L.R.W.454)13 Jly 1953 NAA3
23. Range "E" – Launching Zone No.3 – Lt Rly 19 Mch 1953 NAA2
24. Specification of work to be done and Materials to be used in Constrn of Lt Rly at Woomera by Deptl Labour for C of A May 1953. NAA2
25. Constrn of Light Rly: From Area C to Launching Apron No.3 13 Oct 1953 NAA2
26. Bldings and Works: Technical Facilities:Woomera 6 Nov 1953 NAA1
27. Light Railway: Range "E" 30 Oct 1953 NAA2
28. LRWER – Range 'E' – Material for Light Railway 10 Nov 1953 NAA2
29. Perry Engineering Con Note 18 Jan 1954 NAA3
30. Progress Report – Construction Plant Group To January 1956 (Covering works incomplete as at 30/6/1955 and subsequent new works) n.d. NAA S D156, CS SAS 166
31. Range "E" – Light Railway 15Jun1955 NAA2



Above: A view from Launching Apron No. 3 back along the main line towards Test Shop No.3, May 1954. The desolate nature of the desert environment is evident. Photo: LRWE

Right: This December 1957 view shows the Red Shoes missile on its launcher trolley outside Test Shop No.3. The detachable driver's seat can just be seen under the nose of the missile. In the shadows of the Test Shop entrance is the battery electric flat car, The Flier. Photo: LRWE





The narrow-gauge incline railway used to move materials and supplies to the centre of the base, 1958. There seems to have been a crisis – a derailment maybe, or are they laying a pipeline under the railway? The track is steel rails on steel sleepers that have vertical anchors for additional holding.

Photo: courtesy Expéditions Polaires Françaises, ref: DDU.58.57019

Dumont d'Urville base, Terre Adélie, Antarctica

by Phil Rickard

In LR266 Andrew Hennell reported on an interesting visit to the Argentine research base at Esperanza, [63.3981°S, 56.9973°W] on the northern tip of the Antarctic Peninsula, and the finding of a 2 ft-gauge tramway. This spurred me to dust off some old files on tramways in the icy South.

Years ago, whilst trawling the internet, I had noted a tramway at the early 20th century Norwegian whaling station at Port Jeanne d'Arc [49.5518°S, 69.8432°E], on the southern side of the French island of Kerguelen in the Southern Ocean.

Searching further, I located at the National Library, a series of photos taken on Kerguelen by Capt Frank Hurley, in 1929/30 on a joint Anglo-Australian and New Zealand expedition led by Sir Douglas Mawson to Heard Island. Several photos showed a jetty tramway at Port Jeanne d'Arc. Onshore, branches went to the boiler house and what looked like a coal yard. Newspaper reports recorded that Mawson's ship *Discovery* coaled at the abandoned whaling station, in mid-November 1929 on the outward journey, and again in mid-February 1930, on the homeward journey.

Seeking more information, an internet search led to the Archives Polaire Français in France where the photo archives

proved of interest in relation to both Port Jeanne d'Arc and another tramway on Kerguelen at Port-aux-Français.

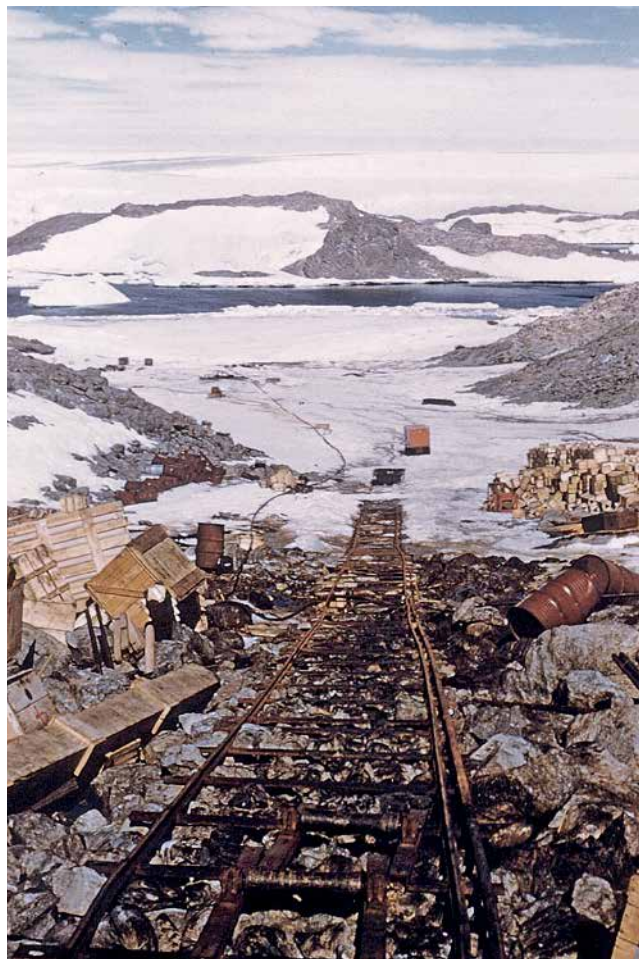
On a whim, and with little hope of success, I did a further search of the institute's photos using terms such as *decauville*, *chemin de fer* and *voie ferrée*. Voilà! Three photos came up showing a tramway at the French Antarctic research base at Dumont d'Urville [66.6630°S, 140.0018°E], over 360 km further south than Esperanza.

This French station is situated on Île des Pétrels, a small island a few kilometres off the Antarctic coast. The island is only about 900 m in length but has a 35 m-high rocky outcrop close to a convenient landing site. By building on the rock, various problems of building on ice were avoided but it did require all materials to be hauled uphill.

To facilitate this a cable-worked incline railway was installed, probably in 1956 when the base was built. The incline appears far wider than the usual Decauville gauge of 60 cm and may well be one metre. It was about a hundred metres in length, across undulating terrain – rock infill seems to have been used in a depression to make an even slope. It appears in photos dated from 1957 to 1969. The Base Dumont d'Urville is about 12 km south of the Antarctic Circle (approx 66½°S) and is the most southerly railway I have yet noted. By contrast, the most northerly tramway known is just above the 80°N latitude, at Bukhta Tikhaya, Ostrov Gukera, Zemlya Frantsa Iosifa, Russia (Tikhaya Bay, Hooker Island, Franz Josef Land), co-ordinates 80.20N, 52.50E.

My thanks to M. Jean-Pierre Jacquin, general secretary of the Expéditions Polaires Françaises for permission to reproduce the accompanying photographs. Should readers wish to view its photographic archives, please visit www.archives-polaires.fr/epf.

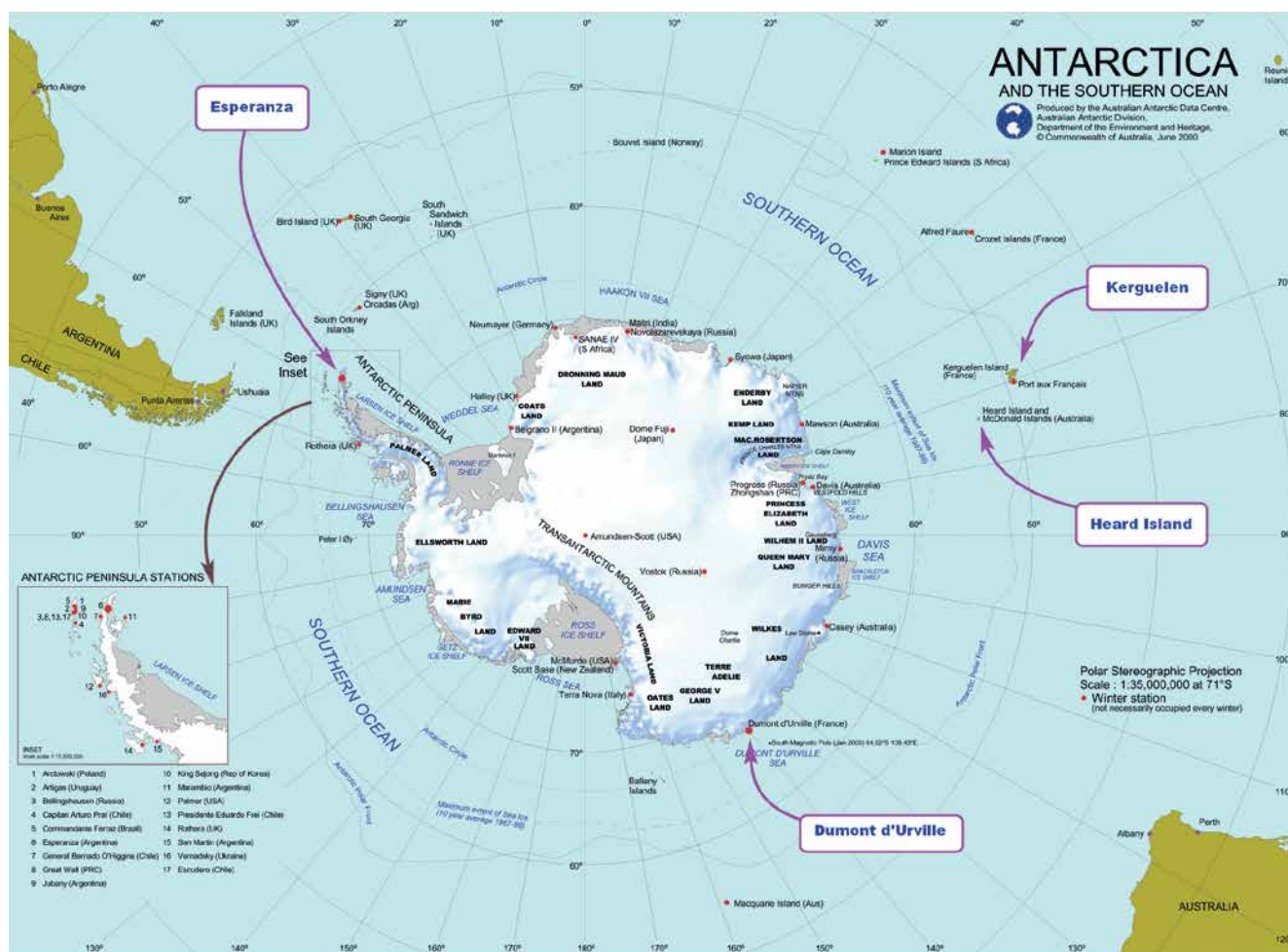
If railways in the cold south are of interest, a useful book is *Railways at the End of the World*, by Martin Coombs and David Sinclair (Araucaria Press, 2014). It details all the fascinating railways and tramways in Patagonia, far southern Chile, the Falkland Islands (Malvinas), South Georgia and other south Atlantic islands. Martin Coombs also maintains an interesting website at www.railwaysofthefarsouth.co.uk which includes updates and additions to the book as well as a vast amount of information and photos not available elsewhere. If readers know of any other Antarctic railways I trust the Hon Editor will allow details to be published.



Right: Base Dumont d'Urville – Looking south-east, down the incline to the landing zone, 1957.

Photo: Charles Petitjean, courtesy Expéditions Polaires Françaises, ref: DDU.57.01015

Below: Map courtesy: Australian Antarctic Division, Data Centre Map 12183, June 2000, <https://data.aad.gov.au/aadc/mapcat/>





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Special thanks to contributors to the *Sugar Cane Trains/Navvy Pics 2ft* Facebook page.

QUEENSLAND

BUNDABERG SUGAR LTD, Bingera Mill

(see LR 272 p.29)

610 mm gauge

Locos seen out in the open at the mill on 29 March included Com-Eng 0-6-0DH *Wattle* (FD4789 of 1965 rebuilt Bundaberg Foundry 1990), EM Baldwin 0-6-0DH *Manoo* (3875.1 7.71 of 1971), EM Baldwin B-B DH *Miara* (8988.1

6.80 of 1980) plus two other unidentified EM Baldwin bogie locos, Bundaberg Foundry B-B DH *Booyan* (001 of 1991) and Walkers B-B DH *Kolan* (633 of 1969 rebuilt Bundaberg Foundry 1996). The mill's ballast hoppers and two ballast ploughs were present also and these all have Willison couplers which is in contrast to the mill's locos and cane bins that are fitted with dumbbell couplers. One of the ballast ploughs was built using the frame of Ruston & Hornsby 48DL 4wDM (387893 of 1955) in 1991. Mitch Zunker 3/20; Kevin Leslie 4/20

FAR NORTHERN MILLING PTY LTD, Mossman Mill

(see LR 272 p.29)

610 mm gauge

Clyde 0-6-0DH *Habana* (60-215 of 1960) was seen outside the loco shed on 13 February. It was complete and may have been in use for moving Com-Eng 0-6-0DH *Ivy* (AL4181 of 1965) on shop bogies around and to which it appeared to be coupled.

Gregorio Bortolussi 2/20

ISIS CENTRAL SUGAR MILL CO LTD

(see LR 272 p.29)

610 mm gauge

EM Baldwin B-B DH 10 (7267.1 6.77 of 1977) was seen with the welding unit on the sleeper shed line at the mill on 26 February. Walkers B-B DH 6 (610 of 1969 rebuilt Isis Mill 2002) was working with the poison spraying unit along Mamminos line on 18 March.

Brian Bouchardt 2/20, 3/20

MACKAY SUGAR LTD, Mackay mills

(see LR 271 p.29)

610 mm gauge

On 15 February, Plasser KMX-12T tamping machine TTAMP5 (376 of 1990) was at Leap 2 on the Farleigh Mill network, Com-Eng 0-6-0DH 22 *Pinnacle* (AA1549 of 1961) and a container wagon were near Jukes 2 on the Marian Mill network and Plasser PBR 201 ballast regulator 3 (431 of 1997) was stabled at the North Eton Depot. The *Pinnacle* and wagon had been doing work on Jukes line bridge 5. EM Baldwin 4wDH 57 (5/774.1 2.64 of 1964), Clyde 0-6-0DH *Victoria Plains* (66-490 of 1966), Tamper TSR resleeper machine RSLEP 06 (599 of 1988) and the bridge work wagons were seen stabled at Calen 3 in the northern area of the Farleigh Mill network on 16 February. They had been doing work on St Helens Creek bridge. 57 has been fitted with a hand railed platform extending out from the left side of the cab and poking out the rear of the loco. It may be there to facilitate movement of personnel between the loco and the man-riding wagon when working on bridges. Seen on ballast trains on 15 February were EM Baldwin B-B DH locos *Hampden* (6706.1 5.76 of 1976) at Mapalo 4 on the Farleigh Mill network and *Balmoral* (10684.1 4.83 of 1983) at Marian Mill. In early March, *Balmoral* was seen with a ballast train at the North Eton Depot. Mackay Sugar uses sheds at the site of the closed North Eton Mill to store redundant locos from its mills. Locos noted there in February/March included Clyde 0-6-0DH locos 50 *Homebush* (55-58 of 1955), *Te Kowai* (56-103 of 1956), 12 *Nellie* (58-188 of



Com-Eng 0-6-0DH multi-unit locos 4 (AD1138 of 1960) and 5 (AH2460 of 1962) cross the Russell River on their way to South Johnstone Mill on 14 November.
 Photo: Hayden Quabba

1958), *Chelona* (59-201 of 1959), *Rosella* (64-317 of 1964) and *Racecourse* (65-440 of 1965), Com-Eng 0-6-ODM *Richmond* (A1308 of 1955), Com-Eng 0-6-ODH locos *Septimus* (A2128 of 1958), *Pioneer* (A12358 of 1962), *Carlisle* (A13271 of 1963) and *Barcoo* (FB4383 of 1965), Com-Eng B-B DH *Finch Hatton* (NA59112 of 1977) and EM Baldwin 4wDH 10 (4529.3 11.72 of 1972 rebuilt EM Baldwin 8860.1 8.79 of 1979). The nameplates have been removed from most of these locos. Also stored here is Tamper VT-JWL tamping machine TTAMP4 (563 of 1976). Luke Horniblow 2/20; Mitch Zunker 3/20

MSF SUGAR LTD, Mulgrave Mill

(see LR 272 p.29)

610 mm gauge

During March, Clyde 0-6-ODH 25 *Cucania* (63-289 of 1963) was seen on the bin shop shunt and moving bins around the mill yard.

Gregorio Bortolussi 3/20

WILMAR SUGAR (INVICTA) PTY LTD,

Invicta Mill, Giru

(see LR 272 p.31)

610 mm gauge

Kalamia Mill's Com-Eng 0-6-ODH *Chiverton* (C1030 of 1958) was seen stabled with the Invicta Mill ballast hoppers and plough at Majors Loop on 21 March. The hopper doors are now opened and closed using hydraulic motors powered from the hydraulic unit on the ballast plough at the end of the rake via hydraulic lines running from hopper to hopper.

Luke Horniblow 3/20

WILMAR SUGAR (KALAMIA) PTY LTD,

Kalamia Mill

(see LR 271 p.31)

610 mm gauge and

610 mm + 1067 mm dual gauge

Com-Eng 0-6-ODH *Chiverton* (C1030 of 1958) has been running ballast trains on the Invicta Mill system and was seen stabled at Majors Loop on 21 March. The dual gauge exchange sidings at Ayr had been lifted by 13 March. They are no longer needed as Pacific National locos run all the way to the mill with sugar and molasses trains these days. It appears that there will just

be a single 1067 mm gauge running line laid in their place.

Luke Horniblow 3/20; Arthur Shale 3/20

WILMAR SUGAR (PROSERPINE) PTY LTD,

Proserpine Mill

(see LR 272 p.31)

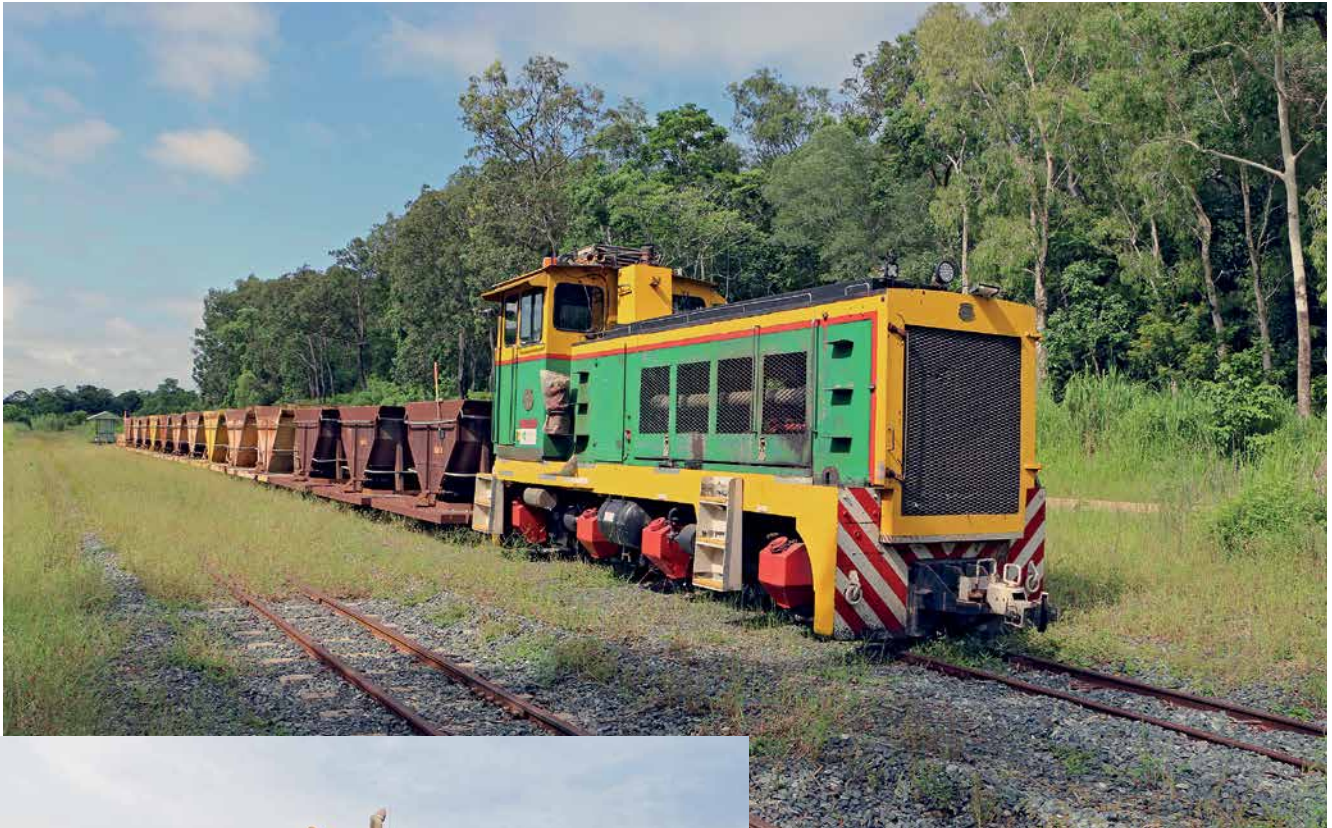
610 mm gauge

Clyde 0-6-ODH *Canberra* (65-433 of 1965) was the bin shed shunting loco during March. A pair of bogie ballast hoppers had arrived at Proserpine from elsewhere by 9 April.

Tom Badger 3/20, 4/20



Top: Mackay Sugar's PBR 201 ballast regulator 3 (431 of 1997) stabled at North Eton on 15 February. Photo: Luke Horniblow **Above:** Kalamia Mill's Com-Eng 0-6-ODH *Chiverton* (C1030 of 1958) stabled with the Invicta Mill ballast train at Majors Loop on 21 March. Photo: Luke Horniblow



Above: Farleigh Mill's EM Baldwin B-B DH Hampden (6706.1 5.76 of 1976) stabled with the ballast train at Mapalo 4 on 15 February. Photo: Luke Horniblow

Left: Mackay Sugar's Com-Eng 0-6-0DH 22 Pinnacle (AA1549 of 1961 rebuilt Com-Eng AN5849 of 1975) stabled near one of the bridges on Marian Mill's Mt Jukes line on 15 February. Photo: Luke Horniblow

Below: Clyde 0-6-0DH Victoria Plains (66-490 of 1966), Tamper TSR sleeper changing machine RSLEP 06 (599 of 1988) and EM Baldwin 4wDH 57 (5/774.1 2.64 of 1964) at Calen 3 on Farleigh Mill's north coast line on 16 February. Photo: Luke Horniblow



VICTORIA

HARDCHROME ENGINEERING SERVICES, Yallourn

(see LR 267 p.27)

900 mm gauge

Fowler 0-6-ODM 1 *Pride of Yallourn* (4210049 of 1951) continues to be occasionally used for moving large loads around the workshop precinct. Robert Ashworth 4/20

SOUTH AUSTRALIA

GENESSE & WYOMING AUSTRALIA, Whyalla

(see LR 272 p.31)

1067 mm gauge

Since 2016, Real assets (MIRA) and Dutch pension fund PGGM have had a 48.9% share in GWA. The remaining 51.1% of GWA was acquired by Macquarie Infrastructure, Real assets (MIRA) and PGGM in February and renamed One Rail Australia. The orange and black livery will be retained on the locos for the immediate future. By mid-March, all five of the Downer EDI Co-Co DE locos GWN001 (12-2590 of 2013), GWN002 (12-2591 of 2013), GWN003 (12-2592 of 2013), GWN004 (12-2593 of 2013), GWN005 (12-2594 of 2013) had left Whyalla on transfer to ORA's base at Mackay in Queensland. GWN001, GWN003, GWN004 and GWN005 were initially taken to Maryborough for a clean up and minor repairs then railed to Gladstone on 15 March. GWN002 was seen passing through Manna Hill, South Australia, en route to Maryborough on 16 March and it was railed to Gladstone from there on 26 March. From Gladstone, all five locos worked trains of new coal wagons to Jilalan near Mackay as follows. GWN005 on 2 April, GWN002 on 4 April, GWN004 on 6 April and GWN001 & GWN003 on 8 April. GWN001 and GWN002 had One Rail Australia logos applied at Maryborough with the others getting theirs at Gladstone. They have been replaced at Whyalla

by Clyde Co-Co DE locos 2260 (76-819 of 1976), 2261 (74-789 of 1974), 2262 (74-791 of 1974), 2269 (76-820 of 1976) and 2275 (73-774 of 1973) from South Africa. These originally Queensland Railways locos were shipped to Adelaide thence to Progress Rail's workshop at Port Augusta then to Whyalla.

Carl Millington 3/20, 4/20; *International Railway Journal* 17/2/2020; Di Hi 3/20; Coen Mensforth 3/20; Nic Storer 3/20; Phillip Brown 4/20; John Van Den Bosch 4/20

OVERSEAS

FIJI SUGAR CORPORATION

(see LR 272 p.31)

610 mm gauge

An Instagram post by "rexykid" of Lautoka in November had video of Com-Eng 0-6-ODH *Dunethin* (A1922 of 1958) in action running light

loco somewhere. Locos seen in and around the loco shed at Lautoka Mill in February included Clyde 0-6-ODH locos 10 (65-437 of 1965), 11 (65-432 of 1965) and 24 *Brandy* (57-140 of 1957 rebuilt Ontrak 2435-3 of 2012), EM Baldwin 0-6-ODH locos 13 *Chilli* (9442.1 4.81 of 1981 rebuilt Ontrak 2435-1 of 2009) and 16 (6/1257.1 7.65 of 1965), Com-Eng 0-6-ODH 19 (AJ2359 of 1962) and Diema 4wDH (5172 of 1991) as well as what appeared to be a Hunslet loco. 10, 11, 13, 19 and the Diema were in varying dismantled states or were being worked upon. Lautoka Mill built 2-2wDMR line car 122 from Navo was also present in the shed. Possibly not mentioned here before is that Lautoka Mill runs a rail mounted grass cutter and this was seen in use prior to the 2019 crushing season with Hunslet 6wDH 21 (9273 of 1987) as the motive power.

Mike Leister 2/20; rexykid 11/19; *The Fiji Times* 13/7/2019, 2/10/2019



Proserpine Mill Clyde 0-6-ODH locos 7 (65-442 of 1965) and Canberra (65-433 of 1965) at the wash down bay on 29 March. Photo: Tom Badger



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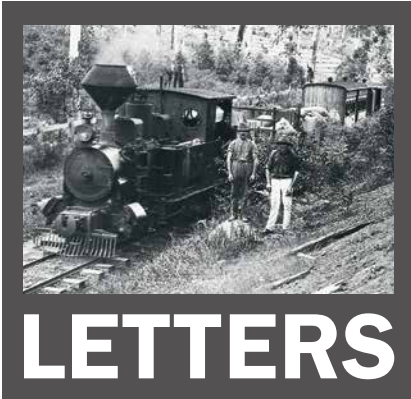
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Editorial (LR271)

Although not what you would call an active member, I do not attend meetings (distance!) and do not have the ability to perform research. I am, however, an avid reader of *Light Railways* and greatly appreciate the time and effort put into it by both the contributors and editorial/production staff. I am always amazed by both the quality and quantity of historical information that the magazine's dedicated researchers come up with.

Your (perhaps deliberately) provocative editorial in LR 271 has prompted this email. The only comment I would make is this: I am not a member of Facebook and have no intention of ever being such a member. The day that LRRSA publishes *Light Railways* only on Facebook is the day that, with much regret, I will let my membership lapse. I accept that this may ultimately be, unfortunately, the way of the future but not in my time I trust.

Peter Birthisel
via email

Rails to Woomera (LR 271)

I refer to the article on the Woomera Branch railway. The two photos of bogie tank cars bearing the lettering "COR" are of interest. The acronym stands for Commonwealth Oil Refiners, which was owned and operated by all the British Commonwealth States. The Menzies government sold off Australia's interest in the late 1950s of that refinery group, which became British Petroleum (BP). This is important as these old companies fall into history. I recently had a discussion with a teenager about this and he thought that it stood for Commonwealth Railways. I must be getting old, as anyone younger than 60 would not have known.

My Dad was a truck driver and worked for these companies so on school holidays riding with him was a good way to see these tankers in the yard at Skarratt Street Auburn being shunted around by Standard Goods Engines.

Brian Muston
via email

Rails to Woomera and other observations (LR 271)

As a regular reader of the magazine I wish to offer some observations on the contents the February 2019 edition:

1. The map on page 17 is misleading in that the reference to Alice Springs should read Perth. Having travelled past Pimba on several occasions, the reference to Alice Springs is simply incorrect.
2. The caption on page 40 below the photo reads as having been taken on 20 November 2109 – this should of course read 20 November 2019.
3. The Editorial regarding the future of hard copy magazines concerns me. I have experienced some difficulty in purchasing the magazine as the local newsagents are not reliable for this magazine, possibly because of the low sales volumes and profits. Basically, I enjoy the hard copy and have a preference for this format. Should you decide to move to Facebook then I would NOT be interested in that format, however that is a matter for the Society to decide.
4. As for the magazine content I personally enjoy articles on past narrow gauge railways and tramways etc, however I have no interest in Queensland sugar industry tramways and diesel rolling stock etc. I think they lack character and do not reflect the achievements of our pioneer past in developing this great nation.

I trust the above may be of interest to you and your readers.

Vic Tucker
Parmena, WA

Editor's note:

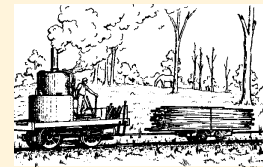
Thank you for your letter, you have raised some interesting points. Comments on your issues in the same order that you raised them are as follows:

1. I am advised that these days all trains to Alice Springs have to go through Pimba whereas in the 1950s, 60s etc, they did not.
2. The mistake in the date has slipped through the editing process – thank you for pointing it out.
3. I have received a couple of other comments regarding the future of the hard copy of the magazine. You can rest assured that we will be producing a hard copy of the magazine for a long time to come, however, we need to be cognisant of the future of communications and keep up with the latest technology. We now make the magazine available in electronic form as a pdf and many members now receive their copy that way. With regard to getting copies at the local newsagent, we do not have direct control over the distribution of the magazine to newsagents. To ensure you get the magazine every edition it is suggested you take out a subscription and a copy will be posted to your home address every two months.

Tasmanian Main Line Railway (LR272)

A small amount of additional light can be shed on the history of TMLR 10 in Queensland.

Two "old locomotives" and one "locomotive in good order" were offered for sale by A. McCallum & Co on behalf of



LRRSA NEWS

ENTERTAINMENT MEETINGS

All of the meetings in Adelaide, Brisbane, Melbourne and Sydney proposed for June 2020 have been cancelled until further notice due to the Covid-19 virus. Hopefully the meeting schedule will return at some stage, but we will always follow government guidelines.

If the situation changes, the Society will make any announcements on our website www.lrrsa.org.au and our Facebook page: facebook.com/groups/LightRailwaysAustralia

the Day Dawn P.C. Gold Mines Ltd (not to be confused with the multiplicity of other Day Dawn mines in Charters Towers) in the local *Evening Telegraph* in March 1912. They continued to be advertised until October 1913.

In October 1914, what must have been the locomotive in good order was sold through McCallum to the Townsville Harbour Board. This was ex-QR No.7, a Neilson 0-4-2 (1169 of 1865) that had been rebuilt at Ipswich Workshops to a 2-4-4T configuration. That left the Day Dawn PC's other two locomotives, Excelsior, a Robey 0-4-0T geared locomotive (8035 of 1883) and TMLR 10.

When the remaining plant at the mine was liquidated by auction in November 1917, no locomotives were listed for sale but in December 1917, McCallum & Co advertised an "old locomotive" for £10. It is not known if this was one of the Day Dawn P.C. locomotives but it seems likely. One can only speculate that the other one had possibly been disposed of by then for its boiler.

John Browning
Annerley, Q.

Moonta In The 1890s (LR 268)

The 3 ft 6 in gauge 0-4-2ST in the background is definitely No.3 Hudswell Clarke B/No. 394 of 1892, as the photo appeared in *The Chronicle* for 2 September 1899 and No.4 was not built until 1900. The actual reference is *The Chronicle* (Adelaide, SA: 1895 - 1954), Saturday 2 September 1899, page 5 (29) but is actually on p.11 of the supplement to that issue and is captioned "Richman's Concentrates, Moonta".

Looking Back (LR 266)

I have now found that the photograph was taken by the South Australian Government Photographer (Photograph ref. GN 09762)

and is dated 8 June 1937, considerably later than the suggested date of 'about 1933'.

Richard Horne
South Croydon
United Kingdom

Early internal combustion locomotives in Australia (LR272)

John Browning's article is most enlightening and very well illustrated.

However, the photo of the ill-fated Ruhrthaler on page 12 needs to be credited to the *Arnold Lockyer collection, courtesy of the National Railway Museum*, to keep faith with

the terms of the agreement between the NRM and the LRRSA, which has enabled the scanning of Arnold's collection of light railway photos and other information, an ongoing exercise now sadly interrupted.

Les Howard
Coromandel Valley, South Australia
via email

H&T report on the Timbertown railway (LR 272)

I am surprised that the report on Timbertown (page 41) shows this railway as 610-mm gauge. It was regauged to less

than this some time ago, to 595 mm from memory.

Of the other two steam locomotives, they were both sold to private owners in NSW. These are the other 0-6-0T JF 12271/10 ex Goondi Sugar Mill, Qld and the 0-6-0 HC 1862/53 ex Macknade Sugar Mill, Qld, that is in the Mandalong area. The remaining locomotive is ex South Johnstone Sugar Mill, Qld and is 0-4-2T JF 17881/29. The 4W Simplex is MR 4214/29 ex Harwood Sugar Mill, NSW.

David Rollins
Brisbane, Qld

Munro's tramways visit, 7 March 2020

More than 20 people participated in a very successful LRRSA Queensland Group visit to Munro's timber tramways north of Toowoomba on 7 March, organised by Owen Betts and Mark Linnett. The visit had originally been scheduled to take place on 16 November but that had to be called off at short notice as the Pechey/Ravensbourne bushfire raged in the area, and in fact reached the far end of the Hampton tramway route near Bunker's Hill.

The first stop was to view the remains of Munro's Cabarlah Tramway, which was described in LR 264. This was in part a short and steep horse-hauled line that extended up the escarpment but there was also a more level section at the lower level. The landowner kindly allowed access and the trackbed in the lower section can be seen as a bench cut into the hillside even though some of the area has been degraded as a result of the depredations of illegal rubber-tyred hill climbing vehicles.

The minibus then made its way to Hampton where the car park at the Visitors' Centre and an adjoining service road are on the route of Munro's Hampton tramway on which 2 ft 6 in gauge Shay locomotives operated from 1905. Travelling past Perseverance Hall, the party proceeded up Palmtree Road, with the formation close by on the right hand side. At the top of this road, the group disembarked to take the "Great Short Walk" along the formation as far as the site of McQuillan's Bridge, a timber structure that had been one of the largest on the tramway and of which no trace remains today.

The minibus made its way back down Palmtree Road and passed close to the site of A & D Munro's sawmill on its way to Ravensbourne where the remains of a Shay locomotive have been placed in a caged shelter by the Munro Tramway Historical Group (MTHG) close to the trackbed on Esk-Hampton Road as described in LR 266. Here the group was greeted by members of MTHG who had opened up the display to allow close examination of the locomotive which has the boiler of Lima 906 and at least the fuel bunker from Lima 2097. The MTHG have been instrumental in the placement of excellent information boards at a number of locations where there is public access to the tramway route.

The last stop was at Bunker's Hill, the far terminus of the tramway. Just before the formation crosses Esk-Hampton Road for the last time, bushfire damage had obscured a short section where the remains of sleepers had been visible in 2019. Beyond this point,

the trackbed to the terminus is clearly visible and some rails and other remains were seen. At the end of the line, a steel haulage cable and a roller support bracket pointed to the likelihood of an incline that lay beyond.

John Browning



Munro's Hampton Tramway formation near the McQuillan's bridge site. Photo: John Browning



Tour group with the Shay locomotive at Ravensbourne. Photo: Owen Betts



Field Reports

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

Southeast Gippsland (Victoria) site survey Gauges various

With the pending publication of a book on the tramways and related industries of southeast Gippsland, verification was needed of the precise location of various sites to ensure the accuracy of the maps to be included in the book. Today, modern technology in the form of GPS and aerial photography using a drone has become an integral part of site surveys. On the 17, 18 and 19 December 2019, a survey party of five people, led by Mike McCarthy (and including John Dennis, Peter Evans, Bill Hanks and Chris Wurr), set off for South Gippsland.

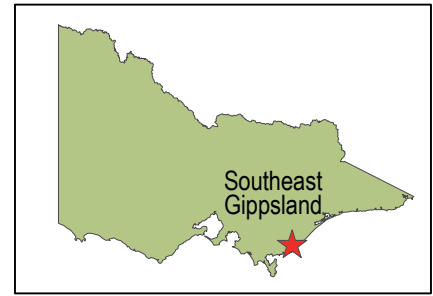
After meeting at Meeniyan on the morning of Tuesday 17 December, we set off to the Fish Creek gravel siding on the Great Southern Railway. The site of the siding was easily found and, after some fossicking around the location of the tramway, the gravel bin site was identified and its location recorded using GPS. All members of the party travelled in one car to Beards Road to a point about two-thirds along the tramway, where we were able to access the tramway formation and walk back to the Fish Creek gravel siding. (The one-third we did not access is now the alignment of the road to the quarry). During our walk we identified and recorded by GPS the sites of two culverts, a bridge, cuttings and a crossing loop. The walk was on what is now a defined walking track for two kilometres through open pasture, the formation having been converted into a rough road used by motor trucks to cart gravel after the tramway was lifted.

At Toora we travelled out to the 'New Jetty', the visit timed to coincide with low tide. Stanley Sheppard proposed building a tramway to this jetty (which was south of his original jetty and had improved access for shipping) but, due to an economic depression, the tramway was never laid. All that remains of the New Jetty today are the piles through the mangroves and out into deep water, and are only visible at low tide. Mike launched his drone to take photographs, record video and GPS data. As both the 'Old' and 'New' jetties were either in swampy mangroves or deep water, the drone made easy work of what would otherwise have been a difficult task. Still in Toora, the survey party moved to a location

near the northwest corner of the town where the drone was again launched. James Anderson had built a tramway to supply sleepers for the construction of the Great Southern Railway. The lower section of this tramway had not previously been researched as it was on private property but, when viewed from the air, the formation could be clearly seen and its location recorded.

Our last location for the day was the formation of the 2 ft 6 in gauge Welshpool to Port Welshpool tramway. The section from Telegraph Road to the edge of the Port Welshpool township, approximately 1.5km in length, has been graded and gravelled to make an excellent track for walking, cycling or horse-riding. The precise locations of four culverts, an embankment and a cutting were all duly recorded by GPS.

We then headed into Yarram where we booked into a motel and then adjourned to our traditional watering-hole where we could review what we had achieved during the day.



On Wednesday 18 December, after a suitable breakfast at the traditional bakery, we headed out of Yarram to the Mullungdung Forest. For a large part of the way we followed the formation of the 2 ft gauge Goodwood Tramway that ran from Port Albert to the Goodwood Sawmill, which operated from 1910 to 1920. This day was to be the hottest of the three days away, and the temperature was soon nudging 40 degrees Celsius in the forest.



From left to right – John Dennis, Bill Hanks, Mike McCarthy and Chris Wurr on the lower section of the CRB Fish Creek gravel tramway. The object of attention of the feet and the shovel is a dogspike embedded in the road. Photo: Peter Evans



Remains of the 'New Jetty' at Toora are only visible at low tide. Photo: Mike McCarthy (via drone).



Above: The formation of James Anderson's tramway curving around the hillside at Toora (digitally highlighted). Photo: Mike McCarthy (via drone).



Left: The route of the former 2 ft 6 in gauge tramway at Port Welshpool. Photo: Bill Hanks

Below left: Bill Hanks contemplates the remains of a Goodwood Tramway trestle bridge on the easterly log line in the Mullungdung Forest. Photo: Peter Evans



Passing the site of the Goodwood Sawmill we followed the alignment of the easterly log line and began locating the sites of the first two trestle bridges. The first site was recorded on GPS and notes taken of its current condition. We also flew the drone across the bridge site and recorded some video. (This flight also avoided the need to 'bush-bash' through the thick scrub in the gully). We then moved to the second bridge to record its location and note the remains. It has been about 25 years since some of us had first visited these sites. Since then, the natural deterioration of the remains of timber structures both at the bridge sites and the Goodwood Sawmill has been significant.

We then set off to record with GPS three other locations where the logs lines crossed roads on both the eastern and northern tramways.

The final survey work for the day took place at the Goodwood Sawmill site where, during the life of the milling operation, there had been a substantial settlement, with many houses and huts for both the married and single sawmill workers. Apart from the infrastructure associated with the sawmill, there had also been a school hall, a recreation ground and tennis courts. The survey team spread out in designated areas to locate the sites of buildings missed in previous surveys. Piles of bricks that had once lined a

fireplace are the usual identifiers of dwelling sites at sawmills, and these were recorded by GPS.

After this very hot day in the bush we returned to Yarram to rehydrate at our traditional watering-hole and review our work for the day.

On Thursday 19 December (somewhat cooler than the previous day) we breakfasted at the traditional bakery and headed west to Foster to survey a ballast pit tramway. The tramway was constructed by Andrew O'Keefe, one of the contractors for the 5 ft 3 in gauge Great Southern Railway. The tramway branched from the main line at the Down end of Foster station, turned north, and climbed steeply uphill to terminate approximately 900 m from the main line. We already knew from Mike's archival research that the tramway included two loading stages with run-around sidings, as well as two sidings parallel to the main line for the storage of ballast waggons. The survey party accessed the northern end of the tramway from Wilson Road to find the site of the northern-most loading stage, looking for any relics. We continued to walk south on one of the many pathways criss-crossing this highly disturbed area, but wandered off the tramway alignment. Eventually we re-joined the alignment and walked back to Foster Station where cars were retrieved, and we were then able to drive up the tramway alignment back up the hill towards the southern-most loading stage. A few iron relics and some light rail identified this loading stage, and then we were able to follow the formation on foot to a position close to the northern-most loading stage, which could unfortunately not be positively identified on this trip.

After having lunch at our traditional Foster bakery it was time to head home, but not before we made one last site inspection. Near the site of the former Hoddle railway station, the Fish Creek to Foster Road passes over the Great Southern Railway. About 50 m on the Down side of the road-over bridge there was a loading point for timber known as Davies' siding. A flat area to the south of the railway (now densely forested) was examined, but no identifiable remnants of Davies' tramway that ran east down the valley could be identified.

That brought to an end an enjoyable three days of good companionship in which positive advances were made towards ensuring that the maps in preparation will be as accurate as possible.
Bill Hanks, 01/2020



Mike McCarthy's drone at work in the Mullungdung Forest. Photo: Peter Evans



Mike McCarthy and Chris Wurr in the cutting at the southern-most loading point on Andrew O'Keefe's 5 ft 3 in gauge ballast pit tramway at Foster. Photo: Peter Evans.



Section of light rail at the top of the cutting at the southern-most loading point on O'Keefe's ballast pit tramway, demonstrating that a separate tramway system very likely delivered ballast to the loading bins. Photo: Peter Evans.



Heritage & Tourist NEWS

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

GENERAL

Virtually all preserved railways and railway museums have been closed for the duration of the Covid 19 pandemic. It is hoped that all these institutions and their members will be able to survive unscathed. As a consequence of all the closures, many of the reported future activities on these railways may not happen for some time as workers will be severely restricted by social distancing requirements. Reports should be read with this in mind. Also because of the closures, few reports in the future will contain much new information as work may be kept to a minimum.

QUEENSLAND

ARCHER PARK RAIL MUSEUM, Rockhampton

1067 mm gauge

Some work will continue while the Museum is closed including on CWM21, the Camp Wagon. The outside of the wagon is in the process of being painted by the Jobs Queensland group of trainees and it was hoped to have it finished prior to any Covid-19 closure of its program. Some window frames and bits and pieces are to be painted by Museum members/volunteers in the future. Members are also planning to repaint the ticket office bench and place clear plastic over it to solve the problems with wear and tear on this area.

Tram Tracks: Volume 14 Number 2 April 2020

DURUNDUR RAILWAY, Woodford

610 mm gauge

During January and February good progress was made on the ex-QR railmotor trailer PL111. With the onset of wetter weather, it is important for the Railway to get the all-weather carriage back into operation. It has been decided not to reuse the old bus seats and enough of the original rail motor seats are to be refurbished as needed. Also, during February work was completed on the *Bundy* and *Perry* driving wheel sets. Fitting

new axlebox bearings to *Bundy's* wheelset, and a new tyre to one of the *Perry* driving wheels were significant tasks so it was good to see them completed. This means all wheels on *Perry* have now been turned to a new profile, while only the trailing truck on *Bundy* remains to be done on that loco; this can be done on site once *Bundy's* turn for overhaul comes around.

ANGRMS will join the federal body ATHRA as part of a 12 month trial funded by ATRQ.

Durundur Railway Bulletin Volume 41 Number 362 March/April 2020

NEW SOUTH WALES

PETE'S HOBBY RAILWAY, Junee

610 mm gauge

Pete's Hobby Railway wishes to acknowledge with gratitude the donation by Transport Heritage NSW of an original builder's plate once carried by its Fowler steam locomotive *Perth*.

Traditionally, a builder's (or manufacturer's) plate is attached to a new locomotive and shows the builder, in this case, John Fowler & Co. Limited, a sequential number (8766) and, in most cases but not with Fowler, the year of construction, together sometimes with the location of the manufacturer's workshops, in this case, Leeds. Normally, there are two builder's plates for each locomotive, one being placed on either side of the cab or other suitable location.

While most observers would identify a locomotive (or other item) by its builder's plate, others (in the case of locomotives) would say that it is also the frame that identifies a locomotive. This is difficult when a locomotive receives a new frame (and sometimes, as in the case of a number of NSW C32 class in the 1950s, a new boiler), although in some cases, parts of the former locomotive may be transferred across, such as the cab and numbers. These reframed C32 class went on to exchange overhauled boilers in subsequent years. Then, again in the case of the NSW at least, there were instances where locomotives swapped identities as they passed through the Workshops. An engine on entering the Workshops for scrapping would be found to be in far better condition than the class member adjacent which had come in for overhaul, and so for book-keeping purposes, the two simply swapped numbers.

PHR's Fowler locomotive *Perth* is an excellent example of this, as not only does it not have its original main frame but that of another engine, it is fitted with a replacement new boiler of a differing design from the original, while many of the individual parts (rods, motion, etc.) carry stamped number impressions revealing they have been sourced from other Fowler locomotives.

When Peter Neve first came across *Perth* at the CSR's Victoria Sugar Mill near Ingham in North Queensland in 1965, the locomotive was still proudly carrying its original builder's plate, at least on one side

Some fifteen years later, when he acquired *Perth* as a result of a public tender process, the locomotive was devoid of builder's plates.

Accordingly, he had two made up, using an original from another John Fowler locomotive.

Late last year, Transport Heritage NSW gave notice of a recommendation to de-access a collection of 54 builder's and number plates from locomotives that were not part of the railways of NSW. These had been part of a collection from a deceased estate and had been bequeathed to the Museum. Presumably, others from locomotives within the State were to be retained. The collection had been discussed by the Museum's Collections & Curatorial Committee, from which recommendations were made as to disposal should the proposal be approved by the Membership. An illustrated list of the various plates was provided by email to the Membership for prior consideration.

While many of the plates were from Queensland Railways locomotives, one was a builder's plate from PHR's *Perth*. Obviously, it did not say from which locomotive the plate originated, but it was immediately recognisable. Accordingly, Pete registered an interest in the plate, should the proposal by approved by the Membership at the Annual General Meeting, which it duly was. Then, in early March he received a parcel from Transport Heritage NSW, which contained the builder's plate from *Perth*.

Peter Neve, Progress Report, March 2020

ILLAWARRA LIGHT RAILWAY MUSEUM SOCIETY, Albion Park

610 mm gauge

The ILRMS had started a prosperous year but due to the Covid 19 virus the ILRMS has closed until further notice. On 16 February a first-time joint opening with the HARS aviation museum saw a wonderful experience for visitors to Albion Park as visitors got the chance to visit light railways operations and aircraft operations and also vintage car displays by the Jamberoo Valley Car Club. On the day, the ILRMS had Shellharbour (John Fowler 21912 Of1937 Ex Tully) in charge of the main line run and the Green Ruston (Ruston & Hornsby 285298 of 1949 ex Leighton Bros Contractors) in charge of the Bay Road Run and a further treat saw Strathalbyn in charge of the miniature run. On the day a wonderful treat of railway operations along with vintage car displays and a free transport by shuttle bus between both museums was courtesy of Warrigal Charters who supplied the shuttle bus to the HARS Aviation museum.

A welcome back to steam for 2020 on 12 March had seen *Kiama* (Davenport 1596 of 1917 ex *Kiama* tramways) and *Burra* (Hawthorn Leslie 3574 of 1923 ex Corrimall Collieries) in steam, note *Kiama* was on the main line run and *Burra* made a run for testing purposes after being down for annual boiler inspections.

Perry 7967/49/1 of 1949 (ex Tully Sugar) has seen substantial movement toward the locomotive returning to steam in the future. The ILRMS was successful with a Transport Heritage NSW Grant in 2019 and the Society has contracted the services of Eagle Tech at Lithgow NSW for the boiler restoration works, the ILRMS Team lead by ILRMS Chair Carolyn Dumont and Chief

Locomotive Workshops manager Trevor George has now formed a working relationship with Chris Eagles the Manager of Eagle tech for the works to go ahead.

Brad Johns ILRMS April 2020

ZIG ZAG RAILWAY, Clarence

1067 mm gauge

After the recent bushfires, tree cutting continues across the reserve, removing dangerous and burnt out trees.

There were well over 100 people on site on 16 February dropping trees in the Clarence Station precinct as well as down the line. The Army reserve, with the help of full-time soldiers and a large contingent from the Pusat Penerangan TNI (Indonesian National Defence Force), came to Zig Zag over a number of weekends to help with the bushfire cleanup. When the 2004 tsunami hit Indonesia devastating their infrastructure, Australia was the first on the scene. Now that Australia is in trouble, Indonesia has reciprocated. While the fires have severely affected things onsite, after a brief pause, work resumed both on and off site on component rebuilds, fabrication and machining. Work on 218A's pistons has begun, and workers have also begun to machine the Evans car wheels on the wheel lathe.

Work continues on brake rigging and associated parts for 218A including the smokebox and spark arrester.

As part of the viaduct repairs and following the fires, a follow-up site inspection was arranged with the structural engineer in the last week of January.

Damage to the track was extensive following the bushfire. A little fewer than 2,000 sleepers need to be replaced, and there are buckled/bent rails and seized joints to be repaired. Since this project is beyond the Railway's resources to complete in a reasonable time frame, management have contacted three companies to obtain quotes to repair the track to running condition. Once a contractor is selected, the repairs should be completed by the end of this year.

Workers are also developing a plan to repair the damage to the signals and interlocking systems. Sadly, most of this damage was caused by vandalism, but some is also a legacy from previous bushfires.

ZIG ZAG NEWZ Issue No.56 15 March 2020

TIMBERTOWN, Wauchope

The report in LR 272 incorrectly gave the gauge of this railway as 610mm – it should read 595 mm

VICTORIA

THE Q TRAIN, Queenscliff

1067 mm gauge

Steam locomotive 3620 is joining The Q Train. Making its way to the Bellarine Peninsula Railway, 3620 began its journey from Cairns on Saturday 22 February 2020. Travelling in a not-so-traditional style for a locomotive, 3620 was craned and loaded onto the back of a heavy-haul truck. It then travelled over an inland route from Queensland to Victoria of 3,200 km in just under one week to be

placed onto its new track. This locomotive worked at the Kuranda Steam Railway in Cairns and until recently was stored in its depot on the northern edge of Cairns.

This ex-South African Railways engine is a 24-class locomotive. Distinct, unique and extremely exceptional, 3620 is the only locomotive preserved in Australia with the Berkshire (2-8-4) wheel arrangement and a Vanderbilt tender (cylindrical body with a fuel bunker set into the front end). It is now at Queenscliff for use on the Q Trains Sunday Steam outings. The journey from Queenscliff to Drysdale should take about 20 minutes.

The locomotive is already a seasoned traveller, having voyaged 25,500 km, halfway around the world. Designed by Dr. M. M. Loubser for the South African Railways and built in 1949/50 by the North British Locomotive Company in Glasgow, 3620 first travelled to Cape Town to become an integral component of the South African Railways for many years. In 1996 it was shipped to Auckland, New Zealand where it was restored, before becoming to Australia in 2001 when it joined the Cairns Kuranda steam service, operated by the *Savannahlander*. This organisation have had it in their care until now.

3620 was converted from traditional coal firing to waste oil firing in 2003. When 3620 is hauling Australia's only dedicated Rail Restaurant, this will provide regional organisations within Geelong and the Bellarine Peninsula an opportunity to dispose of their waste oil in a safe and sustainable manner. Report from Bill Hanks 25 February 2020

TASMANIA

IDA BAY RAILWAY, Ida Bay

610 mm gauge

The following advertisement appeared in the Hobart Mercury recently. The Ida Bay Railway is historically very significant to Tasmania and Australia as a whole, as it is an excellent example of an industrial 2 ft gauge railway which were once widely used. It is to be hoped that this initiative is successful, and it is worthy of support

RESCUE OUR RAILWAY

The heritage-listed Ida Bay Railway belongs to the people of Tasmania and the Government has control over its future.

The Railway has been closed for nearly two years and the rail-line and buildings need urgent maintenance and restoration if the Railway is to survive.

The Railway has huge potential to contribute to the employment and tourism business of the Far South. The site tells the story of Tasmania's history, from the first occupiers, the Lyluequonny people, through to encounters with the French, the convict era, the development of the timber industry and 'settlement' in the Far South.

The Railway itself has been a vital part of Tasmania's industrial heritage for over 100 years. It showcases the efforts and lives of quarry and rail workers who mined and transported limestone for use in carbide production over many decades.

More recently it has run as a narrow gauge tourist railway. The Ida Bay Railway Preservation Society is a community-based non-profit organisation formed especially to save this heritage railway.

The Society has put a clear proposal to the government that would see staged restoration and operation of the Railway. With the government's agreement and given immediate site access, this volunteer group aims to have a third of the track up to stringent rail safety standards by summer 2020. This would have people enjoying the Railway by the peak tourist season.

As a non-profit organisation the Society can direct all effort, revenue and donations to the restoration of the entire Railway to Deep Hole. Heritage railways survive when they have the support of committed volunteers, donors and sponsors. The Society is offering that support. Please help by contacting the Minister for Environment and Parks...at the House of Assembly, Hobart 7000, minister.jaensch@dpac.gov.tas.au letting him know you support the Society in its effort to get this treasure back on track for future generations.

The Steering Committee for the Ida Bay Railway Preservation Society, PO Box 278, Dover, Tasmania, 7117. Please contact 0447 373 673

SOUTH AUSTRALIA

MILANG RAILWAY MUSEUM, Milang

610 mm gauge

Fourteen months ago the Museum celebrated the fiftieth anniversary of the last train service to Milang on 30 November 1968. After the last Brill railcar service, the Milang branch line stayed open for freight trains only for another seventeen months. However, it failed to pay for itself and the line was closed and the track was eventually removed.

Only the weigh-bridge and the five ton crane remained. The station was purchased and trucked away by a local farmer who needed extra accommodation. However, the council denied him planning permission and the station ended up with a Milang railway enthusiast who re-roofed and painted it.

The Milang Railway Museum had decided to stage an event to celebrate the anniversary of the last ARHS tour as closely as is now possible. However, this tour is on hold at present.

Report from Peter Lucas, Milang Railway Museum, 24 February 2020

WESTERN AUSTRALIA

BENNETT BROOK RAILWAY,

Whiteman Park

610 mm gauge

The boiler from NG15 123 has temporarily departed the workshops for repairs and re-tubing. The Fowler is progressing well with great progress being made on cleaning the inside of the cab where the firewall has been partially painted enough to refit the throttle box and dashboard frame. The Atlantic Planet is currently the mainstay of weekend running with only minor issues and adjustments

needing attention. A couple of months ago the governor was inspected and adjusted along with the valves. The governor still needs minor adjustments when priorities allow. Workers plan to upgrade the wiring during the steam season when the Fowler is back in service. The Dorman Planet is being cantankerous with the same reoccurring issues with a coolant/water leak. Management has dropped it down to backup in case of other locomotive failures. There is a need for it to run on Ashley Days until either NG15 123 or the Fowler is available.

Management would like to limit *Ashley's* use to essential use only, e.g. midweek running and Ashley Days, but not on work trains. *Ashley* has a small fuel leak in the fuel injection pump on top of the existing differential oil leaks. To fix the above problems requires the locomotive to be out of service for months and unfortunately to do this requires at least one to two locomotives back to service.

Maylands has been returned from its visit to the mechanics and is being fitted with an air compressor and controls for the small stock air brakes along with a rewiring and repaint. This will act as a backup locomotive for the midweek running along with the Atlantic Planet #7. It is hoped that this reduces the mileage of *Ashley* slightly and enables workers to schedule some repairs. The ballast regulator has had part of its broom box removed to enable repairs to the hinges and to improve the efficiency of the broom. The crane and backhoe will be having their electrical systems upgraded soon.

The Fowler is to be painted in new colours which will closely resemble the original blue and white colours (as near as possible) when it belonged to a Queensland sugar mill. Workers are also putting a different engine in the loco.

The Bennett Brooklet – Mar/Apr 2020

OVERSEAS

NEW ZEALAND

FEATHERSTONE MUSEUM, New Zealand

1067mm gauge

Between Wellington and Masterton on the North Island of New Zealand is the township of Featherstone, where there is a locomotive museum. Inside the museum is one of the Fell locomotives which was used on the Rimutaka Incline. The Fell system used wheels which made contact with a centre rail. This system was chosen over the rack system as at the time that the Rimutaka Incline was being constructed the rack system had only just been developed and was still unproven. <http://www.fellmuseum.org.nz/history/the-incline/>

Preserved inside the museum is one of the Fell locomotives as well as one of the guard's vans. There is also a short section of Fell track and models of the two ends of the incline. Other railway items are also on display. This is only a small museum and is well worth a visit. On the day that I was there the volunteer on duty was very enthusiastic and full of information.

Alf Atkin, March 2020



In Phoenix Park, Collie, Western Australia, is a memorial to the district's coal miners with the portico of Western Collieries Ltd's Western Number 1 mine and a square wooden bodied underground coal hopper on light rails. Photo: 17 February 2020, David Whiteford



The Fell locomotive used on the Rimutaka incline on display at the Featherstone Museum in New Zealand in February 2020. Photo: Alf Atkin



Locomotive Kaitangata getting prepared outside its shed ready to take passengers on a 1.5km trip through the bush in February 2020. Photo: Alf Atkin



Left: Class B Climax locomotive 1203 of 1913 in the loco shed at Shanty Town. 1203 worked in the timber industry until the 1960s, and later operated at Shanty Town between 1980 and 2002.

Below: Ex-Kaitangata Railway and Coal Co 0-6-0T locomotive Kaitanga (Sharp Stewart 4270 of 1897) simmers in readiness for its trip through the bush in February 2020.

Bottom left: The oldest surviving New Zealand-built locomotive, former New Zealand Government Railways A Class 0-4-0T Opossum was built in Wellington by EW Mills' Lion Foundry in 1873. Sold in 1877, it served industrial and timber companies for a further eight decades.

Bottom right: 24-ton, 2-truck Heisler locomotive 1494 of 1924 on display at Shanty Town in New Zealand in February 2020.

All photos: Alf Atkin

SHANTY TOWN, Greymouth, New Zealand
1067mm gauge

Shanty Town at Greymouth on the west coast of the South Island is a recreation of a typical timber and mining town. Within the complex is the Infants Creek Tramway, which follows the original bush tram line through the rainforest. In true tramway fashion the tram is pushed up the hill by the locomotive and then pulled back down. Trams depart approximately every hour and the track gauge is 3 ft 6 in.

There are two operating steam locomotives, these being L508 and *Kaitangata* as well as an 0-4-0 diesel locomotive. The trip runs through the rainforest for just under a kilometre and terminates at a platform in the bush. On the return passengers detrain at a platform at the saw mill which can be inspected as well as seeing demonstrations of a gold sluice.

At the loco shed there is a section which has three preserved steam locomotives. These are a Mills 'A' Class *Opossum*, Climax 1203 and Heisler 1494. There is also a display of Velocipedes and hand trolleys. Outside is coal crane No 322 and spare operational locomotives can be viewed from outside of the running shed. Alf Atkin, March 2020



Geelong Steam Preservation Society 50 years



by Michael Menzies

This year is the 50th anniversary of the establishment of the Geelong Steam Preservation Society (GSPS), now operating the Bellarine Railway at Queenscliff. It was the first voluntary organisation in Australia to undertake all aspects of building, maintaining, managing and operating a tourist railway and one of relatively few doing so worldwide at that time. The GSPS was registered as a Company Limited by Guarantee on 21 April 1970. It was established to take over ownership and management of a railway preservation project being established on the Belmont Common at Geelong from 1968.

Australian Cement Limited had operated a private 1067mm gauge railway for 4 decades to haul limestone from a quarry at Batesford to its cement works at Fyansford, near Geelong. Eleven steam and one diesel-electric locomotive had operated on the railway.

From 1963, plans were implemented to expand cement production over a decade and the existing railway could not move the limestone volume required. It was replaced by a 3.67 km long overland conveyor belt. The railway ceased regular operation during 1966. A final open day was held for railway enthusiasts in August 1968, when the remaining six steam locomotives were taken out of the engine shed and displayed. They were subsequently very generously donated to a number of organisations for preservation.

Two steam locomotives were donated to the Geelong sub-division of the Australian Railway Historical Society (Victorian Division). It had been established in April 1963 and developed a number of proposals to preserve a steam locomotive and develop a railway museum in Geelong. It received two locomotives, No.6



Top: Ex-Fyansford No.6, meanders across Belmont Common resplendent in new paintwork during a visit by the Tramway Museum Society of Victoria, 21 June 1970. Photo: late Ray Graf

Above: The same locomotive, a few months earlier, 1 March 1969, upon its first steaming at Belmont Common. The loco is being prepared for re-painting. Photo: late Lionel Rickard

(Hudswell Clarke 0-4-2T, B/No. 646 of 1903) and No.4 (Vulcan Ironworks 0-6-0ST, B/No. 2533 of 1916). The smaller Hudswell Clarke was moved to a site on the Belmont Common in August 1968, followed by the Vulcan in early September, together with track materials, several wagons and the company's passenger carriage.

The original idea for a static museum soon led to plans to build an operational railway on the Belmont Common. The GSPS was established to take over and develop the project. It operated regular trains as the Belmont Common Railway from October 1969 until Easter 1979. The GSPS relocated to Queenscliff as the Bellarine

Peninsula Railway. It is significant that the first public steaming of No.6 and train operation at Belmont Common was for a visit from LRRSA members on 1 March 1969.

Over subsequent years, the GSPS has gradually achieved its objective of bringing the surviving Fyansford steam locomotives back together: No.2 (Beyer Peacock 2-6-0+0-6-2, B/No. 2935 of 1938) from the Puffing Billy Museum; No.3 (Australian Standard Garratt 4-8-2+2-8-4, G 33 of 1945) from the ARHS Museum; No.5 (Vulcan 0-6-0ST, B/No. 2540 of 1916) from the City of Ringwood and No.11 (Perry 0-4-0T, B/No. 267 of 1926) from the Puffing Billy Museum.

Belmont Common

Belmont, Geelong, 1 March 1969

by Phil Rickard

As mentioned by Michael Menzies on the previous page, the first public steaming of the ex-Fyansford No.6 (HC 646/1903) was the occasion of a visit to Geelong of the Light Railway Research Society of Australia. My memories of the day were recently revived when, whilst sifting through my geological filing system, I chanced upon some notes I had made on the day in scrawled schoolboy 'writing'. Earlier on that day we had spent a very pleasant hour at Moolap saltworks inspecting and riding on the Cheetham Salt Co's 2ft-gauge tramway. Following that visit a short bus ride had brought us to Belmont Common, a large area, subject to



flooding, beside the Barwon River, a couple of miles south of Geelong.

At Belmont a friendly welcome ensued and the GSPS made available free tea and coffee to supplement our cut-lunches. The Hudswell Clark, externally being prepared for re-painting (as evidenced in my father's colour photo, on page 36 opposite), was simmering away and, following coaling by hand from an adjacent flat truck, started running public trips up and down the society's short length of track. At some point during these trips something went awry, as a loud crashing sound had me quickly abandoning my 'cuppa' and heading at a quick pace with several dozen members

to the far end of the track where the Vulcan locomotive's cab could be seen rearing itself in the air. It transpired that the Hudswell Clark's driver had misjudged distances and partly pushed the Vulcan locomotive (ex-Fyansford No.4 Vulcan Ironworks 2533/1916) off the end of the track. There it sat – rear wheels in the air and front buffer beam in the dirt, with water flowing from its saddle tank. For some reason (!) this event stuck in the schoolboy's mind and



he later (after taking a couple of photos) recorded the event with a rather crudely drawn sketch. Reviewing my notes after an interval of more than half-a-century, I find that neither my hand writing nor drawing 'skills' have improved! With time on the wing and two more sites to be visited, we soon had to board our bus. However, prior to departure someone suggested a quick 'whip-around' to show our appreciation of the hard-working volunteers who had made us so welcome. Congratulations – Geelong Steam Preservation Society on 50 years; and thank you for a great day!

Photos this page: Phil Rickard

Puffing Billy Railway Museum at Menzies Creek

The Puffing Billy Railway has recently opened the Menzies Creek Museum which has on display a wide range of light railway related exhibits. The opening is the culmination of several years' work by a dedicated group of volunteers to get the Museum re opened.

All photos by Sam Daly

The Museum was first considered in 1963 when it was felt that Victorian narrow-gauge railway history was quickly being lost. At that time the Puffing Billy Railway had just been restored to operating condition and Menzies Creek was the terminus. Originally it was planned to only cater for two locomotives and some rolling stock associated with the FCV 2 ft 6 in tramway at Erica and the VR's Moe to Walhalla railway. Construction of the site commenced in March 1964 and the first exhibit arrived soon after and private railway companies with locomotives and other railway features offered items to the Museum. When interesting exhibits from the "steam era" were known to be coming available, discussions were held with the owners in an attempt to obtain the item for preservation. This meant that many items came from the Mount Lyell Mining and Railway Company, the Silverton Tramway and some sugar mills in Queensland (Macknade Mill No 9 arrived in December 1977).

In 1965 an umbrella style shed was built and by May, the first locomotive, the Climax from the Erica State saw mill had arrived. The Museum was opened to the public in November 1970 and was officially opened by His Excellency the Governor of Victoria, Sir Rohan Delacombe on Saturday 7 April 1973.

One of the more intriguing exhibits at the time was the Mt Lyell Abt locomotive No 5 and its brake van mounted on an elevated platform so that visitors could walk under it and observe the rack and pinion gear. That exhibit has of course been returned to Queenstown where it has been restored to working order on the tourist railway there. Also, the Silverton Railway locomotive has been returned to South Australia at the Pichi Richi railway.



Top: When entering the Museum, the pathway takes you across the tracks and here we see the view looking towards the main Museum building. The dual gauge track is visible showing how roads 3 and 4 have both 2 ft and 2 ft 6 in gauge lines while roads 5 and 6 are only 2 ft 6 in gauge. 2 ft gauge locomotive Lil Toot can be seen in front of the main building. Built in 1951 in England by Rail Mine and Plantation Ltd (RMP) this loco was operated at the Inkerman Sugar Mill in Queensland before eventually ending up at Puffing Billy. The museum's cafe is known as the Lil Toot Cafe.

Above: Former West Melbourne Gasworks locomotive 861 on display inside the museum. The loco was built by Couillet in Belgium in 1886 as a 0-4-0 but after being preserved in the 1960s over the years it was rebuilt to look American and is now a 2-4-2. The loco is still in running condition currently, however will be on display in the museum when not in use.

By 1977 the railway had been extended to Emerald and the Menzies Creek site was now in the middle of an operating railway and not particularly convenient for visitors travelling on the train to visit. The PBPS considered moving the Museum to a more convenient and larger site at Lakeside but that never happened. The Museum closed in 2003 with a view to developing it further and because it was in need of an update and repair, it took until about 2010 for a dedicated group of individuals to concentrate on rebuilding it to the showpiece it is today.

The new Museum covers an area of 1160 square metres and houses over 80 exhibits including rare operational steam and diesel locomotives, carriages and a TACL rail tractor. The Museum also features an operational boiler house that serves steam engines, fluid pumps and generators. In the future, more developments will be made and things like audio visual and interactive displays will be added.

The major items on display include the Climax locomotive No 1694, which was the first item at the Museum back in the 1970s. This locomotive is now operational and is often used on the Puffing



Top left: The TACL rail tractor was built for use by the Victorian Forests Commission and used on the Tyers Valley Tramway in Gippsland. After that system closed it was used at the Erica Sawmill before first being preserved by the Walhalla & Thompson River Steam Tramway society and then from 1974 by the Puffing Billy Preservation Society.

Top right: In front of the Climax locomotive is an example of a timber truck that would have been used on the Tyers Valley Tramway along with the Climax locomotive. Alongside it is an example of produce boxes that would have been carried as freight on the Puffing Billy line back in its original operational times. They are set up here to be a place to sit near the cafe which is behind the photographer.

Below right: Sub Nigel Locomotive No.3 is a 2 ft 6 in gauge locomotive from South Africa. It was used to haul gold bearing ore at a mine in South Africa. It was built in 1931 and in use until 1972. It was purchased by the Puffing Billy Preservation Society in 1973. Alongside the locomotive is a display of an original Fox Bogie while behind it are the remains of 3A.

Billy Railway. Also, there is Shay locomotive No 14, which was purchased from the Taiwanese Government and is on static display. Other significant items on display include Decauville locomotive *Carbon* which was built in Belgium and is the oldest locomotive on display and is still in operating condition, 0-6-2T No 1 *Delta* that worked on the Queensland canfields until 1978, and a diesel locomotive called *Li'l Toot* that also worked in Queensland. Other locomotives include a Hudswell Clarke manufactured in 1952 and named *Coronation* from Queensland that was acquired from the CSR, the *Sub Nigel* that was built in Germany for the gold mines in South Africa, and the partially restored NA locomotive No 3. Finally, a fully restored TACL rail motor that was used in the forests near Erica is on display – the restoration was partially funded by the LRRSA. If you are Melbourne, or visiting at any time, a visit to the Museum is recommended.



Reference is made to a Media Release from the Puffing Billy Railway dated February 2020, various previous copies of Light Railways, the Museums Victoria website, and various other websites for this information.



Left: A rear view of former Alishan Forest Railroad (Taiwan) Shay geared locomotive No. 14. Built in 1912 by Lima Locomotive Works in Ohio USA, it came to Australia in 1974 and has been preserved in the original Menzies Creek Museum since then. It is 2 ft 6 in gauge.

Right: 0-4-0 Malcolm Moore rail tractor built for the Australian Army in 1943. This example was one of 92 built for the Army and acquired by the State Rivers and Water Supply of Victoria and used to haul coal in Red Cliffs in the north-west of the State. Behind it is Delta, which was built by Perry in South Australia in 1950 and operated in the Queensland cane fields until 1978, first at Kalamia Mill, then Fairymead Mill and finally Qunaba Mill.



In the suburb of Rowville in Melbourne's south-east is the Caribbean Gardens market and gardens, spread over some 58 hectares. Within the site there are many rides, gardens and a large market for the entertainment of visitors on several days each week. The 2 ft gauge train travels approximately 3.2 km around the perimeter and the journey takes around 15 minutes, travelling along the edge of Lake Caribbean, passing through the market area and stopping at the Grand Central Station. There is an excellent summary of the railway in LR 220 that was prepared by Peter Evans.

Top: Phil Rickard visited the railway on a rather windy 23 February 2020 and took this shot of the train from the bridge over the lake. It shows the 11-carriage train in its current blue livery (used since 2013) passing by Caribbean Lake. A number of unused carriages are still in the earlier red livery, as is the spare loco, a Malcom Moore 4wPM 1092/1943. Phil noted that the ride in the spartan 'carriages' is "not for anyone with a crook back!"

Middle: This photo was taken by the late Weston Langford when he visited the railway on 27 June 1999 and shows the train in what is believed to be its second red livery, leaving the Grand Central Station. www.westonlangford.com/media/photos/123747.jpg

Bottom: Our earliest picture of the main locomotive, in possibly its first colour scheme was taken by the late Ray Graf in 1974 at a time the site was mainly used for amusements, picnics and watching water-skiing displays. The loco is a converted 'Simplex' bow-frame 4wDM, believed to be Motor Rail 3711 of 1924, fitted with a 'National' diesel engine. At this time the train was running in an anti-clockwise direction. The brown patch towards the left end of the Dandenong Ranges is due to bushfires in the Ferntree Gully National Park in 1973 and 1974.