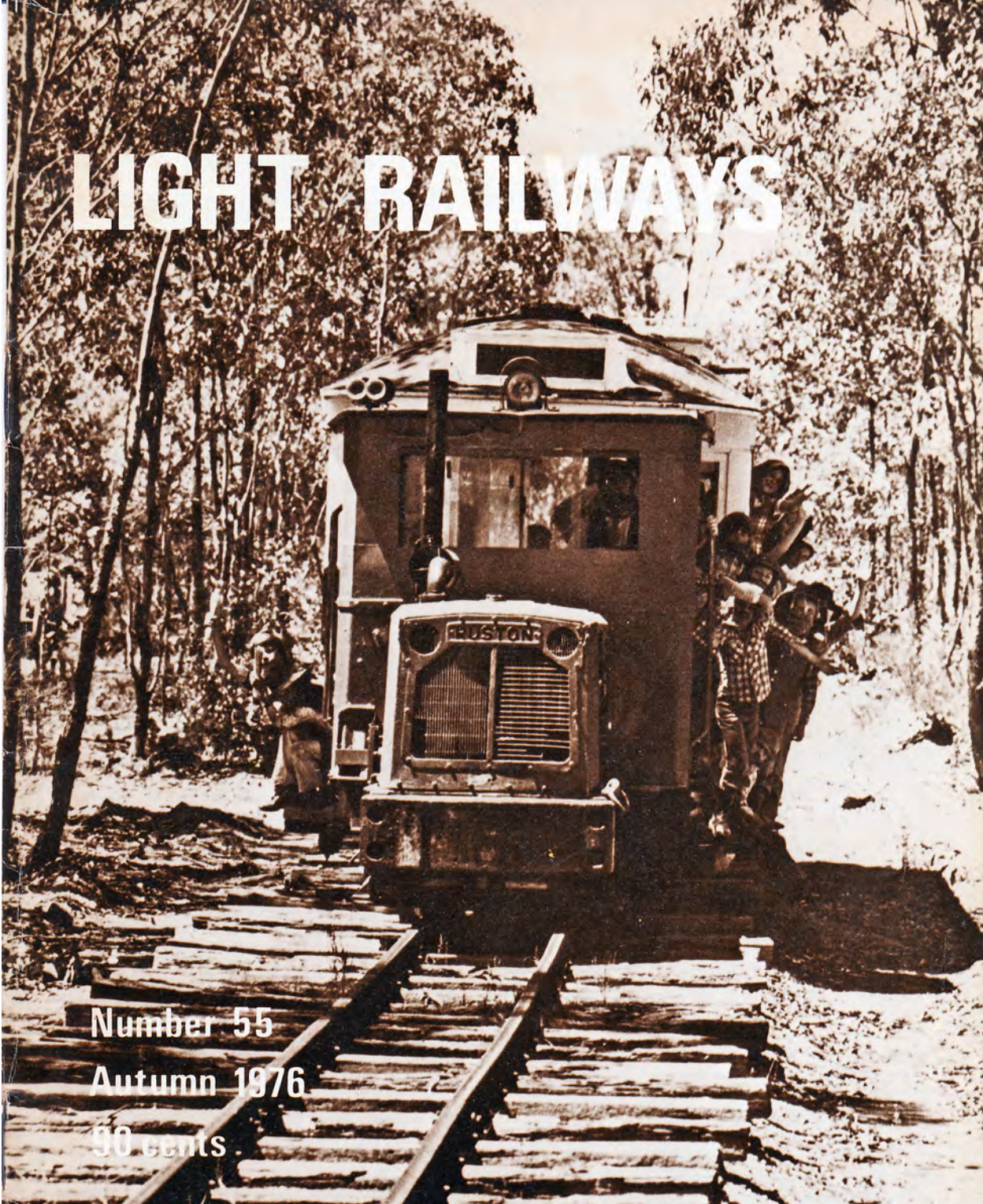
LIGHT RAILWAYS



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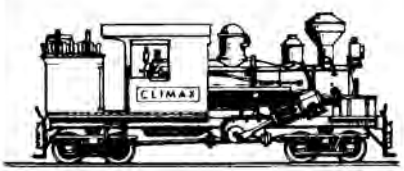

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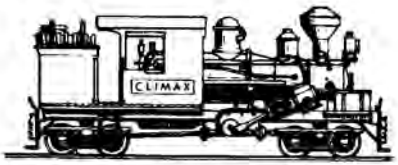


Light Railways

No.55 Vol. XIV

Autumn 1976

Light Railway Research Society of Australia

Annual Subscription $3.60 for year ending 31 May 1976
Meetings Second Thursday every second month at 8.00 pm, room 11, Victorian Railways Institute, Flinders Street station building, Melbourne. Next meetings 11 December 1975, 12 February 1976, 8 April 1976, 10 June 1976.

Whilst every effort is made to ensure the accuracy of articles published in *Light Railways* errors may creep in. Additional information is being discovered all the time, and this sometimes contradicts previous information.

If you see any errors, or can add information, please contact the editor, and so help us to record the full history of Australia's light railways.

Historical references to sums of money in *Light Railways* are in Australian pounds (£). One pound equalled two dollars on changing to decimal currency in 1966.

Articles and news items are always welcome. It greatly assists the editors if they are typed or written on one side of the paper only and double spaced.

Editor's column

Historical Research Award

The Society is providing an award of $35 to the author of the best major article published in each volume of *Light Railways*. The Scoiety Council has now judged the articles in Volume XII (issues 44 to 47).

The Council had great difficulty in deciding between *Papua New Guinea's Bootless Bay Railway* by R. McKillop in LR 47, and *West Otways Narrow Gauge* by Norm Houghton in LR 45. Both articles fulfilled the requirements of the award completely - they consisted of substantially original research, and were fully supported by references. In both cases the authors had succeeded in locating good photographs to illustrate their articles, and both provided detailed maps. Both articles were well written. *Bootless Bay Railway* was of considerable historical significance, describing one of Papua New Guinea's industrial ventures. *West Otways Narrow Gauge* was also significant in that until it was published written details of the tramways in this area were almost non-existent.

Council decided that as both articles were of virtually equal merit the award should be given to Norm Houghton because of the much greater length of *West Otways Narrow Gauge* (52 pages), but that Bob McKillop should be highly commended for a very well researched and well presented article.

Judging for the Historical Research Award for Volume XIII is now underway, and the winner should be announced in LR 56.

Front Cover 2 ft gauge Ruston & Hornsby diesel locomotive on the Sandhurst Town tourist railway, near Bendigo, Victoria. This locomotive was formerly used at Macknade Sugar Mill, Queensland. See full report on page 21 of this issue.
Photograph: Courtesy *Sun News Pictorial*, Melbourne

As mentioned in *Light Railways* No. 53 we need good vertical format photographs for front covers of future issues. An annual prize of $10.00 will be awarded for the best photograph taken by a member and published on the front cover.

North west Coastal Tramways

Port Hedland

by Ian Crellin and Frank Stamford

Port Hedland, 1,158 miles (1,864 km) north of Perth by the North-west Coastal Highway, is now a booming Pilbara super-port shipping huge tonnages of iron ore to Japan from mines at Mount Newman, Mount Goldsworthy and near Shay Gap. Evidence of its humble beginnings as the port and later railhead for the district, including its 3 ft 6 in gauge railway has all but been obliterated.

Lieutenant Phillip Parker King, later to become Surveyor-General of Western Australia, recorded the inlet on a voyage of exploration in 1818 but the harbour remained un-named until 1863 when Surveyor Hunt named it in honour of Peter Hedland, skipper of the cutter *Mystery*, an early vessel plying the region's seaways. Settlement followed in the area as a pearling centre and to serve the pastoral industry. The port is typical of the north-west with large tidal movements leaving vast areas of tidal swamp uncovered at low tide. One method practiced by early shippers from Port Hedland before the jetty was built, was to let the ship settle into the mud as the tide fell and at low tide when the mud was firm, bullock wagons would draw along the stranded ship and unload directly from the hold using derricks rigged on the masts. A measure of respectability was accorded the settlement when in 1896 it was surveyed and gazetted a town, taking its name from the inlet on whose shores it stands. Construction was also commenced of a jetty, of T design, to the east of the town.

The original jetty at Port Hedland, more commonly referred to as the 'stock jetty' was constructed in 1896-97 at a cost of £11,000. It was 480 ft long, 15 ft wide, with a head 252 ft x 32 ft.[1] As was the practice of the time, a 2 ft gauge horse tramway was laid on the decking to handle cargo on and off the wharf. This connected to a goods shed a short distance away. Records show that as at 31 December, 1898 the rolling stock on the line consisted of four vehicles (size unspecified).[2] This was unchanged three years later, but had doubled the following year, and on 31 December, 1904 it was 4 one-ton trucks, 2 two-ton trucks and 2 four-ton trucks.[3] Total length of the tramway was 24 chains and it was controlled by harbour officials.[4] In 1904 two eight-ton bogie trucks had been supplied, but 'owing to the alleged difficulty of working round the sharp curve on the jetty head' they were transferred to Carnarvon.[5] In 1902 the tramway had been relaid in 45 lb rails.

At the turn of the century the mining industry was booming in the area. The gold mines at Marble Bar particularly came to the government's notice. Surveys were made of various routes for a railway to link it to a port. Port Hedland was selected as the port and an upgrading of harbour facilities to meet the increased demand was commenced. A second jetty, generally known as the 'timber jetty' was completed in 1909, to the immediate north-west of the original one. The curved approach was 450 ft long and 14 ft wide with a single track, whilst the head was 316 ft long and 25 ft wide with two 3 ft 6 in gauge tracks.[6] The two jetties remained seperate for several years until joined in 1913 to make a combined jetty,[7] which with subsequent extensions in later years, remained until recent years.

The new jetty was laid with 3 ft 6 in gauge tracks to connect with the Marble Bar Railway, construction of which was just commencing. The first mile of this line from the jetty, and the Port Hedland station yard had been constructed by the Public Works Department in 1908-09. The 2 ft gauge was removed at this time to make way for the 3ft 6 in.[8] On 20 August, 1909 the contract for the construction of the rest of the Marble Bar line was awarded to Messrs Smith & Timms. The contract price was £123,212. 12s 6d, and the date fixed for completion was 20 May, 1911. The line was laid with Powellised sleepers.[9]

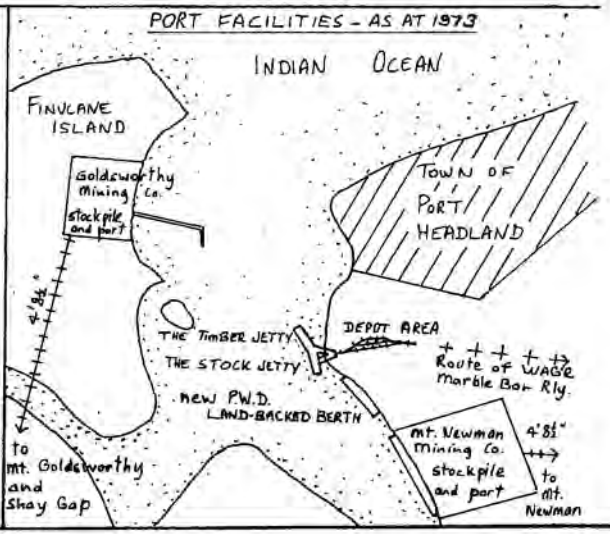
The rails reached Marble Bar in November 1910, but when the contractors handed the line over to the PWD on 1 March 1912 it was still incomplete.[10] The PWD completed it and handed it over to the WAGR on 30 June 1912.[11] In the following year the two jetties were also handed over to the WAGR.[12]

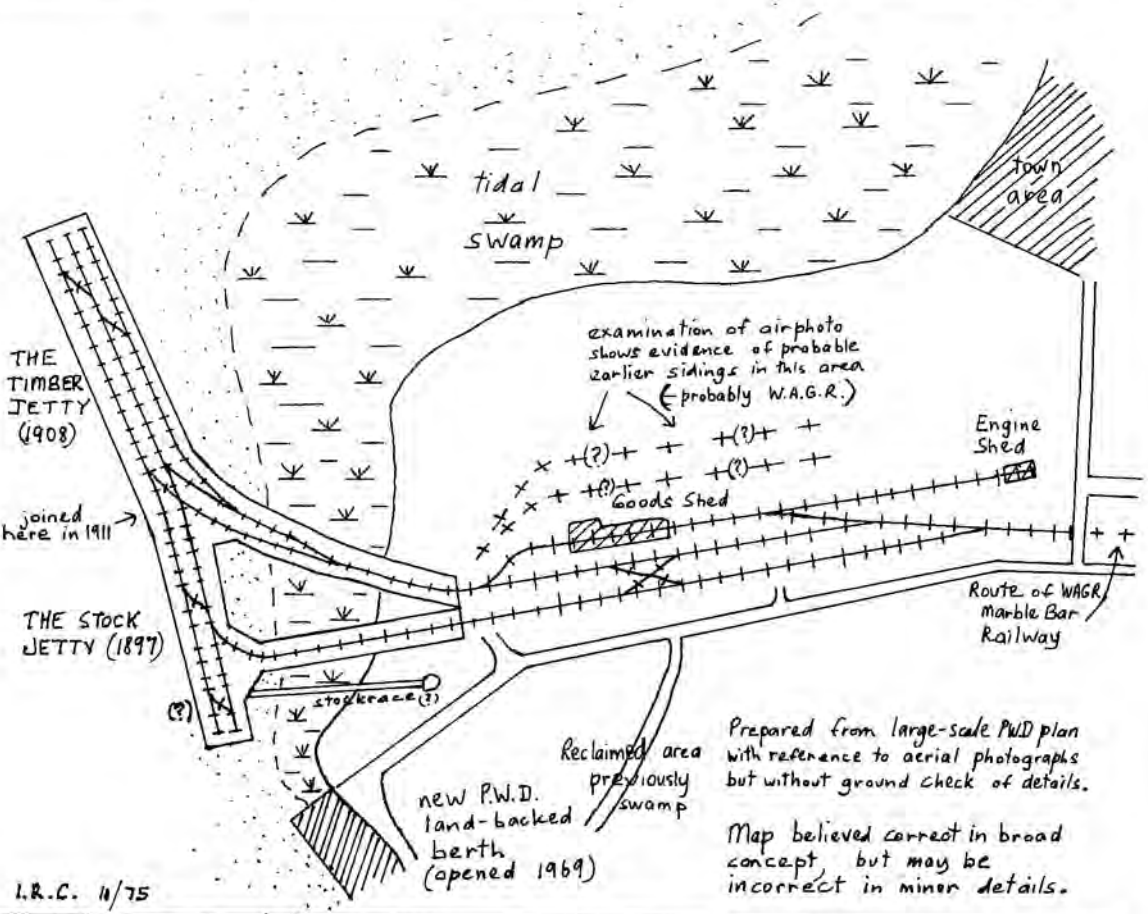
The history of the Marble Bar Railway, whilst interesting, is outside the scope of this article, and has been dealt with elsewhere. One such article, by E.W. Woodland (*A.R.H.S. Bulletin* No. 447, January 1975) shows two interesting photographs of the jetty tramways whilst they were operated in conjunction with the Marble Bar Railway. The one on page 2 of that article shows the combined jetty, looking from the original stock jetty across its 1913 point of joining with the later timber jetty. The photo on page 1 is of great interest. It appears to be taken from the stock jetty and shows an H class locomotive shunting trucks on the approach to the timber jetty which curved around behind the stock jetty. It is taken from approximately the same point as the other shot, but before the two jetties were joined. This would date the photo in the period 1908-13; indeed it appears to by carrying a load of sleepers for the new line. Mr

PORT HEDLAND W.A.

JETTY TRAMWAY

AS AT 1969





Woodland and several other authors say that the only H class loco to work at Port Hedland arrived in 1922. As Western Australian locomotive records are commendably accurate and complete, and the jetty dates from the PWD's annual reports are also presumably accurate, the authors are unable to resolve this apparent conflict.

Closure of railway

After World War II the railway was in poor condition and unable to meet competition from road transport, so was marked for early closure. The enabling Act was passed in 1950 and the official closure was on 31 October 1951.[13] The line and its rolling stock subsequently came into the possession of the Public Works Department. A portion of the line was worked for a time in connection with the town water supply scheme, but ultimately all track outside the jetty and depot area was lifted. The PWD operated the jetty tramway from that time. In 1958-60 the jetty was extensively reconstructed to enable modern mechanical loading equipment and motor trucks to use the wharf.[14] Amongst other improvements the tramway rails were flush mounted in the decking to permit the passage of rubber-tyred vehicles on the wharf.

The Pilbara boom of the 1960s strained the port's facilities to the limit. In May 1967 a contract was let for a land backed berth located on reclaimed tidal flats adjacent to the original jetties. It was designed for the use of modern cargo handling techniques and incorporated a large transit shed. At this time port facilities were also being built for iron ore exports by the Mount Newman Mining Co. and the Goldsworthy Mining Coy. When the new berth was opened in February 1969 it took most of the traffic from the old jetties. From that time on the tramway was redundant and track subsequently lifted. Remaining rolling-stock was burnt in mid-1973. Today little remains of this interesting jetty tramway which served the port well for seventy years.

Locomotives and Rolling Stock

Details here refer to PWD operations after the 1951 transfer from WAGR. The first locomotive used by the PWD was the ex-WAGR H class loco No.22, a Nielson & Co 0-6-0T (B/No. 360 of 1888 or 1889). It was broken up at Port Hedland in 1958, by which time diesel locos had taken over. In February 1966 the following locomotives and rolling stock were located at Port Hedland: 3 Simplex Dorman four-wheel diesel locos (Nos NW 8 of 1954, NW 10 of 1956, and NW 11 of 1955)
27 H class open wagons 12 G class wagons
11 HA class wagons
8 J class wagons
3 B class wagons
2 Q class wagons

This is a total of 63 vehicles. Most are believed to be of ex-WAGR origin taken over in 1951. Locomotive NW 8 arrived in 1966 from Broome where the jetty tramway closed later in that year. It replaced loco NW 13 which was shipped to Perth where it was retained as spare locomotive. NW 13 was also a Simplex Dorman diesel built in 1958. The fate of the other locomotives is not known.[15]

References

1. *Report of Department of Public Works for Financial Year 1896-97.*
2. *Western Australian Year Book*, 1898-99 edition
3. *Western Australian Year Book*, 1902-04 edition.
4. *Public Works Department Annual Report*, 1904
5. As for 4.
6. *Public Works Department Annual Report*, 1908-09.
7. *Public Works Department Annual Report*, 1912-13.
8. *Public Works Department Annual Report*, 1908-09.
9. *Public Works Department Annual Report*, 1909-10
10. *Public Works Department Annual Report* 1911-12
11. As for 10.
12. *Public Works Department Annual Report*, 1912-13.
13. *An Act to Authorise the Discontinuance of the Port Hedland to Marble Bar Railway*, Act No. 47 of 1950, Govt. Printer, Perth 1950.
14. From PWD records.
15. All locomotives and rolling stock details from PWD records.

An aerial view of the jetty area at Port Hedland, clearly showing the 'Stock Jetty' and the 'Timber Jetty' and the connection between the two.

Tanybryn Tramways

by Norm Houghton

TANYBRYN TRAMWAYS 1934-1950

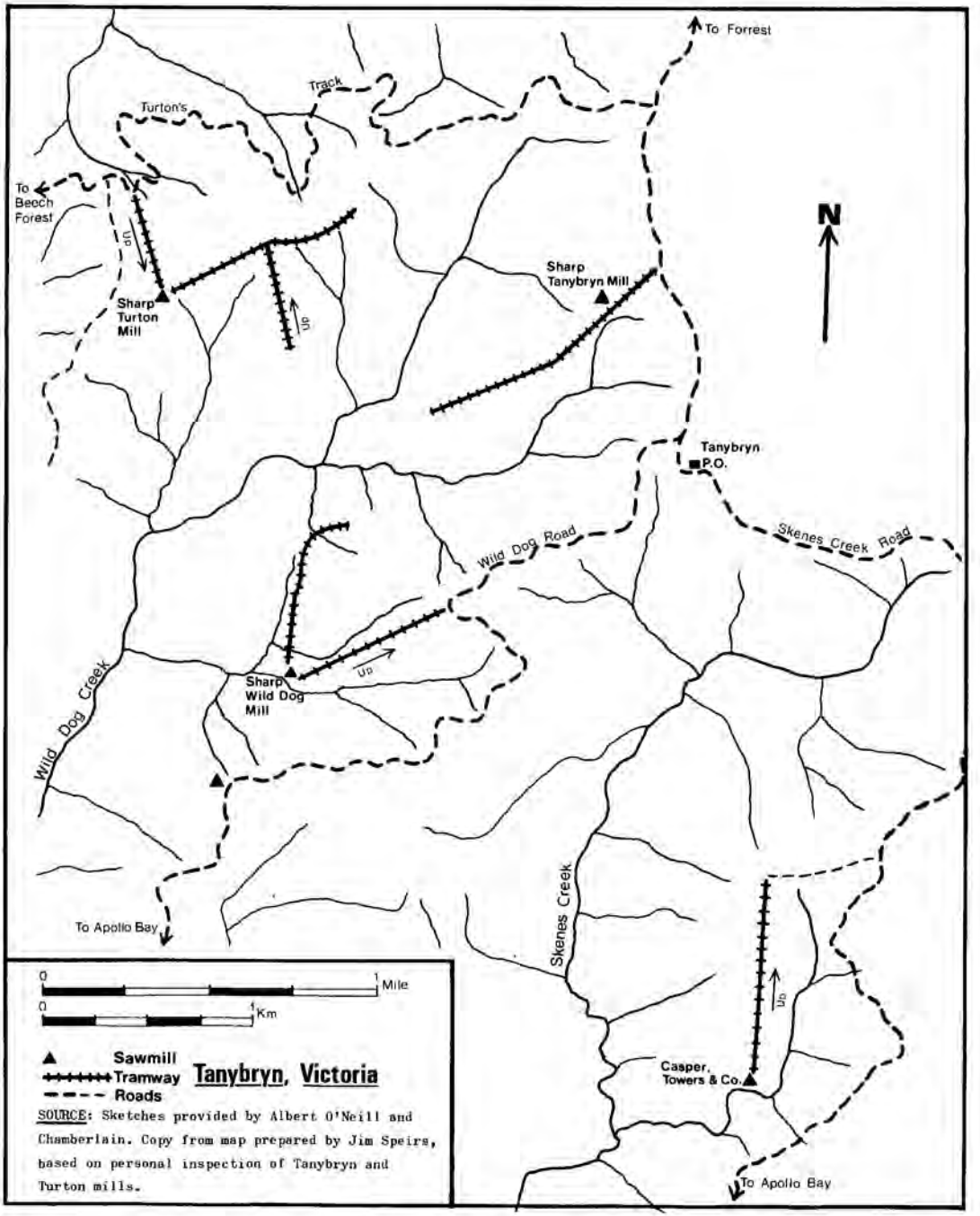
The timber tramways of the Otway Ranges tended to be grand networks feeding into the Beech Forest and Forrest railways or the jetties along the coast. An exception to this was the four tramways in the Tanybryn area, a locality in the heart of the Otways and miles from a railway or the coast. Roads formed the means of access to these mills. During the early 1930s the Melbourne timber firm of John Sharp & Son obtained the timber rights to the southern portion of the Olangolah Agricultural Reserve. This untouched reserve was a mocking reminder to the Lands Department's grandiose plans of the 1880s for Otway agriculture. A bushfire ravaged the area in 1898 and destroyed the marketable timber and around 1910 the Colac Waterworks Authority took over the northern portion of the reserve and have barred timber extraction ever since, a sore point with district sawmillers even today. The southern part of the reserve was not so affected and the maturing timber contained therein was that which Sharp obtained.

Sharp's Tanybryn Mill

In 1934 Sharp erected a mill on the reserve, about one kilometre south of the junction between Turtons Track and the Forrest-Apollo Bay road. It was operated under contract by Rupert Day and Albert O'Neill and was locally known under either name. The mill was sited in the bush 360 metres west of the Apollo Bay road. Five houses were built alongside the main road for the employees who chose to live there, while the remainder camped at the mill.

The mill was capable of cutting more than 14 cubic metres (6000 super feet) of timber per day and was powered by a 20 hp portable Garratt boiler. The sawdust was not dumped in a heap, as had been the usual practice up till then, but was burnt in a brick retort. The Forests Commission required this and it is believed to have been one of the very first instances of this in the Otways.

The sawn timber was road trucked over a roughly made track to the main road and thence to the Forrest station. Logs for the mill were obtained in two fashions, the first being by direct winching to the mill and later, by placing the winch to the south west to serve a horse-hauled 3 ft 6 in gauge iron-railed tramway that was laid for 60 chains in this direction. Not long after the mill began operation the access track between the mill and the main road became untrafficable on account of the poor quality metal used so a tramway was laid between the two points. This line was laid with iron rails to the same gauge as the logging tram. The rails and wheels came direct from Melbourne and were not obtained second-hand from the Forrest or Barwon Downs sawmillers. At the main road a long tramway siding was installed to serve the stacks of air dry seasoning timber and the transhipment of timber to road trucks. No gantry or crane was installed and in consequence everything was transferred by hand. The



stacks of seasoning timber held 11,000 cubic metres (5 million feet) at one time. Day & O'Neill worked the mill for five years until the area was cut out.

Sharp's Wild Dog Mill

At the same time as the Tanybryn mill was built Sharp put in a second mill on the other side of the Wild Dog Creek, about one-and-a-half miles south-west of Tanybryn. This mill was situated on a tributary of the Wild Dog Creek and below the Wild Dog road. From this raod a 3 ft 6 in iron-rail incline dropped nearly fifty chains down to the mill. A petrol-driven winch powered the incline and was sited at the summit, along with the gantry used to transfer the timber to road trucks for the trip to Forrest.

The mill could cut 6000 super feet of timber per day and was operated on contract by Len Armistead. Logs were obtained to the north, for the aim of siting the mill at this location was to gain access to, and log from a lower elevation, the patch of timber being exploited by the Tanybryn mill. A 3 ft 6 in gauge iron-rail log extraction tramline was laid for fifty chains north and then east from the mill to terminate on the ridge near the Wild Dog Creek within winch pulling distance of the logging tram belonging to the Tanybryn mill. A winch was installed at the end of the tramline, logs hauled to the tram and then loaded onto the bogies for the trip to the mill. Logs were gravitated down to the mill and the empty bogies hauled back by horse. Day & O'Neill took over from the Armistead in 1936 and ran the two mills together until the area was cut out.

Sharp's Turton Mill

When the timber at the extreme eastern and southern ends of the Wild Dog was exhausted Day & O'Neill lifted the rails at Tanybryn and transferred operations 'around the corner' to a site above Turtons Track, one-and-a-half miles west of the Apollo Bay Road. The rails were laid from the roadside and south up the hill for twenty chains to the mill site. The Leyland powered chain driven winch from the Tanybryn mill was selected as the incline winch and duly installed. In order to do this it was mounted on a tramway bogie, the winch cable dragged up the incline and anchored to a tree and the winch driven up under its own power. Half way up the incline a branch snagged the chain and sprocket as it was the first vehicle to use the route so the driver was compelled to stop and, in the absence of proper brakes, forced to chain the winch and bogie to the rails while the obstruction was removed. Once at the top the winch was permanently mounted and the mill equipment hauled up.

The boiler was shifted by removing the front pair of wheels and driving the tray of a motor truck under the smokebox, to which it was secured, before being driven around to the new site over the main roads. The Leyland winch hauled the boiler up the incline to the mill. The mill employees continued to live at Tanybryn or camped at the mill in huts.

A log extraction iron railed tramway was laid north east from the mill for sixty chains to serve the winch that hauled in the logs. This winch was a double geared Harman and is reputed to have been the first of its type in the Otways. The log tram was laid on a rising gradient from the mill and when working it the horse team was used only on the uphill journey hauling the empty bogies. The loaded bogies were gravitated downhill under the control of a brakesman. The occasional runaway added excitement to this run.

On one frosty morning Albert O'Neill was working the brake ropes on a descending load and as the log yard loomed up he yelled to one of the men to sprinkle some sand on the rails because frosty rails rendered brakes almost useless but the employee did not hear in time, resulting in the bogies careering through the yard until jerking to a halt as the leading log punched a gaping hole in the wall of one of the mill huts.

Similar caution was needed on the incline to prevent spectacular runaways. On damp mornings the brake linings on the winch drum would become wet and were useless in this condition so it became customary for the driver to 'burn the brakes out' i.e., lower the load in gear with the brakes hard on so that the resulting friction heated the linings and dried them. The linings would smoke when they became dry so the driver kept the brakes on until this happened. At one time the regular driver was not available and despite advice to dry the linings the replacement driver ignored this and as the load neared the bottom he put on the brakes but nothing happened. The timber load shot off the end of the line and smashed into the firm's motor truck on Turtons Track, pushing it over the edge of the road.

In January 1945 Day & O'Neill left the Turton mill and Messrs George Chamberlain and George Sanderson took over the contract and ran the mill for the next two years. It was during this period that the area around the top end of the logging tramway was cut out and logging operations

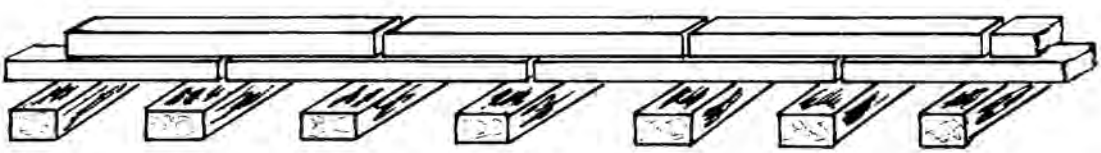


Diagram showing track construction method on Casper, Towers & Co.'s incline, Tanybryn, 1949-50. Rails were 4 in wide and 2 in deep. The rail length has been shortened for illustrative purposes in this diagram.

shifted to the south. The latter 24 chains of tramline was lifted and, beginning at a point 30 chains from the mill, an incline was laid with these rails south down the valley side to terminate near the Falls. A winch was installed to operate the incline so that logs could be placed on the bogies, winched up the incline, detached, and then gravitated down to the mill over the tramline.

An interesting insight into the problems that could confront the bush engineer can be seen during this time when the boiler at the mill required a new smokebox and chimney. The parts arrived from Melbourne but all the bush engineer had to instal it with were the usual hammer, chisel and spanner, for it must be remembered that there were no electric welders, drills etc available. The original smokebox was machine rivetted to the boiler barrel and no amount of crude battering or scientific manipulation with the chisel could release the rivets in a reasonable time, so one of the motor garage proprietors from Apollo Bay was persuaded to bring his oxy-acetylene equipment to do the job. When the task was finished the garage owner insisted on riding down the incline from the mill to the road, a feat the mill workers were prudently wary of doing because the bogies had to be accelerated in one part and then briskly halted lest they shoot off the end of the incline. Needless to say nothing happened to this rider and the bottom was reached in safety.

Prior to 1947 no gantry was provided to transfer the sawn timber to road vehicles and all loading was done by hand. When a gantry (surplus from Sharp's Wild Dog mill) eventually was installed little use was made of it for the mill workers preferred to retain the old method.

Early in 1947 Chamberlain and Sanderson terminated their contract with Sharp but the former stayed on as manager, with the mill being worked on wages. In August 1947 Charlie Dreier took over from George Chamberlain as manager for a few months until Sharp assumed direct control for the last few months of the mill's life. The mill closed in 1948.

Casper, Towers & Co.

Messrs Frank Casper, Barney Towers, Bill Biddle and George Chamberlain formed the partnership of Casper, Towers & Co. in 1948 and erected a small mill opposite the western extremity of Turtons Track on Groves' property at Olangolah. The company did not receive a log allocation from the Forests Commission and in consequence had to log on private property, buying, the logs or timber rights from the landowner. Late in 1948 Groves' property was resumed for water catchment purposes and the company was compelled to move its mill three miles further south along the Skenes Creek road to a property owned by Don McPhee. From the main road an access track was formed for 18 chains west along a small ridge. The mill was sited south of the track on a creek that ran at the base of the ridge and was a tributary of Skenes Creek. Connection between the saw mill and the track was effected by means of a 1067 mm gauge wooden-rail incline that was laid for about 50 chains up the side of the ridge. A motor winch at the top worked the incline.

The incline was laid with sleeprs to which were fixed 2 in x 4 in rails, positioned in an unusual manner for the Otways. One line of rails was attached to the sleepers and on top of this another line was laid with overlapping joints. See diagram. The idea of this arrangement was to permit the easy replacement of the top rails, for this renewal operation was simpler than butt joining a single line of 3 in x 4 in rails. The inspiration for this manner of construction came from George Chamberlain who had previously seen an identical arrangement on the tramlines in the Neerim district.

Logs for the mill were hauled in by winch from the surrounding bush and the sawn timber despatched up to the top of the incline where it was transferred to road vehicles. When McPhee's land was cut out Casper, Towers & Co. bought the adjacent blocks and eventually found itself the owner of 500 acres. The mill operated until late 1950 and then the company moved to Forrest to run another mill.

Sources and Information on Sharp's mill derived from interviews with Albert O'Neill, Perc Simmons (former employee) and George Chamberlain. The latter informant also supplied details on Casper, Towers & Co. and furnished verification of dates via the original mill time books for the period 1945-50. Harry Thomas provided the inspiration for the article.

More on Cootharaba

by J.D. & R.S. Kerr

R.K. Morgan's recent article[1] describes briefly this little known tramway, further details of which have eluded our patient searching. It is of interest to put the tramway in its historical context and to report what remains we found nearly a hundred years later.

As early as September 1863 the sawmiller and surveyor William Pettigrew - also known in connection with the Cooloola and Tin Can Bay timber tramway opened in 1873 - visited Noosa and the Lakes as well as Tinberra, Mooloola and Buderum.[2] Later that year the *Maryborough Chronicle* reported that timber getters were working in the Laguna Bay area, taking timber out by sea.[3] The Noosa River became the means of transport, timber being far easier to ship or raft than haul overland. Pettigrew in July 1864 records that a vessel with machinery for a sawmill at Noosa was driven ashore at Coombyura Point at the northern end of Moreton Island.[4] Whether the machinery ever reached Noosa we do not know. In 1865 Pettigrew was erecting a sawmill at Mooloola so it could have gone there.

R.E. Page states that 'in 1865 the timber trade on the Noosa River was pioneered by a group of men named Ebenezer Thom, Scott and John Kinmond but very little is known of their activities except that they also had interests in the timber trade in the Maroochy District'.[5] She also mentions that in 1860 Lieutenant Bligh took up land reaching to Point Elandra. This could be the original spelling but all references to it since 1871 use Elanda.

Page further records that about 1869-70 McGhie, Luya, Goodchap and Woodburn, some miners from Gympie, spent a considerable sum erecting a sawmill at Elandra Point on Lake Cootharaba, later known as Mill Point.[6] All our references refer to the firm A.F. Luya & Co., with partners Luya and Goodchap until the publication of a notice dated 22 February 1873.[7] This stated that the business of cattle graziers, farmers and timber merchants hitherto carried on by the late firm of A.F. Luya and Co. will henceforth be carried on by James McGhie, Abraham Fleetwood Luya, Frederick George Goodchap and John Woodburn under the firm and style of McGhie, Luya and Co.

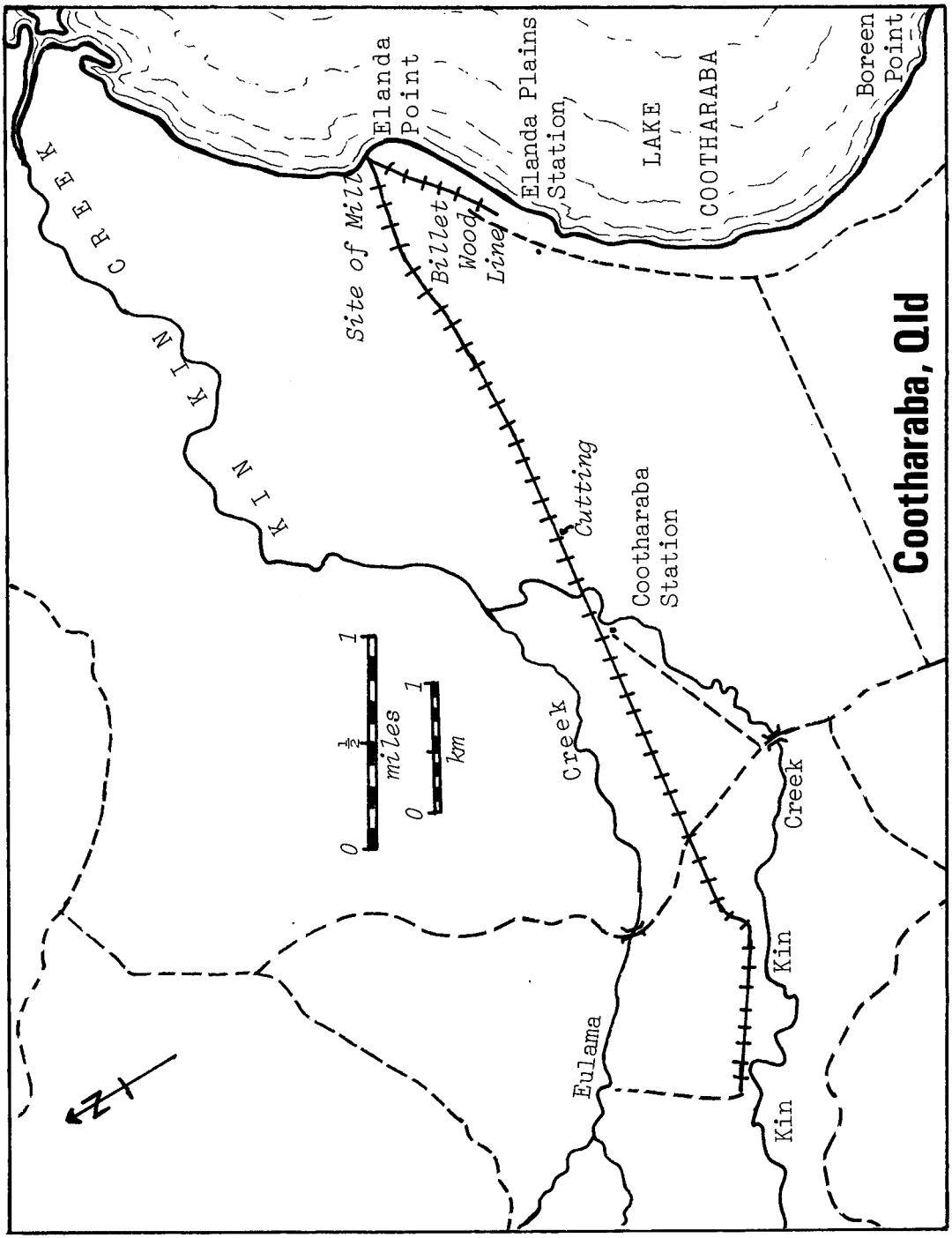
Pugh's Almanac late 1871 mentions the Elanda Point sawmills on Lake Coutharaba (sic) and Catharaba (sic) station, the property of Messrs A.F. Luya and Co., the pioneers of the district.[8] Population in the area in 1871 was recorded as five men at Lake Cootharaba, described as lumberers, and 22 men and nine women at King King Creek sawmills. Two men at River Newsa and eight men and three women at Colothin Creek were described simply as settlers.[9]

Early in 1873 Luya & Co. purchased the *Culgoa*, a steamer which had been built in Adelaide in 1865 and used on the Darling and Murrumbidgee Rivers. The *Culgoa* commenced running between Brisbane and Noosa, both for the timber trade, and for Gympie residents wishing to visit Brisbane.[10] On 5 June 1873 the firm launched a small stern wheel steamer they had built themselves, to navigate the shallow flats of the lakes in order to take timber from the mill to the mouth of the Noosa River from where the *Culgoa* could take it to Brisbane.[11] They later built or acquired another, the two being named *Elanda* and *Countess of Belmore*.

The sawmills at Cootharaba were favoured by a visit by the Governor, the Marquis of Normandy, in 1872. R.E. Page quotes an account written by one of the party. 'The machinery [was] covered by a shed 120 feet long by 33 feet wide, containing circular saws and travelling benches of the latest make and largest capacity, and a vertical saw frame capable ofstaking logs four foot six inches diameter . . . to this is attached ingenious machinery by which logs of the largest size can be drawn directly out of the water and up on to a platform level with the vertical saw, thus saving time and labour considerably'.[12]

This pleasant event was followed by another notable but tragic event on 29 July 1873 about 8.30 a.m. As the men were standing in front of the boiler on a cold morning, smoking their pipes, the boiler suddenly exploded. Charles Long died immediately; Patrick Tierney and Joseph White both died in the next few days and Phillip, the sole survivor, also succumbed about 10 days later. Those first on the scene included Henry Hatch, sawyer in charge of the vertical frame, Thomas Bartholomew manager of the mill, and John Woodburn, one of the partners in the firm. The engine driver, John Tonsell, was at breakfast at the time, having left the boiler with a pressure of 32 lb per square inch. Both he and John Murray, a Government Inspector of Marine Boilers, at Cootharaba to inspect the steamer *Elanda*, considered the cause to be a faulty boiler, insufficiently stayed. Murray recommended that all boilers be fitted with a Government safety valve.[13]

In December 1873, J. McGhie advertised for six bullock teams to draw cedar logs, guaranteeing two years work.[14] Late 1874, 100 men were reported to be employed there while in 1878, McGhie, Luya & Co. again advertised for teams, emphasising that there was constant work.[15] But apart from the advertisements and the dramatic events, little is to be found about life at Cootharaba. Thus nothing could be found in the *Gympie Times* of the building of the four miles of tramway in 1878, quoted by



Above Length of Barlow type rail found on an embankment of the Cootharaba tramway in 1971. Note that the centre of the rail is filled with earth.
Below Tramway remains near Lake Cootharaba in 1971.

Both photographs: J. D. Kerr

R.K. Morgan from the *Brisbane Courier* of 28 August 1878. That reference and that from the *Brisbane Courier* of 8 April 1886 also in Mr. George Bond's notes quoted by Mr Morgan, remain the only definite references to the tramway. We agree with the inference that only horse power was used. One wonders whether the firm were persuaded to build the tramway because of the difficulty of inducing teams to work there. Since in 1886 the reporter stated logs were dragged many miles to the tramway terminus, one may question why they bothered with a four mile tramline, or else did not extend it. Possibly the answer was that it crossed a section of low lying land - as it does - that bullock teams found sticky much of the time. Tramlines certainly were much faster than bullock teams and so cheaper.

R.E. Page reports that the Cootharaba mill closed in 1892 which presumably marks the latest likely operating date for the tramway. In 1898, the directors of the Moreton Central Mill, Nambour, bought three miles of tramway material 'now lying at Noosa' which they planned to use in the line towards Paynter's Creek, and the Dulong Extension feeders.[16] Since the word *Noosa* was often used to include the Cootharaba area, it is quite likely that it was the Cootaraba tramway that was sold to Moreton Mill. Whether the tramway was still intact at the time of sale or had been pulled up and stacked, either at the mill site or elsewhere near Noosa, remains to be discovered.

With such meagre information, we visited the area in 1971 wondering what we might find after 80 years. Our findings are reported in *Stack Talk*[17] from which we quote:

'Asking the manager of Elanda Plains station, Mr Kellman, for permission to look for the sawmill site and tramline, we were delighted to be informed of its location as well as that of a second line termed the "Billet wood" line and granted permission to proceed with our mission.

'The sawmill had been right on the lake's edge and remains of jetties are visible. Two formations were found diverging from the mill, one curving southwards, crossing a swampy area by bridging now removed. We later picked this up on the other side as it curved southward and ran on a clear formation to near the present station homestead (perhaps further), the "Billet line".

'The main line ran westerly, coming on the site of the old township and later dairy, in about a quarter of a mile. West from here, the line was clear, but had been converted to a road in the days following World War I when closer settlement had been attempted. Where it had not been so used, the ballast laid on it made it stand out from the surrounding land. At one point it was the only bit of land that was not "sticky" - much sand and gravel had been taken from the lakeside evidently.

'A small swampy patch was crossed (the collapsed remains of a bridge being discernible) but from here on, little or no ballast seems to have been used and it is difficult to trace the actual formation.

Embankment near old townsite, half a mile from Lake Cootharaba.

Photograph: J. D. Kerr

'About two miles from the lake we came to a ridge which the line cut through to reach the valley of Kin Kin Creek. The cutting was about six feet and no mean exercise, the spoil being used to form a sizeable embankment leading up to the cutting. There was a short embankment on the creek side, but no trace of the bridge (which must have had quite an approach on the eastern side), save some strangely positioned timber in the creek bed. (We found two Barlow section rails).

'On the other side - part of Cootharaba station - the ground had been ploughed and we were not - in a hurried examination - able to find any more of the tramline. The whole line would seem to be flat apart from the ridge mentioned. The terminus is apparently in the area bounded by Eulama and Kin Kin Creeks, 3-4 miles west of Elanda Point.

'To make things more interesting, we were told of another old formation which was presumed to be tramway - the gentleman we spoke to at Cootharaba was quite sure of that. It ran up a side creek north or north west from Kin Kin Creek, 1-2 miles downstream from the junction of Eulama Creek. It was apparently used to take logs down to a spot on Kin Kin Creek from which the logs could be rafted.'

Early in 1976 we revisited the area traversing the now little used road crossing Kin Kin Creek two miles west of the Lake and running northward. Due west of Cootharaba station, and in line with the Track we had lost in ploughed ground in 1971, we found the formation, complete with side drains. Being the only raised ground in flat poorly-drained country, most was still in use as an access path to the paddocks. The tramway takes a distinct bend south towards the creek - as shown on the map which records our findings - and then curves again to parallel the general direction of the creek, terminating only yards from the bank.

At the terminus, a distinct formation - which we assumed to be a well made road since it was much wider than the tramway - runs northward to Eulama Creek and abruptly stops there. As well, a gully - which appears to be man-made drainage - runs to the creek at the terminus. There were old girder-like timbers in the gully but the tramway did not necessarily cross it. We concluded the place was the terminus because (a) the formation stopped there and we could find no continuation in the neighbourhood; and (b) it agreed quite well with the stated length of four miles. Although the tramway crossed flat country except for one ridge east of the bridge over Kin Kin Creek, the terminus is quite close to higher ground to the north and west which was originally heavily timbered.

We speculated on operations when the tramway was in use. We know timber was hauled by bullocks, floated down the creeks and also carried by tramway. Perhaps the bullocks hauled the felled logs from where it was cut to Kin Kin or Eulama Creek, the logs being floated down stream and then transferred to the tramway for direct conveyance to the mill. This sounds like a lot of handling but if floating logs down the winding streams was still easier than hauling them by bullock teams but more time consuming than hauling them on the tramway, it is quite possible that this was the normal mode of operation.

In the mid 1970s the area which the tramway traversed proved not a good proposition for heavily stocked improved pastures and that near the Lake was sold for subdivision to Aberdare Holdings, a subsidiary of Cambridge Credit on 18 May 1973 for $430,662 and was saved from that fate by the collapse of the land boom. The same 2417 acres (978.4 ha) adjacent to Lake Cootharaba and containing the mill site and the lake end of the tramway, were resold to the Australian Government on 27 June 1975 for $420,000, apparently to be saved as part of the National Heritage.[18]

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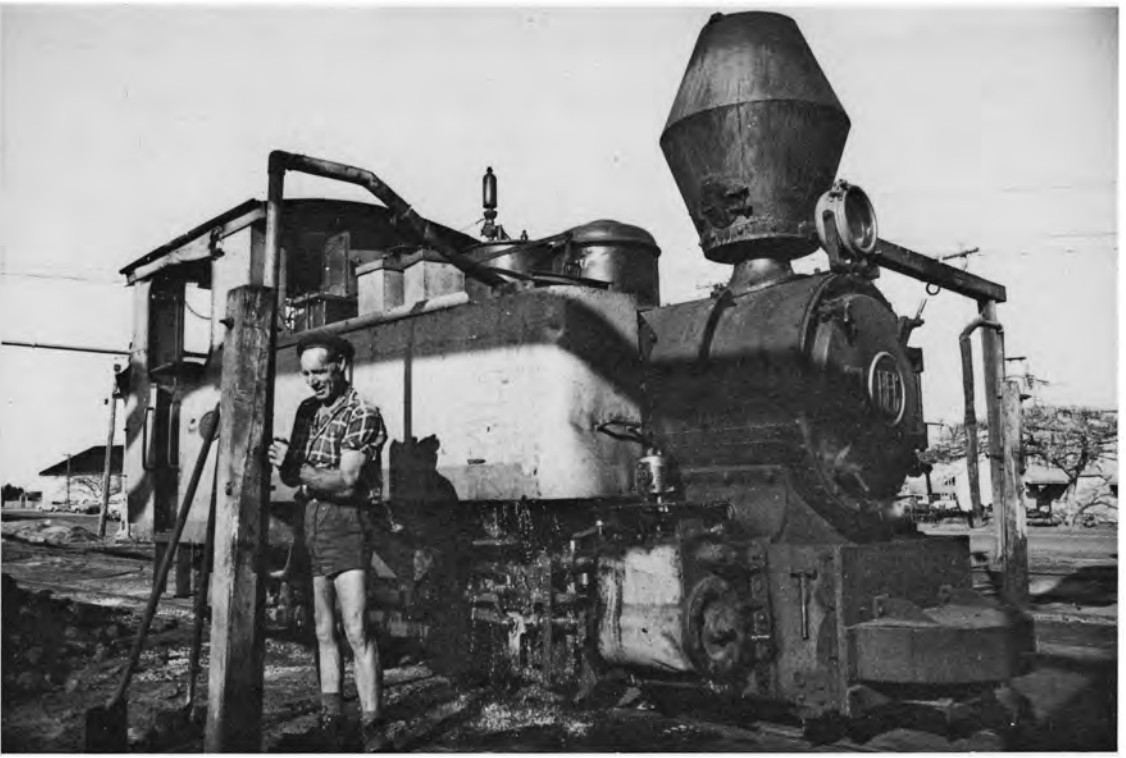
10. *G.T.* 22 January, 5 February 1873.
11. *G.T.* 11 June 1873.
12. As for 6.
13. *G.T.* 30 July 1873 and Justice Department file JUS/N37, Queensland State Archives.
14. *G.T.* 6 December 1873.
15. G.T. 3 April and 15 May 1878.
16. *Sugar Journal and Tropical Cultivator* March 1898 p. 201.
17. *Stack Talk* (December 1971) 1,117-119.
18. *Queensland Parliamentary Debates* 1975-76 Session page 949.

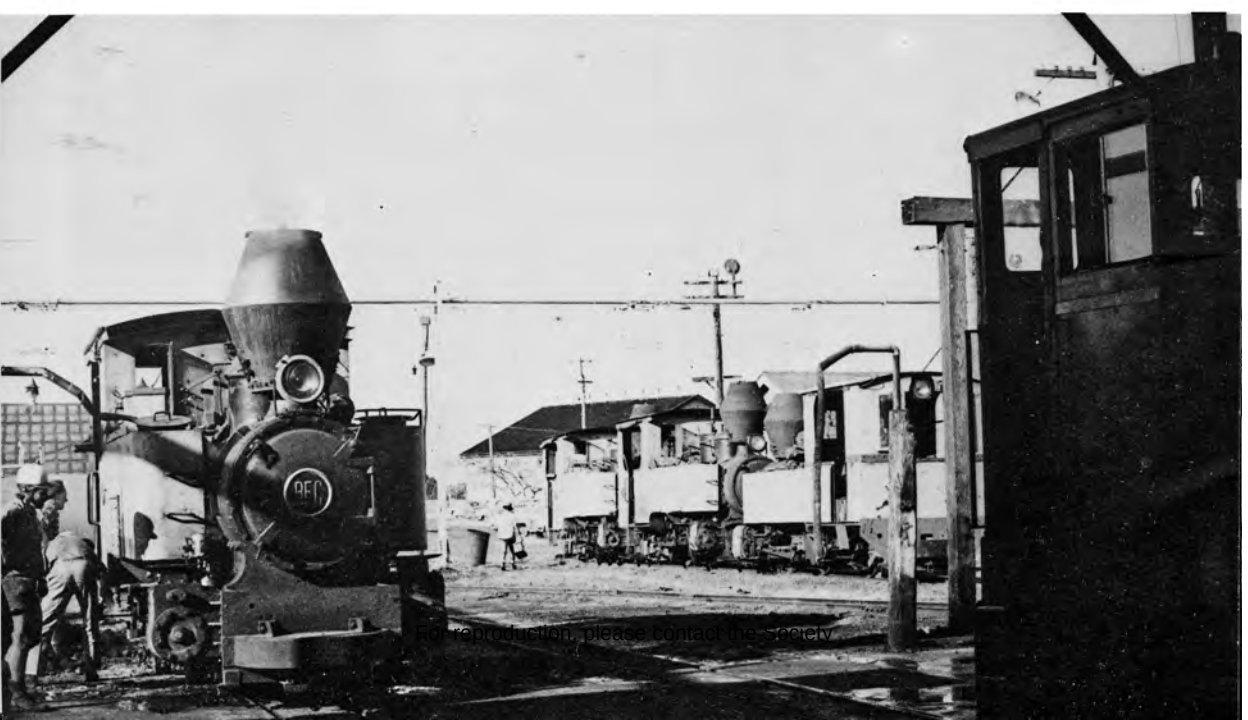
A REMINDER... Subscription renewal forms are enclosed with this issue

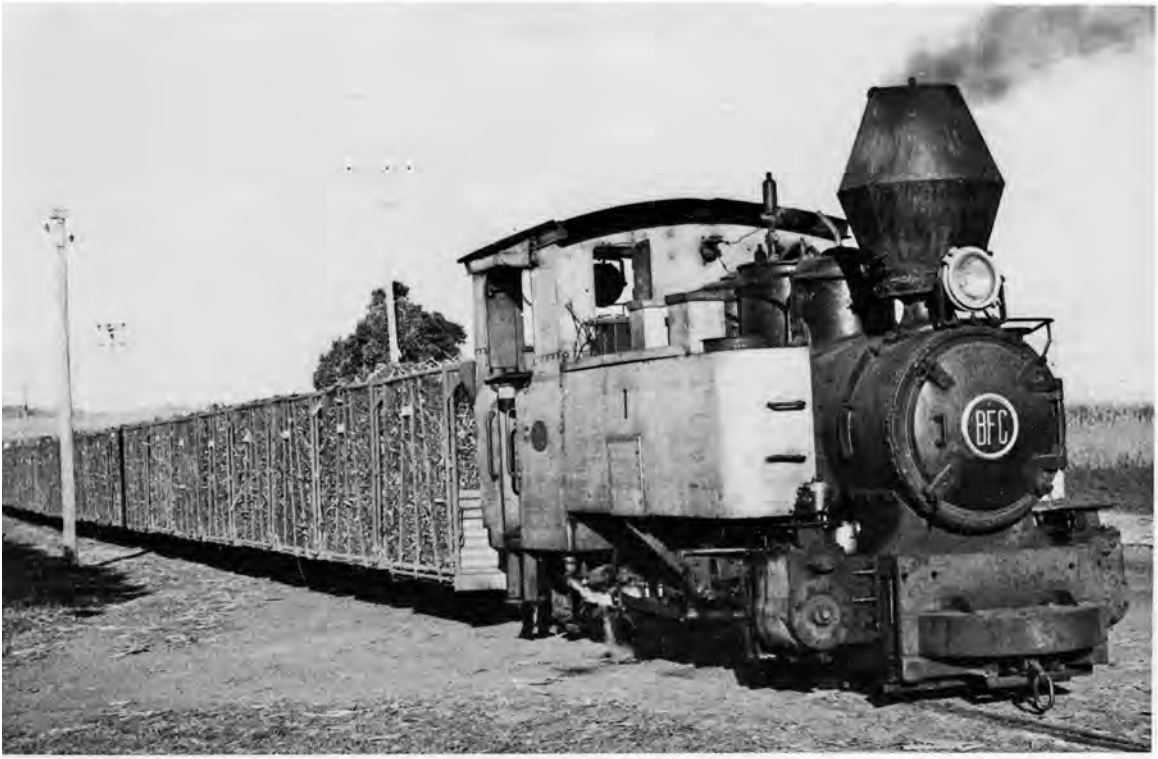
A Bell Jetranger helicopter delivers a load of timber to redeck the Poverty Point tramway bridge, near Walhalla, Victoria, on 23 February 1976. See report on page 23 of this issue.
Photograph: Courtesy Sun News Pictorial, Melbourne

Above Perry *Flash* works towards Quanaba Mill, 16 October 1975
Below Baldwin 0-6-0 *Petrie* runs towards the mill at Nambour, 14 October 1975.
Both photographs: S. J. Holmes

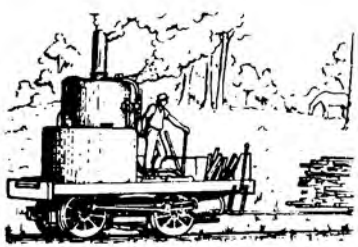


Above Bundaberg Fowler No. 1 at Millaquin Mill on the last day of steam working, 16 October 1975
Below Bundaberg Fowler 0-6-2T Nos 1 and 6, Bundaberg Fowler 0-42T No. 8 and Perry 0-4-2T loco at Millaquin Mill, 16 October 1975. The cab of a Clyde 0-6-0DH is just visible on the right of the picture.
Both photographs: S. J. Holmes





Millaquin Mill's Bundaberg Fowler No. 1 at Margum Research Centre sidings on 16 October 1975.
Photograph: S. J. Holmes



News, Notes & Comments

NEW SOUTH WALES

METROPOLITAN WATER SEWERAGE & DRAINAGE BOARD

The *Sydney Morning Herald* of 22 November 1975 carried an advertisement that the following items of railway equipment belonging to the MWS & DB were to be auctioned on 25 November 1975: two Gemco battery-electric locomotives of 610 mm gauge, and a charging set of locomotive batteries of 4.3 kv/a capacity. These are believed to be the fifth and sixth locomotives sold by the MWS &DB during 1975. (Dick Audley)

SOUTH MAITLAND RAILWAY

The South Maitland Railway was beset by a disastrous accident at Caledonia on 2 February this year. 2-8-2 locomotive No. 19 was rolling downhill in the Aberdare Washery yard when there occurred a loud explosion accompanied by a massive release of steam through the funnel and the firehole door. The driver was instantly blown out of the cab while the fireman and the yard shunter jumped for their lives, leaving the engine to career unchecked into one of the 'full coal' sidings where it

overshot the dead-end and came to rest with all but the leading bogie off the road. The driver sustained multiple fractures and other injuries and was rushed to Newcastle where he was hospitalised in a serious condition. His fireman, who was somewhat more fortunate, was admitted to the Cessnock hospital with burns to his face and body while the shunter was treated for minor burns and allowed to leave. By a remarkable twist of fate, the guard had alighted from the engine only seconds before the explosion. He only did so in order to have a word with his brother who happened to be on duty in the Caledonia signal box.

The original cause of the accident was found to be a hole in the regulator valve cover, which had allowed steam to bypass the closed valve. It appeared that a fragment from this hole had been instantaneously sucked into the main steam pipe and propelled forward with sufficient momentum to punch a large hole in the T-joint where the steam divides after entering the smokebox. The result was an explosive discharge of the boiler through both the funnel and the firebox. There was no damage to the boiler itself and the engine appeared to have suffered no harm in the subsequent derailment.

Generally speaking, the SMR experienced a marked downturn in traffic in the latter half of 1975 and as at February this year only nine round trips per day were being worked. The temporary closure of the Aberdare North colliery in November due to overheating was one contributing factor, but although this mine is expected to be back in production by mid-1976, the generally reduced level of production on the Cessnock field is expected to persist for a further one or two years.

(R. Driver)

NEW FOX PERSONNEL CARRIERS

During the latter part of 1975 a sizeable order of 3 ft 6 in gauge Fox personnel carriers was completed for several NSW collieries. These carriers are used for transporting miners to their worksites underground and also by maintenance and inspection crews. The cars look like a 'mini-bus' with driving compartments at both ends. Powered by 45 h.p. Perkins four-cyclinder diesel engines, they can run at 20 mph on level track with a full load of fourteen men and it is claimed that they can make 18 mph climbing a 1 in 18 grade. The body is detachable and comes both in steel and fibreglass versions. Another refinement fitted is air-bag suspension. Braking is air-operated with a spring activated fail-safe system. Transmission is by torque converter and the unit is flameproofed for colliery work. Principle dimensions are length 14 ft 11 in, width 76 in, height 52 in, weight nearly four tons, and fuel capacity twelve gallons.

Seven of the fibreglass bodied version have been delivered for use on 3 ft 6 in gauge lines underground in A.I.S. collieries while five of the steel bodied versions have been delivered to J. & A. Brown collieries. With haulage distances increasing in modern collieries, the use of specialised high-speed cars such as these to get crews of miners to their work stations, often many miles from the surface facilities, will become a common feature of colliery railways.

(Ian Crellin)

TIMBERTOWN — WAUCHOPE ACQUIRES A LOCOMOTIVE

A report in *The Land* newspaper of 15 January 1976 states that Timbertown - Wauchope has purchased a locomotive for its tourist timber village project on the NSW mid-north coast. The loco will work on a reconstructed logging railway at the museum site with sidings showing different aspects of logging and timber getting.

The locomotive has been acquired from the Ingham district of Queensland, but no details were presented on its identity, origin or purchase price. Presumably the loco comes from one of the CSR sugar mills at Macknade or Victoria. It does not say whether it is steam or diesel, but for simplicity of operation the latter may have been obtained. CSR has several old diesels there which it may have sold for disposal. The old Fowler, ex-Condong Mill, and an old Simplex rail tractor come to mind as possibilities.

Further details of the transaction and of the locomotive itself would be welcome from any reader who can assist.

(Ian Crellin)

QUEENSLAND

PROSPERPINE MILL LOOKING FOR TRAMWAY 'WIZZ-KID'

Looking for a new job? The Proserpine Co-operative Sugar Milling Association Ltd which runs the Proserpine Mill, near Mackay, in north Queensland has recently advertised for a Railway Planning Officer. His duties relate to the upgrading of the 2 ft gauge tramways which serve to bring much of the district's sugar cane to the mill for crushing. They are looking for a person with a sound practical knowledge of railway engineering, capable of planning the laying out of lines, including culverts, bridges and 'works such as drainage associated therewith' (their lawyer must have written out the job description!!!). The Planning Officer is apparently not responsible for supervision of actual construction, but for top-level planning to increase the efficiency of the system.

The tramway system at Proserpine Mill has been modernised and extended in recent years, particularly to the north-west and south of the town. It has been one of the leaders in the integration of its tramway operations with 'rail-back' road transport at central pick-up points. The tramway then is freed of the task of local pick-up to concentrate on the long-distance haulage (relatively speaking). This policy has led to consolidation and partial closure of one branch to the east of the town, and construction of other extensions.

The weather has not always smiled kindly on the Proserpine area. Like much of our north, tropical cyclones periodically disrupt the operations of this tramway. Several years ago much of the district was flooded, causing severe washaways of track and bridgework, particularly in the Kelsey Creek area. This was in December 1971 when Cyclone Althea devastated Townsville and then caused further destruction and flooding at many points along the coast. Since that time

various proposals for flood mitigation works on district streams have been discussed. I would suggest that much of the work of the new Railway Planning Officer, when he is appointed, will be involved with flood-proofing the tramway system and integrating it with other flood mitigation works.

(Ian Crellin)

STEAM'S SWAN SONG AT MILLAQUIN

The last day of steam operation at Millaquin Mill occurred on Thursday 16 October 1975. Steam was used this season only because a new E. M. Baldwin diesel was not delivered until late August, steam being used until the 30th of that month. However, late in September an older Baldwin diesel decided to put itself out of action for three weeks. Steam filled in during this period requiring up to three locos to maintain the service.

Bundaberg Fowlers 1 and 6 were in use on 16 October to run cane trains at 10.15 am. By 3.30 pm No. 6 had completed its last trip, been hostled and placed on the storage road with the 0-4-2 Bundaberg Fowler and the Perry. No. 1 still had one more run to make and was then rostered to shunt the 4.00 pm to midnight and midnight to 8.00 am shifts. The driver, a keen steam man, was bemoaning the fact that he would be 'demoted' to diesel fireman from the morning shift the following day.

The final run of No. 1 on Millaquin metals was to transfer itself to Qunaba Mill arriving there during the morning of the 17th. This engine (which apparently is a Qunaba engine) will have minor repairs and see further service there.

Fairymead Sugar Co. acquired Millaquin and Qunaba Mills in July this year. Rumour has it that the Fairymead administration are very anti-steam and are trying to obtain second-hand diesels to run the entire show. If true, Qunaba will almost certainly be all diesel in 1976.

(S. J. Holmes)

AND AT QUNABA?

Regarding the steam situation at Bundaberg, I am lucky in that my brother-in-law is a mechanical engineer at the Millaquin Mill, and he and my sister live in a Company house 100 yards from the mill. Thus after finishing my exams I was fortunate to see the end of the season at Qunaba. During my stay at Qunaba Mill, (mid November to early December) two of the Perrys — *Delta* and *Skipper* — were in use for all the shifts with the Bundaberg Fowler (No.1) as standby and in use on the afternoon shift. The other Perry, *Flash*, was out of service with badly worn tyres. *Invicta*, a Fowler dating back to around 1910 was the other standby. At this late stage during the season all Qunaba cane had been cut so the locos were hauling Millaquin cane from Windermere Plantation and beyond.

All steam running at Millaquin had finished and in the second last week of crushing another Baldwin diesel arrived. The three locos left at Millaquin, a Perry 0-4-2, and Bundaberg Fowlers No.3 (0-4-2) and No. 6 (0-6-2) lie buffer to buffer alongside the loco depot.

With the running of the last loads of cane on 9 December, steam may well be finished at Qunaba Mill. Some sources claim that the replacement diesels are ordered and will arrive in time for next season, whilst others claim that steam will still be evident at the mill.

The fate of the locos is as yet undecided but plans are being formulated to run the remaining locos on a track to be built near Bundaberg. It is unlikely that any will be scrapped as offers up to $5,000 have been made for them.

(Malcolm Taylor)

FAIRYMEAD SUGAR MILL

I was interested to see the photo on page 21 of LR 53 showing Fairymead Mill's Com-Eng shunter No. 71 loaded on a truck at Bingera Mill en route for Gin Gin Co-op Mill at Wallaville in November 1974. This mill has closed and cane goes to Bingera over a connecting mainline behind Bo Bo diesels.

As recently as September 1975 I saw this little machine back at Fairymead where it was employed as yard shunter making up rakes of emties etc. It is a diesel-mechanical machine.

This machine is a six tonner and was built originally in April 1961 for the Department of Supply munition works at St. Marys, NSW, with a Perkins 6/340 engine developing 76 horsepower. It is B/No. GA 1148 of 1961 and apparently was acquired by Fairymead in 1971 which is indicated by their road number 71. All the Fairymead diesels I saw were thus identified.

(John Buckland)

VICTORIA

SANDHURST TOWN MANAGEMENT PTY LTD, EAGLEHAWK

A recent addition to the 'Pioneer Village' scene is *Sandhurst Town* on the Marong-Myers Flat Road near Eaglehawk, run by Sandhurst Town Management Pty Ltd. The project was started by Geoff and Ian Green.

When visited in September 1975 Sandhurst Town consisted of a turn-of-the-century town, a eucalyptus factory and a 2-ft gauge railway which serves a replica of an early gold mining camp. A Cobb & Co coach runs through the town to the eucalyptus factory.

Work started on the project about July 1973. The 2 ft gauge railway runs from a station at Sandhurst Town about a third of a mile to Goldwash Gully, the replica of an early gold mining camp. The railway is being extended to about a mile circuit which is expected to be completed by December 1975.

Four 2 ft gauge locomotives were on the property in September 1975, but only the diesel was in operation. The locomotives, which were all bought in 1973 are:

0-4-0D Ruston & Hornsby, (engine 4YE number 322603, built in 1955). It was last in use at Macknade Sugar Mill, Qld, number 10. It is painted red and is used to haul the tram. (From my records it is builder's number 305328, built in 1951.)

No.7, 0-6-0TT. Perry Engineering Co. SA, builder's number 7967/50/3. Painted red and expected to be in use

Above Ruston & Hornsby diesel locomotive at 'Sandhurst Town', Bendigo, Vic., 8 March 1975.

Left 0-6-0 locomotive from Macknade Mill at 'Sandhurst Town', 8 March 1975.

Both photographs: R. J. Graf

Below View from Sandhurst Town station towards Gold Creek. The right hand branch leads to the loco shed.

Photograph: David Kippen

by Christmas 1975. Last used at Babinda Central Sugar Mill, Qld. Complete with builder's plate.

No.4, 0-6-0. Last used at Macknade Sugar Mill. Painted red and awaiting a boiler test. (Previous references in *Trolley Wire* February 1975 and April 1975 said this was number 7, but from comparison with photographs of 4 and 7 and also the 'MKD 4' impression under the red paint it is No. 4. From my records it was built by Hudswell Clark, builder's number 1533, of 1925)

No.6, 0-6-0 without tender. On display in a derelict condition at the entrance to Sandhurst Town. Bought from a scrap dealer, ex a park at Innisfail, Qld. This locomotive may be overhauled, depending on the boiler's condition. (From my records it was formerly Goondi Sugar Mill, No.6. Built by Hudswell Clarke, builder's number 1555 of 1925).

Two of the steam locomotives are housed in an open-sided shed with some other old machinery. Also on the property, ex the Victorian Railways 5 ft 3 in gauge, are: 2WW (former workmen's car) on bogies, the body of 143M and an unidentified derelict carriage, all near the loco shed. Also the bodies of 78M (former electric motor carriage) and 317T (former electric trailer carriage) are near the eucalyptus factory.

The derelict carriage, which is of nineteenth century vintage, is weather worn, but the exterior bodywork is substantially complete, as is the lining. The latter consists of pine lining boards as found in many old houses. Only one of the five original compartments is partitioned off. Each compartment has a swing door on either side, all ten of which remain more or less in working order. One feature not found in modern railway carriages is the two spittoon holes in the floor of each compartment. Dimensions are: length 24 ft; width 8 ft; and outside height — bottom of floor to top of roof 7 ft. When purchased it was being used as a hay shed. The fact that it has survived so well is a tribute to the craftsmen who built it.

The track consists of ex VR 60 lb rails, some dated 1888, laid on ex-VR sleepers; thus there is quite an overhang of sleepers outside the rails. No ballast is used, the sleepers are laid directly on the ground about 4 ft apart.

An old Brisbane tram body is used for passenger service. The windows have no glass, only a sort of blind; the seats are wooden, slatted and placed back to back, with a centre aisle. With all controls and running gear gone and a new paint job of red with cream trim, the only clue to the identity of this vehicle is the number 146 which is discernible under the paint on the side.

(David Kippen and Peter Charrett, locomotive details from Peter Charrett's records)

POVERTY POINT BRIDGE

This steel tramway bridge which crosses the Thomson River about four miles from Walhalla was described in LR 29, p.7 and illustrated in LR 33, p.25. It has now been redecked with timber and is to be refitted with steel handrails. The bridge will form part of the Alpine Walking Track from Canberra to Walhalla.

A Bell Jetranger helicopter was used to bring the timber and steel piping to the bridge site on 23 February 1976, over sixty years after the bridge was last used by its builders — the Long Tunnel Gold Mining Company.

It was originally intended that bushwalkers would carry in the five tons of timber and pipe on their backs, but because of the remote location and the steep sides of the valley, it was decided that use of a helicopter would be more practical. The work is being carried out by the Forests Commission and bushwalkers. The Melbourne *Sun* carried a double-page centre spread of the operation, which was also covered in television news programmes on at least two channels.

Who would have imagined that this would be possible seven years ago, when rumours were rife that the bridge was in imminent danger of being blown-up because it was considered to be dangerous?

(Frank Stamford)

WESTERN AUSTRALIA

NANNUP SAWMILL LOCOMOTIVE

I recently travelled from Busselton to Nannup and return by Westrail (formerly WAGR) goods train. Somewhat to my surprise, at Nannup there is still an operational mill locomotive. The future of the Wonnerup—Nannup railway is apparently entirely dependent upon the mills at Jarrahwood and Nannup. If either or both cease operations, the line will almost certainly close.

Returning to the mill, the description and map below is rather brief and rough as the goods was only at Nannup for forty minutes so I had barely half an hour to make observations.

Locomotive

The only piece of rolling stock owned by the mill appears to be the locomotive, an 0-4-0 Malcolm Moore diesel. The locomotive is in good condition and is fitted with Westinghouse loco brakes and standard height chopper couplings for handling Westrail wagons. Unfortunately builder's plates have been removed from the cab sides. It is painted grey with red motion.

The only obvious alteration made to the loco is the addition of an external sanding apparatus. This consists of a metal funnel and piping welded to the outside of the cab.

Track layout

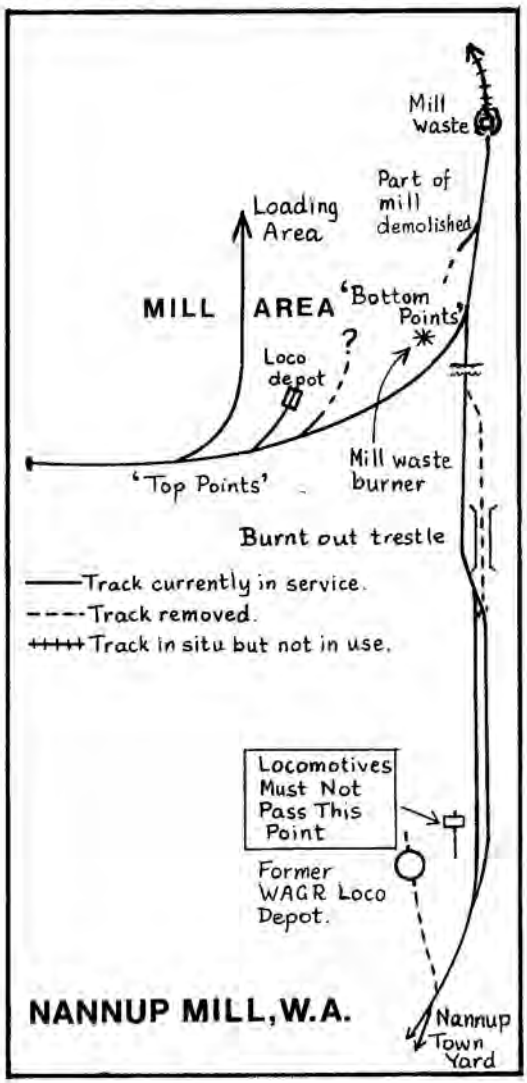
The exchange sidings lead off an extension of the main line in Nannup Town yard. The mill loco pushes loaded wagons up from the mill into whichever of the sidings is vacant and collects the empties from the other.

At the mill end of the exchange sidings the original formation went straight ahead and crossed a substantial trestle bridge (approx. 20m in length). At some stage the trestle has been burnt out and a deviation on a large embankment has been built around it.

'Bottom Points' is situated at the bottom of a falling grade from the exchange sidings and is about 100m from the end of the main line which now terminates in a pile of mill waste. This point is approximately 500 m from the exchange sidings. Intact but unused formation extends as far as can be seen beyond this point.

From 'Bottom Points' there is a sharp up grade to 'Top Points' with trailing points going off on the right hand side to a pile of dirt and the loco depot respectively. The trailing spur from top points leads to the loading area.

The distance from 'Bottom Points' to 'Top Points' is approximately 150m. The total track mileage would be about one kilometre, most of which is in fair condition apart from the joints. In several places new sleepers (ex mill waste) have recently been put in.

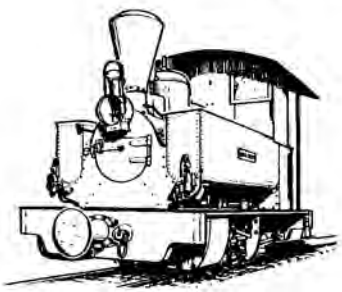


History

While being unable to undertake research into this railway, the WAGR Working Timetable dated 6 June 1938 gives the following information: Two locations, Nannup Township and Nannup are shown in the timetable, 180 miles 56 chains and 181 miles 41 chains from Perth respectively. All trains are shown as going right through to Nannup. Assuming that these two locations now correspond to Nannup Town and Nannup Mill, it would appear that the government trains operated right down to the mill at this stage.

The Working Timetable also includes a list of private railways connected to government lines. From Nannup there was a line of approximately 21 miles in length account the Kauri Timber Co Ltd. This was probably the disused track extending beyond the pile of waste.

(Andrew Hennell)



LETTERS

WIELANGTA AND BLACKMAN BAY TRAMWAYS

Mr Beck is to be congratulated for his article on the Wielangta and Blackman Bay tramways in LR 52. He might be interested to know that an album in the Allport Collection of the State Library of Tasmania contains photos of the arrival of the Russell Allport loco at Rheban. These suggest that it was a 2-4-0 well tank.

Mr Beck claims that the Baldwin frame abandoned at Welcome Swamp is that of the engine from Blackman Bay and not that of *Fantail*. While I am certainly not denying it (in point of fact I just don't know) I should be very interested to see his evidence and also his explanation of what happened to *Fantail* after it was sold to the TGR in 1946.

H. J. W. Stokes
Canberra, A.C.T.

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