

LRRSA Fiftieth Anniversary 1961 - 2011

A man wearing a green bucket hat, a light blue shirt, and a bright orange high-visibility vest stands with his back to the camera in a forest. He is looking down at a large, charred log on the ground. The vest has a logo of a steam train and the text "LIGHT RAILWAY RESEARCH SOCIETY OF AUSTRALIA INC." printed on it. The forest floor is covered in reddish-brown soil and sparse green vegetation. Tall, thin trees are visible in the background.

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Just a Minute!

The first years of the VLRRS

by Phil Rickard

A recent request from Les Howard in Adelaide for some correspondence relating to the early years of the South Australian Group sent me searching for many hours amongst the dusty cardboard boxes and filing cabinet that comprise the secretary's archives – yes, that's right – we do keep records! Unfortunately I couldn't assist Les. However, reaching the bottom of one box, and after redistributing the accumulated dust all around the room, I opened a rather old folder and found myself looking at the minutes for the first meeting of the Victorian Light Railway Research Society and subsequent years. So, forgetting for a while my original reason for searching, I started reading ...

12 February 1961. Imagine a normal Sunday, and five lads from Camberwell High School met together at 2:30 in the afternoon. This might shock many readers today, but back then kids actually met each other face-to-face at times other than during school hours and at discos late on Saturday night. No mobile phone, no e-mail, no sms texting, Skype, online messages or faceless-book like today, where one could just as well be in the next room, over the road in Maccas or in Burkina Faso. And what's more they met each other and didn't have a punch-up – well, not at the first meeting!

So, Geoff Gardner, Frank Stamford, Ross Murray, Sandy Stewart and Robin Fellows met at Sandy's place and had a jolly good time – they kept minutes, adopted a constitution, had secret ballots for President and Treasurer complete with a ballot scrutineer, elected a Minute Secretary on the voices, invited a visitor and finally did something useful – watched some railway and tramway slides.

The next meeting a month later was deemed to be a Special Meeting and was "convoked" by the President. And before you ask, yes, I had to look up convoked in the dictionary – it certainly didn't get used when I was at school a decade later! Interestingly, it was held on a Thursday at 12.25pm in Riversdale Park, that being the preferred lounging spot for

Camberwell High students at lunch times. Four members turned up, Fellows was absent – maybe he stayed at school like a good chap. And the weighty business transacted? Well, they had to insert the Aims and Objectives of the society into the constitution; amend Part 7, Clause 3 of the constitution as follows "General Rules will be made to cover any other point not covered elsewhere", which was promptly amended by changing the word "will" to "may", before it was all put to the vote and passed unanimously.

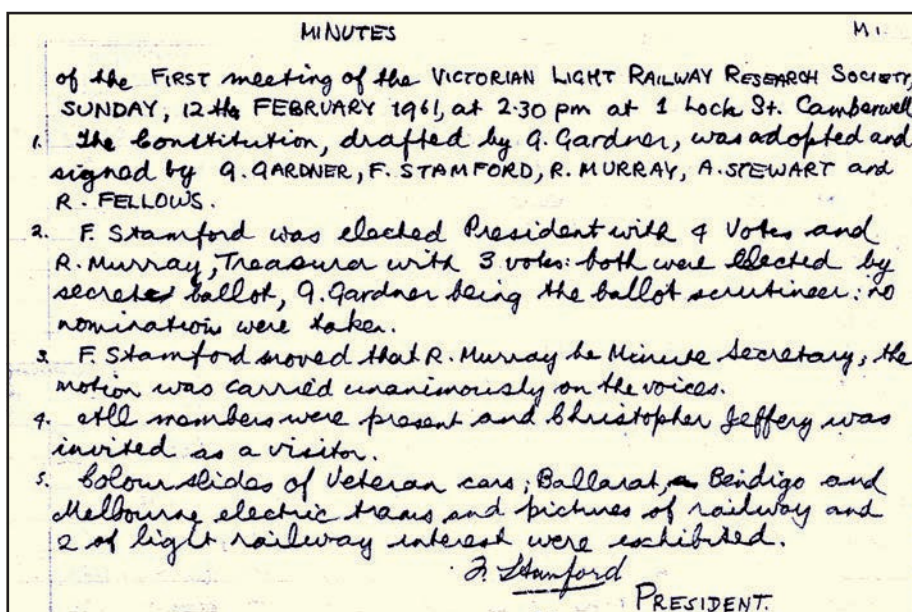
And so it went on – motions, counter-motions, amendments



Starting in 1958 the founders of the VLRRS took a number of train trips to Yarra Junction and Warburton to investigate the remains of timber tramways. In this picture Sandy Stewart (closest to camera) and Geoff Gardner examine sleepers of the Federal Tramway embedded in the caravan park at Warburton, c.1960.
Frank Stamford

Front cover: Colin Harvey photographs part of the formation of the original 1884 route of the Wandong – Comet Mill tramway on one of the post-2009 bushfire surveys which the LRRSA initiated. 16 November 2009. This tramway was 3ft 6in gauge and was worked by horse and gravity in this section.
Phil Rickard

Left: Phil Rickard on the formation of Reedy Creek Timber Mills' 3ft 6in gauge outlet tramway about 14km south-east of Broadford, Victoria, after the 2009 bushfires. It operated from 1912 to c.1921, and was mostly wooden railed. The grade here was about 1 in 10 and there was some form of wire-rope haulage. Colin Harvey



etc, until the President moved that Mr Fellows be expelled from the society. The vote – 1 in favour, 1 against and 2 abstentions and the motion was defeated. More motions to limit time on official business (15 mins), then realising they might have to exceed the 15-minute time limit, they added another motion to allow the limit to be exceeded if all members agreed, bar one. Passed! And an annual subscription was agreed upon: 4/- (four shillings) – well it wasn't just simply decided as someone had to propose it, then a vote was held.

Now all this started at 12:25 as you'll recall – when it finished who knows! Hopefully before the bell rang for the next period. But, just four hours later, presumably after school, at 4:45pm the President convoked another Special Meeting. More motions regarding proxy voting, that a Secretary be appointed and that the powers (what powers?) of the Minute Secretary be vested in him. Then a motion on Standing Orders. Soon after, one member left the meeting; maybe mum wanted him to run an errand, leaving just three. Then a motion to allow the motion on standing orders to lie on table. Phew!

I think they had more motions in three meetings than the present council has had in three years! One wonders if they were all doing business education or a similar subject at school – or did they just spend too much time listening to Parliament* on the wireless?

So, to 25 March 1961. The second meeting of the VLRRS – again just four members with a verbal apology from Mr Fellows. Even though the society was but six weeks old there

was a motion regarding the revised constitution they had been working upon. The new constitution was adopted unanimously **except** for "Part 5 Clause 1" (where some old wording was actually left unchanged), and "Part 7 Clause 1" was somewhat amended. This was followed by another motion that the revised constitution entirely supersede the old constitution. Carried! Hooray – got that out of the way at last. Ah – maybe we missed something – that "Part 7 Clause 1" was (and is) important in this narrative. It authorised *The Shenley Valley Railway Quarterly Review* as the official publication of the society.

The *SVRQR* started in 1960 as the private "newsletter" of Frank Stamford to detail happenings on his model railway. Soon it started to include more weighty matters, like what the VR was doing and then bits on timber tramways, especially the Powelltown Tramway. Without that motion you might not be reading *Light Railways* today – that was the motion that set about a chain reaction that is still going – like the butterfly

* It transpires that only one was doing a subject like Business Education and he thought the procedural stuff was repellent to membership growth. It also transpires that some of the members did listen to Parliament on the wireless!

flapping its wings in Vanuatu that ultimately causes a cyclone off the Queensland coast.

But, back in 1961, there were more motions to move – like that a Deputy President be appointed to take the duties of the President in his absence; and that the President levy 3 shillings (of the 4 shilling annual sub). Though not stated (unusually), one assumes this was so Frank could buy paper and typewriter ribbons and carbon paper in order to produce the newsletter. Also at this meeting our Gang of Five started discussing exploring the remains of timber tramways – the Federal tramway, the Cave Hill tramway, Britannia Creek, Powelltown etc and reporting what they had done in that way previously.

The scheduled third meeting failed to get off the ground in early May as only two members came and it was re-scheduled to late May when all five turned up and the motions started to

flow again. Like that the revised constitution be signed by all members, and a motion that the society keep in mind the possibility of inspecting Russell's tramway at Gembrook. Then a motion that inspecting Russell's tramway take precedence over the Cave Hill tramway – carried unanimously. Then a motion that they keep exploring the Powelltown tramway (though by what method they didn't know) – carried. Yet another motion, that the President make a report regarding his recent Slaty Creek excursion (on the Powelltown



On the same day that the previous picture was taken, the remains of this tractor were found at Richard's sawmill, Warburton. Frank Stamford

line). He declined. Followed by a motion that Mr Murray give a report on the Slaty Creek excursion – Carried.

At this point the Commercial Department got into play – a motion that 3d per line, 2s 6d per half-page or 4s 6d per page be charged for advertisements in the *SVRQR*. Carried. Having examined all copies of the *SVRQR*, the only adverts I can find are from the editor Frank Stamford. Like "Wanted: List of Quarry and Mining tramways that have existed in Victoria". Bit of a tall order, but if you don't ask...!

The fourth meeting was on 9 July 1961 in Mont Albert Road, Surrey Hills. More motions, like "The Minutes should be written in *oratio obliqua*" – Latin was apparently Ross Murray's favourite subject at school. Quite probably no one else at the meeting had any idea what 'oratio obliqua' meant – and thanked their lucky stars the idea was never put to a vote. Of more import was a motion that a letter be sent to the SECV regarding a possible visit to their Yallourn operations – passed! Then there were motions regarding non-participating members, their voting rights (or lack of them), meetings, subs, magazines, etc – basically such members were to be treated like serfs. And finally a motion that the meeting adjourn.

The fifth meeting on 3 September is interesting for three reasons. On the previous day six people had visited the SEC railway at Yallourn, thus constituting the first official excursion of the VLRRS. A report of this trip was presented to the meeting and, in the wash-up, the report just **had** to be amended, viz. "The words . . . and travelled by 'bus to Yallourn. being substituted for ". . . and partook of 1/9d worth of bumps, shakes, rattles and squeaks and roars and finally arrived at Yallourn." Secondly, a motion was put that the Constitution be amended, deleting in part 7, para 1, "Shenley Valley Railway Quarterly Review" and substituting "Victorian Light Railway Research Society Quarterly Review", thus recognising the change in the magazine's name. Model railways were no longer as important as light railways.



Thirdly, a new member was accepted – one Don Frazer. And of course there was the usual procession of motions, amendments, counter-motions and counter-amendments to the constitution to round out the meeting. One particular motion, seems in hindsight quite sensible, that "Records of excursions

and activities of the society and other items of interest shall be kept". All were in favour except Frank – maybe he realised that he'd be the bunny who would have to keep such records!

The sixth meeting on 29 October brought an election for a new secretary following the resignation of Ross Murray from that position. Geoff Gardner won the secret ballot. An auction of various items brought by the members netted £1 3s 0d then a slide show followed to round out the meeting. Various motions to amend the constitution were agreed to but not passed as there were only four members present.

December brought the first "Council" meeting of the VLRRS. Up to that time there had been six "General" meetings and two "Special" meetings, though looking back at them they all seem to be roughly the same. Interestingly, the "Constitutional Revision Committee's" report of 20 October was tabled (this does sound like Parliament!) and named four persons the regularity of whose membership was not able to be determined. So, in an act of magnanimity by Council, Messrs Russell, Charrett, Poole and Stamford Snr had their membership confirmed. Presumably that means there were by then ten members. The first three of those named were the first outside members to join this secret cabal of schoolboys, probably as a result of the advertising drive that had been instituted. And an age-old question arose – the search for a new name for the society's magazine. As no one could think of anything better it remained *Victorian Light Railway Research Society Quarterly Review*.

1962 brought the second Council meeting, on 16 February, and there were three members present – President Stamford, Secretary Gardner and Treasurer Murray. Another member was admitted and Mr Fellows was appointed "Historian and

The "Slaty Creek excursion" referred to on this page was actually attended by most of the founder members of the VLRRS. It was a walk along the route of the Powelltown Tramway from Yarra Junction to Gladysdale (despite most of this being on private property!). Approaching Gladysdale, behind Lloyd Reserve the site of a trestle bridge was found, shown above. No.1 Siding was in this area, but its site was not found. There are a pair of wheels there, to the left of centre and below the base of a tree. A follow-up trip got as far as Black Sands.

Frank Stamford

Recorder to the Society" subject to his approval! Immediately following the Council meeting, the Annual Meeting was held. Apart from the troika already present, that doyen of Victorian rail historians, Les Poole, was also present - at the time Les would have been older than all the Council members put together! All existing office bearers were re-elected.

The next four general meetings in 1962 (April, July, October and December) seem to be totally devoid of the motions, amendments and constitutional matters that were so evident in 1961. Highlights of the year included the decision of VLRRS to give moral support to a group of Colac citizens who wanted to save the Beechie, letters from Messrs Charrett and Jowett about construction railways for dams at Lakes Entrance, listening to *Steam on the 5ft 3in* and *Tramway Echoes of Sydney* (both 33½ rpm vinyl LPs). Another auction was held which raised £1 5s 4½d, and it was decided to use a photographic stencil in the next magazine with the lucky editor appointed to do the needful.

Onto 1963 and the steam seems to be running out of the society! In February the AGM came and went; the only matter of substance was a suggestion from Des Jowett re the format of the magazine, and changes did in fact follow a few months later. Again, all office bearers were re-elected for another year.

The general meeting of 6 April turned into a bit of a Goon Show script – maybe that's from where it came. Three members were present. The minutes record that:

"In the absence of G Gardner the meeting could not degenerate into a council meeting, so very little happened. R Fellows had some slides which were of some interest. A quorum was probably not present and generally nothing happened."



Warburton field trip, c.1960. Approaching Federal Depot, about two kilometres east of Warburton, we found this point crossing vee. The other people in the picture, walking towards the building, were another group of tramway explorers, slightly older than us, and may have been Puffing Billy track maintenance volunteers.

As the minutes on this occasion were written by the President who was (and is) a known fan of the Goon Show, not much more needs to be said.

Far reaching decisions ...

On 18 May, three members assembled for the third Council meeting and mulled over the results of a questionnaire that had gone out with the Summer issue of the *Quarterly Review*.

A number of important and far-reaching decisions were made including opening the membership to anyone – membership had previously been restricted to “active researchers”. The magazine would henceforth be called *Light Railways*, the subject matter to be principally Victorian and Tasmanian light railways, and to a limited extent other interstate light lines and narrow gauge model railways.

The next two general meetings, in June and August are of little import – indeed the discussion was often about the discussion previously discussed. In August they were discussing the magazine just issued (Winter 1963 – No. 13) and the meeting “rapidly degenerated into a social gathering”.

And so to the meeting in October, where a motion that the word “degenerated” in the last Minutes be amended to “became”. Not carried! (must have been two

votes each way). Also a motion that a copy of *Light Railways* be sent, gratis, to the State Library of Victoria – this was passed. And what’s more Mr Fellows offered to do the needful *and* pay the postage. The meeting’s last motion was that “... Helen Murray be thanked for her delicious cake prepared especially for the society”, thus introducing one tradition that has continued to this day.

February 1964 brought the third Annual General Meeting; present was President Stamford, Secretary Gardner, Treasurer Murray and Mr Fellows. Following elections the line-up had become President Stamford,

Secretary Fellows, Treasurer Murray, Vice President Gardner – all were duly elected!

This same quartet met again in April and the meeting revolved mainly around *Light Railways* running late due to a deficiency of material. It was proposed to amalgamate two issues into one and extend the membership subscription expiry date to agree with the magazine schedule. Various other procedural matters arose regarding the presentation of business at meetings and whether it should be at general meetings or at Council meetings. In the end the whole matter



Outside Federal Depot we found the remains of this inspection vehicle. Federal Depot was where the Federal tramway’s rail-tractors were stabled..

Frank Stamford

was adjourned to the next Council meeting which was held three days later. This fourth Council meeting examined great wads of procedural matters that are just plain boring – motions were flying in all directions and having read the whole lot a dozen times I can't work out what was finally decided.

A bomb-shell arrived on 13 June 1964 when Secretary Fellows tabled a letter of resignation from Mr Murray who stated he had nothing to contribute or gain from the society. The Secretary moved that it be accepted with regret. The Vice President spoke of Mr Murray's sterling efforts in maintaining a high level of intelligent discussion at society meetings. The President said that as decimal currency is to be introduced, sterling efforts are no longer required. Vice President Gardner was elected to replace Mr Murray as Secretary.

Early August and another general meeting – and again not a lot happened. The Summer & Autumn issue of *Light Railways* was still a work in progress due to insufficient material even for a combined issue. It was now nine months overdue. Clearly other activities, such as university studies etc were eating into available time.

The next meeting on 10 October 1964 was the fifth Council meeting and all council members were present. Minutes of previous meetings were taken as read and passed with no business arising. There was no correspondence received. There was more discussion about the unfinished business about procedural matters that was finally agreed and passed – like how much notice of meetings should be given, and where such notice should be posted. And the meeting finished in just twenty minutes following which they watched colour slides. The next meeting was scheduled for 5 December – it never happened. Indeed, nothing happened in the minute department for more than two years ...

The Society's emergence from the creeping state of lethargy into which it had slid is given elsewhere and is fairly well known – or is it? Maybe, in another twenty-five years, another nosey secretary will go rummaging in the dusty archive boxes and examine the minutes from the 29 November 1966 onward, and put pen to paper to reveal all to a future readership!

* It finally arrived as No.15, re-named Autumn 1966

Foundation of the LRRSA

by Frank Stamford

The LRRSA was founded as the Victorian Light Railway Research Society (VLRRS) on 12 February 1961. It has been said that things which were no longer there were the inspiration for the founding of the Society. There is a lot of truth in this, and it has been so since the day it was formed. That makes it unique amongst Australian railway enthusiast organisations.

Its foundation arose from an interest in railways generally, but was specially driven by an interest in timber tramways. Railway enthusiasm was not a new phenomenon in the early 1960s, but in Victoria it was in a state of rapid growth. Prior to the mid-1930s there were no formal groups to cater for the interests of Australian railway enthusiasts, but the English monthly *The Railway Magazine* – founded in 1897 – was available, and newspapers and magazines reported railway news in considerable detail. In 1933, the Australasian Railway and Locomotive Historical Society (ARL&HS) was founded in Sydney (now the Australian Railway Historical Society – ARHS). During the 1930s it had only a handful of members in Victoria. However, the Victorian Model Railway Society was very active in the latter half of the decade, and it catered for the needs of those interested in full-size railways. Members such as JCM Rolland, Les Poole, John Buckland, and Ray Pearson took an interest in timber tramways as well as the VR and laid the foundations in collecting the information and photographs which existed before the time of the VLRRS.

World War II caused a major disruption to this activity, but in 1946, the Victorian branch of the AR&LHS was founded. By that time, the era of the timber tramway was rapidly coming to an end, and by 1950 almost nothing was in operation. Conversely there was much activity on the Victorian Railways, which took precedence amongst the small band of organised railway enthusiasts.

The impending demise of steam locomotives, and the gradual closure of branch lines caused a rapid growth in organised railway enthusiasm in the late 1950s and 1960s. There was a sense of panic that so much was about to be lost, and enthusiasts needed to organise themselves into groups to enable the running of special trains, and the publication of books, films and sound recordings which until then had not seemed urgent.

The ARHS Victorian Division grew rapidly in the last half of the 1950s, reaching 200 members in 1959, but grew to five times that number in the 1960s. The burgeoning interest spread across all age groups. Railway clubs were formed at a number of schools in the 1950s, and in 1958, the Victorian School Railway Clubs Association (VSRCA) was founded so that the individual clubs could unite for various activities. Founding clubs in the VSRCA were Caulfield Grammar School Railway Society, Scotch College Railways Club, St Kevin's College Railway Club, Melbourne High School Railway Club, Reservoir High School Railway Club, and Carey Railway Club. The Association produced a magazine called *Railway Club Review*, which – at least in its early years – was printed by a student printing group at Caulfield Grammar. Within the limits imposed by the printing process, the quality of presentation was high, and the quality of many of the articles published even higher. The Association ran a number of special train trips to places such as Heathcote, Mornington and Healesville which were advertised through the ARHS as well as the VSRCA itself.

This was not the only area where school students were active in an organised way. The Puffing Billy Preservation Society (PBPS) was a regular advertiser in *Railway Club Review* extolling the virtues of volunteering. As a result school students made up a significant group in the track

maintenance branch of the PBPS, which was then trying to restore the track between Belgrave and Lakeside to operating condition. It was members of this branch, aged between 17 and 20, who founded the Association of Railway Enthusiasts in August 1961, as they felt the ARHS was not meeting their needs, particularly for affordable special trains.

Those schools that did not have active railway clubs had informal groups of students with similar interests. There were also young railway enthusiasts working independently, such as Bill Russell who published a duplicated newsletter called *Steam Monthly*.

Timber tramways

Timber tramways were far better known amongst the population of Melbourne than of any other Australian capital city. For the first 40 years of the twentieth century they were a major feature of many of the most popular places for weekend or day trips, and annual holidays. Railways like Warburton, Healesville and Gembrook were served by numerous guesthouses that attracted holidaymakers, who found the tramway tracks provided good places to walk. They played such a big role in scouting activities that in 1934 the Rover Scouts produced two very elaborate one-inch to the mile maps of the timber tramways and timber mills in the Upper Yarra region.

Railway enthusiasts in the 1930s took an active interest in timber tramways, but by the early 1960s these lines were being overlooked, since in Victoria they were practically all closed. But there was still an underlying curiosity about them, even among young railway enthusiasts. Parents and grandparents talked about them, Scout groups hiked along their derelict routes, and their remains were seen when camping or bushwalking. This led to a sense of something

having been lost with their demise, and a wish to know more about them.

Until the end of 1964, the Warburton area could still be easily reached by train, and it was a popular destination for those of school age seeking bush walking opportunities.

Camberwell High School did not have a railway club, but it had railway enthusiasts. In 1957 some at fifth form level were heavily involved in Puffing Billy track restoration – one of them is now a Puffing Billy volunteer driver. In the same year at first-form level, Ross Murray and Frank Stamford were systematically investigating all the dismantled sections of the nearby Outer Circle Railway, which had closed between 13 and 64 years previously.

This was good training for later more ambitious probings, starting with a trip to Powelltown the following year. To their amazement they found very little had changed from the scenes shown in pictures taken forty years earlier. Many further visits followed to the Warburton and Yarra Junction area, and Geoff Gardner and Sandy Stewart joined the team. Powelltown itself was difficult to access, as there was no public transport.

Foundation

In January 1961 Frank Stamford had the opportunity to visit Powelltown again, with the specific intention of measuring and photographing rolling stock and buildings. Unfortunately almost everything he went to see had been cleared away, the old offices, rolling stock, and much of the trackwork. Devastating disappointment!

This discovery was reported to four fellow railway-enthusiasts at Camberwell High School (Robin Fellows, Geoff Gardner, Ross Murray, and Sandy Stewart). It led to a realisation of how fragile were the remaining relics of timber tramways.

In an attempt to do something to record the history of Victoria's timber tramways in particular, and its light railways in general they formed the Victorian Light Railway Research Society on 12 February 1961.

As recorded elsewhere in this publication the Society was then active for about three years, but after the publication of LR14 (Spring 1963), Council members' time was limited (due to a combination of studies, and travelling on numerous rail-fan trips during the twilight of steam), and enthusiasm was lagging. The Society had only 16 members, and there were no "salesmen"



"Second Division" of LRRSA tour on the SECV's Rubicon-Royston 2ft gauge tramway, 7 May 1967. The incline is 1.2km long, with an average grade of 1 in 3, steepening in places to 1 in 2. John Withers is pointing to the cable, and to his right is Mark Plummer, Honorary Secretary of the Society from 1966 to 1969. Mark was responsible for the publicity drive in 1966 which resulted in the Society's emergence from inactivity and its rapid growth.

Frank Stamford

on its three-man Council to encourage membership growth.

Preparation began on LR15 but no action was taken to complete it. Members enquiring about the non-appearance of *Light Railways* were told that it was intended to wind-up the Society. Due either to lack of interest, or perhaps, hopes of a revitalisation, this did not happen.

Late evening return trips to Melbourne on rail-fan tours gave plenty of time for conversation. On one such trip in mid 1966 Mark Plummer sought out Frank Stamford, and a long discussion on timber tramways took place. Mark had seen copies of *Light Railways* and suggested the Society should be revived. Frank was not convinced, but rail-fan trips were so frequent at the time that the conversation was continued on a later trip, and enthusiasm was rekindled. Mark was about 16 years old, the same age as Frank was when the LRRSA was founded in 1961.

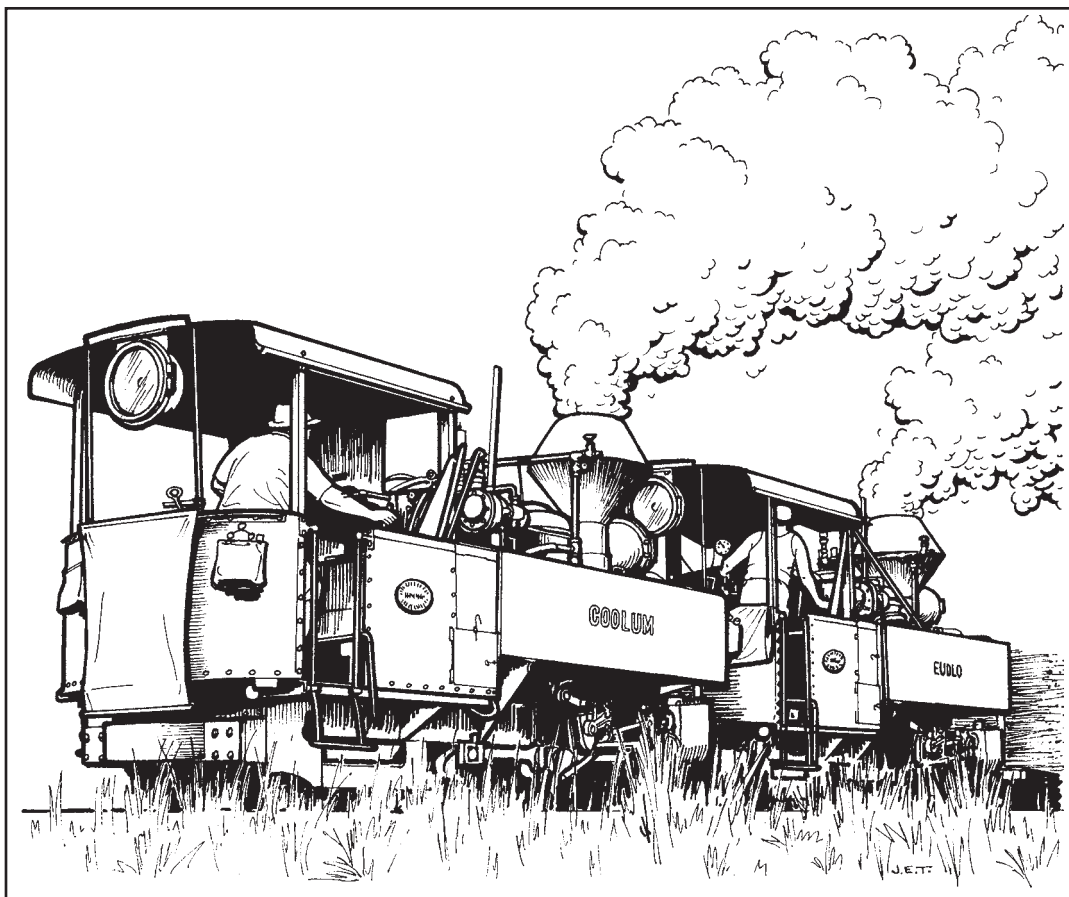
LR15, with only eight pages, was completed, with the date changed to Autumn 1966, and sent to surprised members in August 1966 – a gap of almost three years from the previous issue - and with no explanation for the delay.

LR16 (Winter 1966) followed one month later; with 24 pages, a price of 20 cents, and a print run of 50 copies. These were soon sold out. Mark was organising a massive membership drive, and there is no doubt that it was due to his efforts that the Society was established on a viable basis.

On 10 September 1966 the Association of Railway Enthusiasts visited the Fyansford cement-works railway. The ARE allowed us to distribute membership application forms and sell copies of LR on the train. Many members signed up on the spot. The ARE also agreed to circulate membership forms in its mailout.

Seventy copies of LR 17 were produced, and were soon sold out. At the same time, an unpublished objective of trying to make each issue of LR better than its predecessor was adopted. A decision which was more widely published was that authors would be encouraged to provide a list of major references for historical articles. Some earlier articles in *Quarterly Review* had details of sources, but no firm policy was made until the publication of LR17.

The 1890s era flat-bed duplicator we were using at this time



A characteristic feature of Light Railways Nos 18 to 37 were John Thompson's pen and ink front-cover drawings. This example is from Light Railways No.25, Spring 1968, and shows Eudlo and Coolum double-heading on the Moreton Mill sugar tramway at Nambour, Queensland.

was really only suited to runs of about 50 copies, and when LR18 was ready to be produced we had about 170 members. The Victorian Division of the ARHS helped by lending us their duplicator. By the time LR19 was due we had scraped together enough cash to buy our own second-hand duplicator – largely from sales of LR18, which had a print run of over 300 copies.

The co-operation we received from organisations like the ARHS, ARE and PBPS in publicity and use of equipment was a great help in getting the Society established.

LR18 had a real impact. John Thompson drew a magnificent cover drawing; four pages of offset printed photographs were included, most of the photographs having only recently been discovered, and the issue ran to 32 pages. The contents included an article on Shay locomotives; a quite long article on Tramways of the Forrest - Barwon Downs Area, in which Mark Plummer demonstrated the benefits of going out and actively interviewing the people who had owned or worked on the timber tramways; a varied letters section; and a news section - which included items on Melbourne and Ballarat electric trams, and the VR Wangaratta-Whitfield line.

At that stage the scope of the Society's activities were still being defined, and in due course it was decided to leave most VR and electric street tramway matters to other organisations.

LR18 also commenced the development of an active "Letters" section which it was hoped would add to the credibility of LR.

Broadening horizons

In LR23 Bruce Macdonald suggested that the Society diversify its scope by changing its name to the Australian Light Railway Research Society, or Australian Light Railway and Tramway Society. The Council had been considering the same move, largely as a method of increasing membership. As a result, on 1 June 1968 the name became Light Railway Research Society of Australia, and the scope was expanded to cover light railways in all parts of Australia, including its current and former external territories, and areas where it has had an economic interest (e.g. Fiji).

A broadening of scope of a different nature was beginning

to occur from about LR23. Up to this time the articles had been confined to purely railway matters. With articles such as Hume Reservoir (LR23, Peter Charrett); Elphinstone Timber Tramway (LR27, Roger Seccombe); Stannary Hills and Irvinebank (LR30/32, Gerry Verhoeven); and the Lal Lal Iron Tramway (LR34, Robert Ashley et al) the authors were placing the railway in its economic and/or social context.

This marked what was probably the most significant move made by the Society. It opened its area of interest to a wider field than railway enthusiasts. This change of emphasis was summed up in Arthur Straffen's editorial in LR32, and more recently in Bob McKillop's editorial in LR79.

The New South Wales Division - the first ten years

by Craig Wilson

It all started very simply, Dick Mason who had been introduced to the Society while working in New Guinea, had been relocated to Sydney. He maintained his interest but lacked any local contacts.

On a business trip to Melbourne he phoned Frank Stamford. Talking about Sydney members known to Frank, he asked what was the Society's view on the setting up of a group within the Society incorporating New South Wales members. Frank was personally keen for a Sydney group to be formed and suggested the name of Paul Simpson, another Sydney member who had made a similar suggestion, be contacted.

This was in October 1975 and on Dick Mason's return several meetings took place with Paul Simpson in preparation for the first meeting on 23 June 1976.

The meeting is worth dwelling on. Held at Rechabite House in a rather run-down area in Surry Hills, Sydney, (there was a Salvation Army soup kitchen around the corner), eighteen members of the NSW membership of around 100 attended.

Frank Stamford visited Sydney for the meeting, and spoke after an introduction from the two convenors. Talking of the Society as it had grown, he gave a glimpse through slides of Powelltown, of what could be achieved with research in areas untouched by previous historians. Most generously, considering their finances, he also advised that a grant from Council of \$100 would be made available to meet setup costs of the group.

It did not take long for a unanimous decision to be made, that a NSW Division be formed and a date set for a formal meeting to bring the NSW Division into existence. Coffee followed, this lasting longer than the normal coffee break as those present, many for the first time meeting numbers of people with the similar interest, talked into the early hours of the next day.

The first formal meeting two months later elected the two convenors, Paul Simpson and Dick Mason, together with Alan Watson as the NSW Committee. Early meetings were a mixture of entertainment and business as questions of financing, structure, activities and the necessity of amendments to the Constitution to accommodate a NSW Division were slowly resolved. These meetings were to prove some of the Division's largest, as a number of long researched topics held the stage. Paul Simpson on Shays, Alan Watson

on Newnes, Peter Neve on cane tramways. Ken McCarthy on Kiama, all drew good crowds but the biggest (of 30 of the State's membership of less than 100) came to see Bruce Macdonald on Sydney's quarry tramways.

The Division was active in other directions. Tours had been held within months of formation. These ranged from the highly organised such as the Central Park Railway at Foresters Beach (where additional motive power was brought up from the South Coast for the day) to the informal, where groups met to walk sections of abandoned tramways.

A sales desk had been opened and copies of the Orenstein & Koppel Works list book were imported to begin mail-order sales. On a wider stage the Division was also helping with *Light Railways*. Behind schedule, lacking articles, and a permanent editor, questions had been raised as to the viability of the magazine. To give a breathing space to Council, Paul Simpson undertook the finding of material, editing and production of a number of issues, and later, after some searching, the NSW Division was able to nominate Sydney member Bob McKillop as the new permanent editor.

The formative period of the Division was now ending, though not before it hosted the Second National Conference in January 1980. The two-day conference began with a full day's meeting with delegates from Victoria and Queensland, followed by an evening's entertainment. The second day saw the Division's first bus tour to visit the operating 2 ft gauge mushroom farm railway at Lilyvale, and then went on to Albion Park Museum.

After three years at Rechabite Hall, in 1980 the Division was forced to move as the land was sold for development. At the same time pressure of other commitments reduced the Committee down to two members; Paul Simpson and David Laidley, and despite the location of new meeting rooms at the Government Transport Club, the Division's activities were severely curtailed.

A small core of interested members kept the Division going over this period and by June 1981 a full Committee was elected, with the newcomers being Craig Wilson, Len King and Jeff Moonie. The immediate task was to rebuild interest in the Society in New South Wales. Changes were made to meetings, by having most Divisional business handled at Committee meetings. Recognising also that the future of

the Division rested with the efforts of its researchers, the Committee moved to assist. Several meetings were held to highlight research techniques, members circulated as to their research projects, and where possible helped.

The Committee also returned to some of the other activities that had lapsed. Tours reappeared as an annual event in the weeks before Christmas. The Division's 1986 trip was a good example. After several years of lobbying the Navy by Len King, the Division was allowed access to the operating jetty tramway at HMAS Penguin. The day saw the members present travelling up and down the jetty on one of the Greenwood & Batley battery electric locomotives.

Importing of books was another area that the Division returned to. Many overseas (and occasionally Australian) books on light railways have not been marketed widely because sales are expected to be small. Since 1981 six titles, mostly builder's lists, were marketed. As expected, while

sales were small, they have made available data previously unavailable to most Australian researchers.

Efforts were also made to make the Division and the Society better known outside the railway fraternity. The Division mounted displays at the Campbelltown Steam Railway, gathering information, answering membership enquiries and generally making the Division known to the thousands who attend. These contacts were also developed further with contacts with local historical Societies, who it was hoped in turn would bring to the Society new members and information.

In 1986 the Division was nearly a decade old, and had weathered a number of storms and would no doubt meet more in the future. In those years the number of active researchers grew as did the articles on NSW topics in *Light Railways*, reflecting the greater interest in and recording of New South Wales light railways.

The South Australian Group

by Arnold Lockyer and Les Howard

In the early 1980s South Australian members attending Society weekends exploring Victorian timber tramway sites held informal discussions regarding the possibility of having regular meetings of members in South Australia. As a result, Arnold Lockyer was invited to the Society's National Conference in Melbourne on the weekend of 30 January 1983. At this meeting it was agreed that a meeting of SA members should be called to see if they were interested in regular meetings. Arnold Lockyer was authorised to make the necessary arrangements regarding venue etc. On his return to Adelaide he contacted Mr Ron Fluck, Manager of the Mile End Railway Museum, and arrangements were made for a meeting to be held at the Museum's premises on 3 March 1983. Notices were then sent to all SA members inviting them to attend.

On the meeting night the weather turned against us, being so bad that one member rang to see if the meeting was still on! Nevertheless seven members, Peter Letheby, Barry Mackinnon, David McNeill, Bob Sanders, Trevor Triplow, Roger Wheeler, and Arnold Lockyer braved the elements, whilst two apologies were received. At this meeting it was decided that we would meet at two-monthly intervals on the first Thursday of the odd months for the remainder of the 1983 year and review the position at the November meeting. Attendance at the 1983 meetings averaged about nine, not allowing for the September meeting, which was cancelled because of bad weather and the absence of members due to school holidays. At the November meeting it was agreed that we continue meeting once every two months during 1984 but would change to even months as this would avoid school holidays, give us a December (Christmas) meeting and leave January clear.

Meetings continued on this basis, although there were two changes of venue. The first, to Mr Trevor Triplow's place of business in Kent Town, was forced upon us due to vandals breaking into the Museum and setting fire to two of the exhibits. This led to the keeping of guard dogs on the Museum

site from Monday to Friday. Our second change, which took place from our October 1985 meeting was from Kent Town to Mr Triplow's home at 47 Gardner Street, Plympton; and was due to the Kent Town premises being sold. Attendance at meetings continued to average about ten. Most meetings - after the usual business (reading a record of the previous meeting, correspondence from the Society etc) - took the form of discussing light railway and other rail matters, the production of new photographic acquisitions etc, followed by a talk on a specific light railway topic by one of the members, and/or slides, videotapes or films.

There were no formal office bearers, although Arnold Lockyer acted as a secretary, keeping a record of meetings and acting as a contact for members and the Society. Hopefully, sometime in the future, a South Australian Division of the Society could be formed, which would provide a little more status, but with our average attendance of ten the existing arrangement was working very well.

In 1986 the group was entering its fourth year, with meetings settled on the first Thursday of the even months and an attendance averaging about 8. In 1992 we met on the fourth Tuesdays of even months, but reverted to first Thursdays in 1993. Arnold Lockyer continued in that (informal) role of convener/secretary with very few exceptions, with assistance 1989-2003 from Lee Rodda. When Lee passed away, Arnold's wife Dorelle assisted with the secretarial duties, as did David Boyce. Former member Keith Polson and David shared bringing Arnold and Dorelle to our meetings until Keith left our group; David continued his support for them. When Les Howard was elected as secretary at the end of 2007, David continued to help, particularly with the membership lists, labels for posting minutes, and e-mailing the latter to our members and friends, while Arnold co-chaired at meetings.

Attendance over the last 25 years has averaged about 12, but at recent meetings has been about 9, compared to an average of 8 in the preceding 3 years. In those first 3 years, a total of

20 different people attended at least one meeting, whereas in the years since then, about 80 different people attended at least one. The average has been boosted annually since 1986 by the attendance of a few spouses at the entertaining Christmas meetings. In February 1986, Trevor Triplow sold his home at Plympton where we had been meeting, so in April 1986 we held our first meeting in Peter Letheby's home theatre at Royston Park, and since then most meetings have been held there. From 1992 onwards the Christmas meetings have been at Trevor Triplow's home theatre at Aberfoyle Park, with films provided by Trevor, whose films of rail transport have been part of many meetings. The format of meetings established in the early years has continued, with occasional conversion of a meeting into a visit to a site of interest, such as the Treasury Building basement railway, the Railway Signal, Telegraph & Aviation Museum, or the homes of members such as Peter Mühlhäusler and Ralph Holden

who have relevant model layouts.

Until June 2010 Arnold Lockyer's enthusiasm and willing sharing of knowledge prospered our group for over 27 years. His highly organised collection of 3000 photographs was a core resource; it has passed into the care of the National Railway Museum at Port Adelaide, but there is no substitute for his memory and his inimitable anecdotes. Some meeting discussions resulted in articles in *Light Railways*, such as the one on jetty railways which Arnold wrote. Another project, first mooted in 1985, was to compile a list or 'register' of light railways in South Australia. Both Arnold Lockyer and Ian Back produced lists which became the nucleus from which the group has devised the skeletal list available on the LRRSA website. This is serving as a basis for ongoing effort to include images and verify references, and in the latter we have had very welcome assistance from colleagues in the Eastern states.

Life Members

by Mike McCarthy & Frank Stamford

A Society that has survived and prospered for the length of time that the LRRSA has, could not have done so without the efforts of a few individuals over a long period. Although many people have contributed to the development of the LRRSA over the years, a few names stand out because of their individual efforts on behalf of the Society and light railway research. Like many societies and clubs the LRRSA has adopted the practice of honouring such efforts with honorary life memberships. Our Honorary Life Members are as follows:

Ella Hennell

Ella became the Society's first life member at the 1982 Annual General Meeting. She performed a magnificent job in maintaining the membership records after son, Andrew, was forced, due to studies, to relinquish the job. With the help of husband Hal she put an enormous amount of work into not only maintaining the records (pre-computer days) but also in addressing the envelopes prior to each mailout. Since 1982 her son Andrew has again taken over this role.

Steve Martin

Steve was made a life member of the Society at the 1983 Annual General Meeting. Steve had been a member of the Council for twelve years during which time he built the Sales Department up from virtually nothing, and single-handed looked after shop sales, mail-orders, and pre-publication sales of the Society's books. Anyone who has been involved with this type of activity will testify that any one of those tasks would amount to a full-time task for most people. It was largely due to the efforts of Steve that the Society was able to finance many of its early publications.

Frank Stamford

In August 1983, at the time he became the Society's third

life member Frank had served on the Council a total of 21 years, had produced the vast majority of the Society's books as well as co-authored *Powelltown*. Frank has been the driving force of the Society and has been involved at one time or other in either an official or unofficial capacity in just about every aspect of the administration of the Society.

Norm Houghton

Norm was awarded his life membership at the "Great Packing Shed Affair" during Easter 1986. Norm received the award in recognition of his efforts towards light railway research in Victoria. The award recognises not only the collection of the material but also Norm's achievements in the difficult task of preparing the manuscripts. Norm's efforts in writing the books we have published have brought a considerable amount of recognition to the Society from the public.

John Browning

John Browning was granted Life Membership of the Society at the 1987 Annual General Meeting. The award was made in recognition of John's efforts over the previous ten years as the founding editor of *Light Railway News*. Not only was he the first editor of LRN but the fact that it came into existence was solely due to his initiative in highlighting the need for a forum to record and discuss current light railway events in the magazine. He then undertook the work associated with its establishment and production during its years of existence as a separate magazine. The benefit of John's work continues today in the Industrial Rail News segment of *Light Railways*.

Bob McKillop

After 12 years as editor and driving force behind *Light Railways* Bob McKillop was awarded Life Membership at the 1992 Annual General Meeting. Bob came onto the editorial

scene in 1980 with *Light Railways* No.69. After several years of uncertainty associated with leadership behind the magazine Bob brought a new focus and stability that set the platform for it to grow in both stature and coverage. His personal efforts in chasing up content, encouraging writers and editing their efforts for production underscored the contribution he made.

Mike McCarthy

Mike was awarded Life Membership at the 1988 AGM after 12 years on the Council, including six years as Treasurer and four as President. The award recognised extensive work for the Society in establishing sound financial controls, organising tours and other activities, and a vast amount of work in researching, recording and publishing material on light railway history.

Arnold Lockyer

In recognition of his efforts and leadership with respect to the LRRSA South Australia Group Arnold was made a Life Member in 2002. He was instrumental in its establishment in 1983 and was its driving force for the subsequent years. The Life Membership also recognised Arnold's contribution to light railways research in South Australia and his strong support for the Society.

Jeff Moonie

Having led the NSW Division for a total of 20 years Jeff Moonie was made a Life Member in 2002. Jeff was elected

to the NSW Council in 1981 and became President in 1982. The award recognised both his leadership and contribution with respect to LRRSA administration.

Colin Harvey

After 16 years undertaking the often time consuming but thankless task of Treasurer Colin was awarded Life Membership in 2003. The award also recognised Colin's leadership in addressing significant tasks affecting the Society's governance and management.

Bruce Belbin

Bruce was awarded his Life Membership at the 2007 AGM for his services to the LRRSA as editor of *Light Railways* over the previous 10 years. The award also recognised his contribution to the redesign and changed production of LR which has had such a dramatic impact upon membership and readership.

Peter Evans

After 21 years on Council including 8 years as Vice President and 13 years as Victorian Tours Officer Peter received his life membership in 2007. As tours officer Peter arranged and led countless trips during his term. The award recognised his contribution in light railway research, and the quality of his writing in books, Tour Notes which were effectively historic publications in their own right, and articles.



LRRSA 25th Anniversary special train - The Great Packing Shed Affair - hauled by Peckett 0-4-0ST locomotive (B/No.1711 of 1926) and Ruston Hornsby 4wDM (B/No. 296058 of 1950) near Selby. 29 March 1986.

Lou Rae

Light Railway Research Society of Australia — Council Members 1961 – 1962

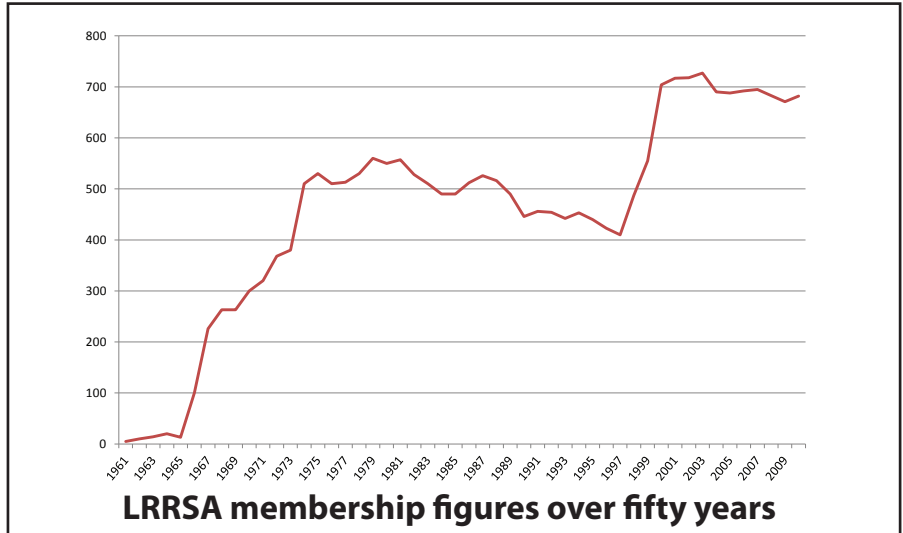
Year	President	Vice President	Secretary	Treasurer	Pubs Officer	Committee persons				
1962	F. Stamford		G. Gardner	R. Murray						
1963	F. Stamford		G. Gardner	R. Murray						
1964	F. Stamford		R. Fellows	G. Gardner						
1965	F. Stamford		R. Fellows	G. Gardner						
1966	F. Stamford		R. Fellows	G. Gardner						
1967	F. Stamford	G. Maynard	M. Plummer	G. Gardner						
1968	F. Stamford	G. Maynard	M. Plummer	J. Prideaux			G. Gardner			
1969	G. Maynard	G. Thomson	M. Plummer	J. Prideaux	J Alfred		P. Charrett			
1970	R. Smith	A. Straffen	W. Chynoweth	J. Prideaux	F. Stamford	D. Baker	I. Stanley			
1971	A. Straffen	S. Martin	G. Inglis	R. Smith	F. Stamford	L. Rickard	I. Stanley			
1972	A. Straffen	S. Martin	G. Inglis	R. Smith	F. Stamford	L. Rickard	C. Jessup			
1973	A. Straffen	S. Martin	G. Cargeeg	G. Inglis	F. Stamford	M. Menzies	C. Jessup			
1974	C. Jessup	S. Martin	A. Straffen	G. Inglis	F. Stamford	G. Maynard	E. Stuckey			
1975	E. Stuckey	C. Jessup	A. Straffen	R. Marriott	F. Stamford	G. Maynard	S. Martin	G. Inglis		
1976	E. Stuckey	C. Jessup	A. Straffen	R. Marriott	F. Stamford	G. Maynard	S. Martin			
1977	G. Maynard	F. Stamford	A. Straffen	R. Marriott		E. Stuckey	S. Martin	C. Jessup	M. McCarthy	
1978	G. Maynard		A. Straffen	M. McCarthy	F. Stamford	E. Stuckey	S. Martin	P. Jeffery		
1979	F. Stamford	P. Jeffery	E. Stuckey	M. McCarthy		A. Straffen	S. Martin	G. Maynard	J. Buckland	
1980	F. Stamford	P. Jeffery	E. Stuckey	M. McCarthy		A. Straffen	S. Martin	J. Buckland		
1981	F. Stamford	S. Martin	E. Stuckey	M. McCarthy	A. Winzenreid	G. Maynard	J. Ritter			
1982	F. Stamford	S. Martin	E. Stuckey	M. McCarthy	A. Winzenreid	G. Maynard	J. Ritter			
1983	P. Jeffery	J. Ritter	G. Maynard	M. McCarthy	F. Stamford	J. Stock	C. Harvey			
1984	P. Jeffery	J. Ritter	G. Maynard	R. Wotherspoon	M. McCarthy	J. Stock	C. Harvey	G. Thorpe		
1985	M. McCarthy	J. Ritter	J. Stock	R. Wotherspoon	G. Thorpe	C. Harvey				
1986	M. McCarthy	J. Ritter	J. Stock	R. Wotherspoon	G. Thorpe	C. Harvey	P. Evans	M. Dwyer		
1987	M. McCarthy	J. Ritter	J. Stock	C. Harvey	G. Thorpe	A. Jeffrey	P. Evans	M. Dwyer		
1988	M. McCarthy	J. Ritter	J. Stock	C. Harvey	G. Thorpe	A. Jeffrey	P. Evans	M. Dwyer	P. Jefferey	
1989	M. McCarthy	J. Ritter	J. Stock	C. Harvey	G. Thorpe	A. Jeffrey	P. Evans	P. Jefferey	P. Rickard	
1990	M. McCarthy	J. Ritter	J. Stock	C. Harvey	G. Thorpe	A. Jeffrey	P. Evans	W. Hanks	P. Rickard	
1991	W. Hanks	P. Evans	J. Stock	C. Harvey	G. Thorpe	A. Jeffrey	P. Rickard	E. Stuckey		
1992	W. Hanks	P. Evans	J. Stock	C. Harvey	A. Jeffrey	E. Stuckey	H. Markwick	P. Rickard		
1993	W. Hanks	P. Evans	J. Stock	C. Harvey	M. McCarthy	E. Stuckey	H. Markwick	P. Rickard		
1994	W. Hanks	P. Evans	J. Stock	C. Harvey	M. McCarthy	E. Stuckey	H. Markwick	P. Rickard		
1995	W. Hanks	P. Evans	J. Stock	C. Harvey	M. McCarthy	E. Stuckey	H. Markwick	P. Rickard		
1996	W. Hanks	P. Evans	J. Stock	C. Harvey	M. McCarthy	E. Stuckey	H. Markwick	P. Rickard		
1997	W. Hanks	P. Evans	P. Rickard	C. Harvey	F. Stamford	E. Stuckey	H. Markwick	M. Dow	M. McCarthy	D. Grant
1998	W. Hanks	P. Evans	P. Rickard	C. Harvey	F. Stamford	M. McCarthy	H. Markwick	M. Dow	D. Grant	
1999	W. Hanks	D. Grant	P. Rickard	C. Harvey	F. Stamford	P. Evans	H. Markwick	M. Dow	M. McCarthy	
2000	W. Hanks	M. McCarthy	P. Rickard	C. Harvey	F. Stamford	P. Evans	S Moorhead	M. Dow	H. Markwick	
2001	W. Hanks	M. McCarthy	P. Rickard	C. Harvey	F. Stamford	P. Evans	S Moorhead	M. Dow	H. Markwick	
2002	W. Hanks	M. McCarthy	P. Rickard	C. Harvey	F. Stamford	P. Evans	S Moorhead	M. Dow	H. Markwick	
2003	W. Hanks	M. McCarthy	P. Rickard	C. Harvey	F. Stamford	P. Evans	S Moorhead	M. Dow	H. Markwick	R. Warwick
2004	W. Hanks	M. McCarthy	P. Rickard	C. Harvey	F. Stamford	P. Evans	S Moorhead	M. Dow	H. Markwick	R. Warwick
2005	W. Hanks	M. McCarthy	P. Rickard	C. Harvey	F. Stamford	P. Evans	S Moorhead	M. Dow	H. Markwick	R. Warwick
2006	W. Hanks	M. McCarthy	P. Rickard	C. Harvey	F. Stamford	P. Evans	S Moorhead	M. Dow	H. Markwick	R. Warwick
2007	W. Hanks	M. McCarthy	P. Rickard	C. Harvey	F. Stamford	P. Evans	W. Brown	M. Dow	H. Markwick	R. Warwick
2008	W. Hanks	M. McCarthy	P. Rickard	C. Harvey	F. Stamford	P. Evans	W. Brown	M. Dow	H. Markwick	R. Warwick
2009	W. Hanks	M. McCarthy	P. Rickard	C. Harvey	F. Stamford	W. Brown	M. Dow	H. Markwick	R. Warwick	
2010	W. Hanks	M. McCarthy	P. Rickard	C. Harvey	F. Stamford	W. Brown	H. Markwick	R. Warwick	S. Gould	
2011	W. Hanks	M. McCarthy	P. Rickard	C. Harvey	F. Stamford	W. Brown	R. Warwick	S. Gould	J. Dennis	

Fifty years of the LRRSA in photographs

In the next 17 pages there is one photograph and text describing significant happenings for each year, both for the LRRSA and light railways generally.

Some years were more eventful than others, and due to space limitations we have had to be very selective. As this is an LRRSA history, LRRSA activities have taken precedence over others.

There may also be a bias towards railway archaeology, since that is the most distinguishing feature of the LRRSA's activities.



Geoff Gardner (first Honorary Secretary) on a trestle bridge just to the east of Gladysdale station, Powelltown tramway, 1961.

Frank Stamford

1961

The Victorian Light Railway Research Society was founded on 12 February by five students of Camberwell High School following the discovery of the loss of many historical relics at Powelltown. Membership grew from five to ten which was the maximum number of copies of the *Quarterly Review* that could be produced by typing them twice with four carbon copies.

Lack of resources was a major impediment to growth. The editor's 1912 Edison Rotary Mimeograph would not ink evenly, and his equally ancient Monarch typewriter would only cut useable stencils in capital letters!

The VLRRS had its first official tour with a visit to the SEC's 90cm gauge railways at Yallourn and Morwell on 2 September.

There were problems deciding the level of formality for Society procedures, and much time was spent developing a constitution.

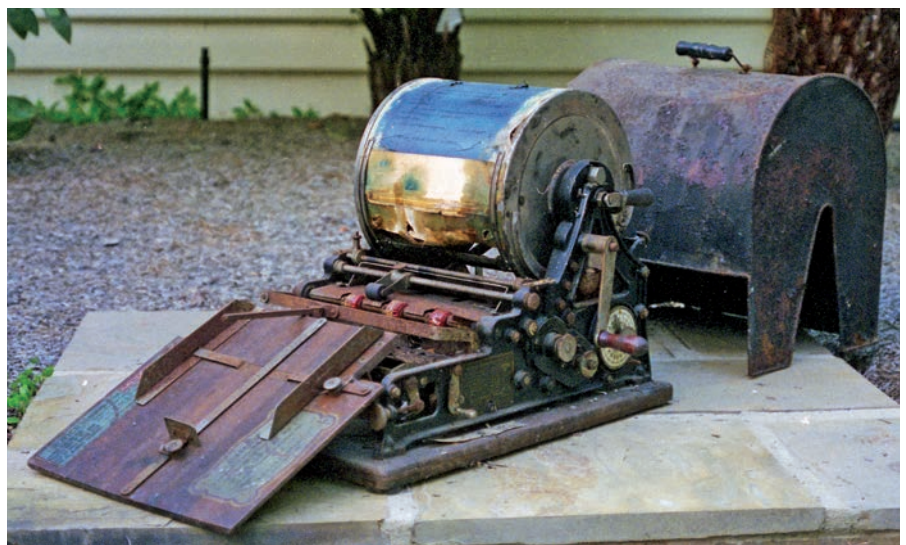
1962

By early 1962 membership had grown to 13, which made finding a working duplicator of some sort essential.

Quarterly Review No.8 was duplicated by "Steam Productions", the name adopted by E.W (Bill) Russell as the publisher of his newsletter *Steam Monthly*. Bill was of about the same age as the VLRRS founders.

Then miraculously a "new" duplicator came our way, an elegantly robust and simple 1890s Gestetner No.10 flat-bed, together with a "new" (actually very old, but mechanically sound) typewriter. They served us well until membership growth in 1966 outgrew the duplicator.

Quarterly Review No.10 reported the closure of the Colac - Beech Forest - Weeaproun narrow gauge line, and the re-opening of the Puffing Billy railway to Menzies Creek.



The infinitely frustrating Edison Rotary Mimeograph just before being consigned to the tip in 1995.



Light Railways No.14 Spring 1963 reported the closing of the Mount Lyell Railway. The VLRRS's first treasurer Ross Murray was there with his father in 1960. *E.W. (Ted) Murray*

1963

The Society used the first of many questionnaires to its members to seek opinions on subscription rates, the format of the magazine, eligibility for membership, and magazine content.

As a result the format of the magazine was changed from foolscap (330 x 203mm) to half-foolscap (203 x 165mm), and the name changed to *Light Railways* from issue No.13 Winter 1963. The change had been considered from issue No.9 but technical issues of typing stencils sideways and stapling pages in the middle had to be resolved.

Articles on overseas and mainland interstate light lines, and model railways would from now be excluded unless of special interest.

It was also decided that membership would be open to all; it had previously been limited to people actively involved.

1964

All the five foundation members were now involved in university studies, and much of their spare time was occupied with numerous railfan trips. As a result there was insufficient material to complete LR15, so nothing was published this year.

Four normal and two council meetings were held between February and October, the last meeting of the year lasted only twenty minutes before colour slides were shown.

Treasurer Ross Murray resigned from the Society in June as his interests were changing. He was doing a Masters Degree course in Physics, and his leisure interests changed to sailing. He later became a PhD and developed computer software, which formed the basis of a cyclone tracking package now used in climate research institutions in over 20 countries.



The saddle tank of the Powelltown tramway's *Squirt* (Andrew Barclay 311 of 1888) at the site of Ada No.2 Mill, c.1964. *A.E. Watson, PBPS Archives, courtesy John Thompson*

1965

There was no formal activity in the Society.

The Puffing Billy Preservation Society was restoring the track between Menzies Creek and Lakeside, resulting in the reopening of that section in July. The opening ceremony was attended by the VLRRS President and Treasurer, but it did not prompt the completion of *Light Railways* 15 to report the event.

Had *Light Railways* been published that year it would also no doubt have reported the last year of full operation of the Fyansford cement works railway, where a conveyor belt was in the process of being installed to replace it.



Ex-Whitfield line NK1 and trailer approaching Menzies Creek in 1965, at the time when this section of track to Emerald was being prepared for re-opening later in that year. *Bob Wilson*

1966

The society continued to slumber in the first half of the year, but its resurrection was being discussed in informal meetings on rail fan trips.

No formal meetings of any sort were held until 29 November 1966 when a council meeting was held. Despite that, in the preceding four months three issues of *Light Railways* were produced. At the same time Mark Plummer organised a massive membership drive which saw the membership rise to 197 by the end of the year.

The year finished with the publication of *Light Railways* No.18, the biggest issue to that time, and the first to have offset printed photographs.

From LR17 authors were encouraged to provide reference details with articles.

The Society's first film night was held in December, and was a great success.



Australian Standard Garratt at the water column, Fyansford, 10 September 1966, when the Association of Railway Enthusiasts ran a farewell tour.
Bob Wilson



Bump in a Bus trip, at Three Bridges. Towards the right, in the foreground, John Prideaux is standing on the tramway formation.
Roderick Smith

1967

Light Railways No.18 had a print run of 300 copies, and from its sales the Society was able to purchase a much-needed rotary duplicator. Its spectacular front cover drawn by John Thompson, and four pages of newly discovered historic photographs helped sales and membership growth.

The scope of articles published in *Light Railways* was being broadened from purely railways, to place the railway in its economic/social context. This was a very significant move, opening the area of interest to a wider field than railway enthusiasts.

Two successful and memorable trips were held, to Rubicon and Royston on 7 May, and *The Bump in a Bus* to Powelltown and beyond on 2 December. Participants in the Rubicon tour had the rare opportunity to travel up the SEC incline and along the raceline tramway.

1968

At the Annual General Meeting in June the name of the Society was changed to Light Railway Research Society of Australia, and the scope of its activities was expanded to cover light railways in all parts of Australia, including its external territories, and areas where it has had an economic interest (e.g. Fiji).

Light Railways No.25 reported finding the site of Henry's longer tunnel, near Forrest.

Light Railways became fully offset printed from issue No.26.

Three trips were run, to Ballarat trams on 3 March, a three-day hike to Powelltown, Ada Valley, New Federal Mill, and Big Pats Creek at Easter (13-15 April), and to Whistle Stop Pleasure Park Railway at Frankston on 25 May.



Mark Plummer interviews Miss Hoinville at Elphinstone in 1968. The house was adjacent to the sawmill, and was originally occupied by the mill manager.
Roger Seccombe



LRRSA visit to Cheetham Salt, Geelong, 1 March 1969. Les Poole is at the front, right hand side, and John Prideaux at the front, left hand side.
John Thompson

1969

Membership was now 270. Administration of the Society was under great stress, due to personality clashes, inadequate definition of office-bearers' duties, and an inadequate constitution. In April an Extraordinary General Meeting appointed a five-person Constitution Committee to draw up a new Constitution, which was adopted at the June AGM.

The decision was made to hold entertainment meetings every two months, they had previously been irregular.

An acute cash shortage was addressed by setting up a Sales Department and organising Tours as methods of raising funds.

Three trips were run, to Belmont Common and Cheetham on 1 March 1969, the East Malvern Sewer Tour on 13 September, and to Waranga and Tatura on 4 October.

1970

The Society declared its policy that relics should be left in the bush

Regular news reports from Queensland sugar mills had begun, and continue to this day.

Light Railways No.32 carried an editorial from the President, Arthur Straffen which read in part "we in this Society need to consider the place each light railway held in its community, why it was built in the first place, and its effect on life in the area... what it was really like to be a saw-miller working at Ada No.1...or to describe the social life of Powelltown during the peak of its prosperity..."

Five trips were run, to Yallourn & Morwell on 30 March, the *Upper Yarra Spectacular* trip in 4-wheel drives to Powelltown and beyond on 12 April, to Lal Lal iron works on 20 September, the *Sewer Tour II* on 21 November, and to McIvor on 13 December.



This siding with a mix of wooden and steel rails near New Ada Mill was found during the four-wheel drive tour, 12 April 1970. Bushfires have destroyed these remains. *Arthur Straffen*



Ballarat tram No.27 near the Town Hall in 1971, the last year of operation. The VLRRS travelled over the whole system on its visit on 3 March 1968.
Frank Stamford

1971

By this time the style and policy of *Light Railways* had been firmly established. Now it was in many respects "different" to established railway enthusiast magazines both in Australia and overseas.

This was demonstrated in the Lal Lal iron-works article in *Light Railways* No.34 which gave equal emphasis to industrial history, not just railways.

In the same issue a letter was published calling for a serious effort to preserve Queensland sugar cane locos, and the following issue carried an announcement of formation of the Queensland Narrow Gauge Museum Society (now ANGRMS).

The forthcoming closure of the Ballarat and Bendigo tram systems was reported in *Light Railways* No.35.

No trips were run this year – the organisers must have been worn out from last year!

1972

Light Railways No.39 carried a report of a hike along the North Mount Lyell Railway to Pillinger and Kelly Basin, including some spectacular photographs taken in places difficult to access.

The same issue reported the formation of the Illawarra Light Railway Museum Society.

Light Railways No.40 had a provocative editorial on preservation schemes and the exporting of locomotives.

Light Railways No.41 reported that there was no shortage of articles for publication, but that substantially increased printing costs placed the future of the magazine at risk – “the selling price of LR is already too high. There is no possibility of increasing the subscription rate. We must find an additional \$200 during the [financial] year.”

One tour was held, to McIvor on 15 July.



Kilrie – (E.M.Baldwin 4498.1 7.72) was delivered in 1972 to Kalamia sugar mill. It was the first bogie diesel locomotive to be used on Australian sugar railways. *John Browning*



1973 was the last year of steam operation on an Australian timber line, at Yarloop, WA. *Mil-lars* No.71 (Dübs 3495 of 1897) seen here at Yarloop in 1974 was the last. *Jeff Austin*

1973

As a cost-saving venture, an offset printing machine was purchased (“Powellite Press Committee” owned by LRRSA 70%, ARE 20%, and BTPS 10%). One issue of LR (No.42) was printed on it, plus various other items for the three owners, but the work involved in running it was too great.

Almost 70 people attended an LRRSA meeting on 9 August, to mark the 60th anniversary of the opening of the Powelltown Tramway. Special guest was Frank Hoskins, Victorian Hardwood Company manager at Powelltown from 1933 to 1965. A cake with 60 candles was provided.

One tour was held, to Tanjil Bren on 6 October

A significant event not recorded in *Light Railways* at the time was the retirement of the last steam locomotive in service on Western Australian timber lines, at Yarloop

1974

Tall Timber and Tramlines: An introduction to Victoria's timber tramway era was published. Financed partly on pre-publication sales, the 60 page book was the biggest undertaking the Society had made. Within 12 months the 2000 copies had been sold, providing funds which could be used for other publishing ventures.

Shortly after, Norm Houghton's “West Otways Narrow Gauge” was presented as a special issue of LR (No.45). With 52 pages, it was the biggest LR published in that format. The print run of 1500 was sold out within two months, and a reprint of 1000 copies sold out in 12 months.

These two publications led to much publicity, and membership grew by 130 to 510.

There was one trip, to Big Pats Creek, Mississippi Creek and Ezards Tramway on 22 August.



1974 was the last year of loco-hauled sugar tramway operation in NSW. It was also the last year that short tramways like this, were used to river punts. Broadwater Mill, 16 Oct 1973. *Peter Neve*



LRRSA special train on the Ida Bay Railway, 14 June.

Roderick Smith

1975

Sawdust and Steam by Norm Houghton was published. It was the first LRRSA book to be professionally typeset and offered with hard cover.

Light Railways No.50 was the first to be fully type-set instead of being printed by electric typewriter.

The same issue began an extended series of articles on Western Australia's north-west port tramways, a subject on which little had been previously published.

LR50 reported the expected closure of the Ida Bay Railway by the end of June. This prompted an LRRSA trip to Hobart, Ida Bay, Zeehan, Williamsford and Devonport on 13-16 June.

LR52 carried an editorial supporting the use of interviewing in historical research, explaining why it was important, and pointing out the pitfalls if used as the only source.

1976

Light Railways No.55 had a report of the final day of steam operation at Millaquin sugar mill on 16 October using Bundaberg Fowlers Nos 1 & 6 and Perry No.1 from Qunaba mill. The driver of the Perry, a keen steam man, bemoaned the fact that he would be "demoted" to a diesel on the next day.

The New South Wales Division of the LRRSA was established and LR56 reported that it had already held three meetings.

One trip was run this year, to Marsden Museum, Goulburn on 5 December. This was the first field trip to be organised by the NSW Division.

The Western Australian Light Railway Preservation Association formed this year.

This was the last year of operation of the Hudswell Clarke 0-6-0 tender locomotives at Macknade and Victoria sugar mills at Ingham.



Townsville (Hudswell Clarke 1099 of 1919) storming in from Bambaroo on Victoria Mill's tramway, Ingham – the last year of steam operation.

Ian Stocks



Ida Bay Railway, 14 June 1975. In 1977 the Tasmanian Government bought it for use as a tourist operation.

Geoff Thorpe

1977

John Browning wrote to the Council from Brisbane offering to edit a newsletter-type publication for the LRRSA. The offer was accepted and *Light Railway News* appeared for the first time in December 1977. Being produced every two months (and almost always on time) it enabled regular mail-outs to our members just before each bi-monthly meeting in Melbourne and Sydney.

As a result the "News Notes & Comments" section, which dated back to issue No.10, was discontinued in LR. Initially LRN had to be produced very economically, and the first copies were duplicated.

One trip was run this year – by the NSW Division – to Forresters Beach on 24 July.

Queensland Railways sold the Innisfail tramway, and LRN 1 reported the details.

The Wee Georgie Wood Steam Railway Inc was formed.

1978

Light Railways No.60 was produced by the NSW Division, as a 44 page special issue on the Corrimall Colliery Railway.

Light Railways No.62 had only 16 pages, and the editor's position was vacant. The editorial indicated that publication might cease if a new editor could not be found. The same editorial said that six issues of LRN had now been published, and that it seemed to be well received and supported.

The first Victorian trip in four years was made on 23 April to Powelltown, whilst a week later the NSW Division visited Katoomba.

LRN was reporting that the Ida Bay Railway was now operating as a tourist railway, and appeared to be well patronised.

Hudswell Clarke 0-6-0 locomotive *Homebush* was now preserved as an operating locomotive at Ingham.



At Marian Mill Fowler 0-6-2T (20277 of 1934), on ballast train duties in 1978, with the photographer's sons Peter and Mark in the cab.
Bob Gough



Arthur Straffen, Frank Stamford, Mike McCarthy, John Browning, Phil Jeffery (back), Allan Watson (front), Steve Martin, Ray Ellis, Ted Stuckey, and John Buckland at Booth Lodge.

1979

New life came to the Society and a period of rapid development began. A National Conference was held in January at Booth Lodge, Kallista, Victoria.

A decision was made to expand the scope of *Light Railway News* to act as a national railway preservation magazine, much as *Trolley Wire* was for the electric tramway preservation societies.

Light Railways Nos 63 & 64 – the first two issues for the year – were produced by the New South Wales Division with Paul Simpson as editor.

Light Railways Nos 65 & 66 were both special one-subject issues, the former dealing with Baldwin 0-4-0ST 3ft 6in gauge locomotives, and the latter with Australian sugar tramways.

Steam operation ended at Qunaba, the last sugar mill to be 100% steam.

1980

The second National Conference was held, in Sydney.

After several years without a permanent editor for *Light Railways*, Bob McKillop took up that role with issue No.69. Unfortunately, the Council changed the format of that issue in a misguided effort to save costs, but reverted to the old format with the following issue.

After a break of five years, LRRSA book publishing took off again with *Timber and Gold*, and *The Beaudesert Shire Tramway*.

Support from preservation societies was not forthcoming for the new format *Light Railway News*, and it reverted to its previous form.

Two trips were run, to Lilyvale Mushrooms at Helensburgh, NSW on 27 January; and *Triple T-bones, Leeches and Vestigial Remains* to Erica and Thomson Valley, Vic. on 8-10 March.



After the Second National Conference the NSW Division organised a visit to Lilyvale Mushrooms at Helensburgh where we see a home-made 4wDM locomotive.
John Browning



The inauguration day of Marian Mill's Langdon tramway, a new E.M.Baldwin diesel and Fowler 0-6-2T (20277 of 1934) 1 September cross the QR bridge at Mirani. *Daniel Dutton*

1981

The third annual conference was held in Melbourne, on Australia Day weekend. It was decided that the production of special single-subject issues of *Light Railways* would be discontinued – long articles would be serialised.

Under Bob McKillop's editorship publication of *Light Railways* was now on schedule.

Light Railway News 23 reported a proposal to restore Climax locomotive 1694 to working condition.

Light Railway News 24 reported that the first stage of Marian sugar mill's new Langdon Tramway was opened with the train being double-headed by a steam and diesel loco.

Two trips were run: to Erica, Vic. on 6-8 June, and to Bantry Bay, NSW on 28 November.

The *Wee Georgie Wood* railway commenced tourist operations at Tullah.

1982

Steel and Rails in Newcastle was published

In response to a membership survey it was decided that there would be one special one-subject issue of *Light Railways* each year. As a result LR77 was a special issue devoted to Fiji sugar tramways, to mark the centenary of the establishment of the first large sugar mill in Fiji by CSR.

Due to over-optimistic sales forecasts, funds were very tight. Cash-flow forecasting was begun and financial performance was tightly monitored.

Light Railway News 31 advised of the proposed formation of a South Australian Division.

LR76 advised that plenty of material was on hand for *Light Railways*.

There was one trip, to Ben Bullen NSW on 5 December.



1982 or possibly 1983 was the last year of operation of the Wyndham jetty tramway, the last of Western Australia's north-west ports tramways. This picture dates from 1974. *Frank Stamford*

1983

This was another year of very tight finances.

A chronology of tramways in PNG and Solomon Islands was published as a supplement to *Light Railway News* 33, a major undertaking with about a hundred entries.

The South Australian Group commenced meetings in Adelaide.

Post Ash Wednesday bushfire surveys commenced, leading to extensive discoveries.

Another survey of members was carried out, seeking a rating of the level of interest in articles published in *Light Railways* Nos 71 to 79

Three trips were run: to Powelltown bushline following Ash Wednesday bushfires, 24 April (with about 70 attending); 70th Anniversary of the opening of the Powelltown Tramway tour 18 September; and to Joadja, 20 November.



The Powelltown tramway, about 5km from Yarra Junction – 70th Anniversary of Opening of Powelltown Tramway tour. Arnold Lockyer is closest to the camera. *Hal Hennell*

1984

Geoff Thorpe was appointed Bushbashing Secretary and a series of detailed Field Reports followed in *Light Railway News*.

Powelltown was published. It was financed from pre-publication sales through a wide publicity campaign. The print run was 1000 copies, but sales took off and a last minute decision was made to print 1250. A book launching was held at Powelltown and Yarra Junction on 4 November. By the end of the day few copies were left. A soft cover version was then ordered, for sale just before Christmas.

Four trips were run: to Powelltown, Vic. on 4 March, to Mt Bold reservoir, SA on 2 June, to Hartley Vale, NSW on 24 November, and to Lorne, Vic. on 24-25 November.

An underground rack railway was built at Ellalong coal mine.

Puffing Billy's NRT1 went into service.



Powelltown book launch, Yarra Junction, 4 November 1984. Frank Stamford, Norm Golding, President Upper Yarra Valley Historical Society and Mike McCarthy, LRRSA President.



LRRSA Visit to HMAS *Penguin*, Clareville Beach on 7 December

1985

The soft cover *Powelltown* book sold quickly, and by May 1985 a further reprint was necessary. Because of the higher than expected sales, *Powelltown* provided the Society with a fund to help finance further publications.

Three trips were run: to Big Pats Creek and Starlings Gap, Vic. on 21 April as part of Heritage Week celebrations; to HMAS *Penguin*, Clareville Beach NSW on 7 December; and to Marysville, Vic. on 14-15 December.

Williamsford haulage closed in February.

EM Baldwin was liquidated.

The Second River Tramway Krauss was in use at Ida Bay over Easter.

The Perisher Skitube Abt rack railway was proposed.

Unkonwn

1986

The February Melbourne meeting celebrated the Society's 25th anniversary, with a special slide presentation and a 25th birthday cake. 67 people attended.

The Fifth National Conference was held at Warburton in March. Draft policy papers for *Light Railways* and *Light Railway News* were prepared for the conference by the editors of those publications.

A 25th Anniversary Dinner – *The Great Packing Shed Affair* – was held on 29 March using a special train hauled by Peckett *Sir John Grice*, and NRT1.

Three books were published: *Rocky Bluff to Denmark*; *Timber Mountain*; and *Five to 500*.

Two trips were held, both in Victoria, to the McIvor Tramway on 30 March, and the *Rubicon & Alexandra Tour II* on 29-30 November.



John Thompson, John Browning, Arnold Lockyer, and Bob McKillop, at Belgrave prior to the departure of the 25th Anniversary Train to the Packing Shed.

Mike McCarthy



LRRSA Tasmanian Tour II, Second River Tramway Krauss loco on Ida Bay Railway, April 1987.
Frank Stamford

1987

After establishing *Light Railway News* and editing 57 issues John Browning retired as editor due to work and family commitments. Geoff & Peg Hayes took over as editors, keeping the position in Queensland, as desired by the Council.

Bellbrakes, Bullocks and Bushmen was published

The LRRSA was incorporated on 9 Sep 1987

Six trips were run: *Sea, Salt & Sewer Tour III*, Vic. 7 March; *Tasmanian Tour II* 16-20 April; *95th Anniversary of Rudolph's Terrible Invention* Belgrave-Gembrook with NRT1 to Lakeside on 30 May; *Timber and Gold Tour* 4 Oct – Wombat Forest, Vic.; *Wombat, Woodline & Water Race Tour*, Vic. 28-29 Nov.; Quarantine Station, Manly, NSW 6 Dec.

Establishment of a Qld Division mooted
LRRSA team takes on TACL tractor restoration!

1988

The LRRSA Queensland Division was formed on 13 February.

Issue No.100 of *Light Railways* was published, a special issue with a well researched history of the logging tramways of Dorrig Plateau.

There were eight trips: *East of the Bump family day*, Vic. on 20 March; *Timber & Gold Mk II*, Wombat Forest, Vic. 17 April; Dry Creek Magazine & ICI Saltworks, SA on 29 May; Laheys' Canungra Tramway, Qld on 9 July; Grampians Tour, Vic. on 3-4 Sep.; *98th Anniversary of Herbert's Diabolical Discovery* Belgrave-Gembrook with NRT1 to Lakeside, 10 Sep.; Burruga NSW, 19 Nov; and Lysterfield, Vic. on 8 Dec.

The Puffing Billy Preservation Society celebrated the return of *Climax* locomotive 1694 to service with a launching ceremony on 12 November.



LRRSA Grampians Tour, Telopea Gardens 2ft gauge tramway, just south of Halls Gap, 3 September 1988.
Unknown



LRRSA visit to the Yangardook tramway, which was on private property, 24 September.
Geoff Thorpe

1989

Light Railways No.104 was largely typeset directly from computer files for the first time, with savings in time and costs.

The Midland Railway Company Locomotives of Western Australia was published

There were six trips, all in Victoria:

Palm Sunday Pilgrimage Past Powelltown, Ada Valley, 19 March;

Erica – Walhalla, 27-28 May;

Wandong Wander, 25 June;

40th Anniversary of last steam timber tramway, (Climax to the Packing Shed for three course lunch, via Lakeside East), 5 August;

Yangardook tramway, 24 September;

The Second Wombat, Woodline and Water Race tour (Leneva and Bogong Creek.) 25-26 November.

1990

Five members met in Perth on 20 November to discuss the possibility of setting up a WA LRRSA Group, but it did not take off.

The LRRSA Queensland Division went into recess about this time.

There were five trips, all in Victoria:

Grand Gippsland Gallivant 24-25 March
Tomahawks, Charcoal & Sawdust, (Gembrook, Tomahawk Creek, Black Snake Creek) 6 May

From Quarry to Queenscliff 19 August
Tanjil Bren Tramways' Tramp 23 September

Mills in the Hills Tatong district 27-28 October

Light Railway News 78 reported that four LRRSA members had found *Mona's* backhead cladding where she exploded!



1990 was the last year of operation of Cattle Creek sugar mill. *Dalrymple* and *Tannalo* on the Marian line, 28 September 1990.
 John Browning



Ex-QGR Walkers B-B DH 605 of 1969 converted to 610mm gauge, on its first run at Victoria Mill, August 1991. It was the first year ex-Government B-B DHs were used in sugar service. *Ian Comrie*

1991

The formation of an LRRSA Tasmanian Division was announced on 30 August, but unfortunately it lapsed.

Light Railway News 83 reported that 45 LRRSA members and friends visited Moreton sugar mill on 20 April, and travelled on a special train.

There were five trips, all in Victoria:

Limestone, Logs & Locomotives, David Mitchell, Lilydale, and Colin Rees, South Belgrave 3 March;

Rubicon-Alexandra Tour III 23-24 March;
Sawdust, Bricks & the White Elephant, Wandong 28 Apr.;

Black Diamonds Western Port & Wonthaggi Wanderer, 15 September;

West Otways Wanderer 16-17 November

Puffing Billy begins shuttle train service at Gembrook on Market Days with *Sir John Grice*.

1992

Bob McKillop retired from editing *Light Railways* after twelve years and 48 issues. Norm Houghton took over as editor.

The Beechy was published

A questionnaire was sent to members, 73% responded.

There were four trips:

Maribyrnong Explosives Factory, Vic. 29 February and again on 14 March

Black Snake Creek Revisited, Gembrook, Vic. on 26 April

Mount Victoria Chert Road Metal incline, NSW, on 8 November

Wylangta Weekend Wanderings, Vic. on 21-22 November

Light Railway News 87 reported the only known case of Climax locomotive 1694 being used on a regular passenger train.



LRRSA visit to Mount Victoria (NSW) chert road metal incline tramway, 8 November.

Jeff Moonie



Last underground haulage of coal by rail – E.M. Baldwin diesel-mechanical locomotive at Nebo colliery, NSW, 27 April 1993.
Ross Mainwaring

1993

After editing 38 issues of *Light Railway News* Geoff & Peg Hayes retired, and John Browning returned.

Settlers and Sawmillers was published

There were four trips: *Warburton Wanderings*, Vic. 21 March (postponed from 18 Oct. due to months of incessant rain); *Rubicon and Alexandra Tour IV*, Vic. 1-2 May; Smithfield Munitions Tramway, SA 9 Oct.; Timber Tramways on the Kinglake Plateau, Vic. 21 Nov.

The Baldwin 0-4-2T *Fairymead* was restored to running order.

Kelly & Lewis 4275 0-6-0DM returned to service at Alexandra on 10 April.

The Walhalla Goldfields Railway project was officially launched on 4 April.

Rail operations at Cheetham salt, Laverton ended on 30 October.

1994

Rails to Rubicon published

The responses to the 1992 questionnaire were still being processed.

Membership had now declined to 453 after reaching a peak of 560 in 1979. This was causing concern.

There were three trips:

Craven Forest Railway, NSW on 22 May

Smithfields Munitions Tramway, SA on 15 October

Powelltown Pilgrimage, Vic. on 20 November

The Walhalla Goldfields Railway started operations on a short section of track



Homebush, (Hudswell Clarke 1067 of 1914) was retained by Victoria Mill for special trains. It is seen here with a Decauville carriage on 18 December 1993.
Chris Hart



On 2 September passenger trains ran on the 900mm gauge Yallourn-Morwell Interconnecting Railway for the first time, using a Walhalla Goldfields Railway passenger car. Frank Stamford

1995

The responses to the 1992 questionnaire were published.

Membership had declined to 440, but LRRSA books were selling well, resulting in a good financial situation.

Light Railways No.134 published a letter suggesting a change of name for the Society or *Light Railways* to make it more relevant.

There were three trips:

Mount Victoria, NSW, early coal mines, in June

Silverwater Naval Munition Depot, NSW, (briefly reported in LRN109, but no date given)

Return to Black Snake Creek, Gembrook, Vic. 19 Nov

Passenger trains run on Yallourn – Morwell interconnecting railway 2 September.

1996

Membership fell to 423, and the Council was considering changes, but what sort of changes would be successful?

Members were surveyed on a possible format change of *Light Railways* and possible change of name of the Society. 92 out of 286 respondents disagreed with an increase in page size and a corresponding decrease in number of pages. 129 out of 286 respondents disagreed with a name change.

The LRRSA established a website, which by December had many pages.

Light Railway News was now accepting contributions by email, and many office bearers were now communicating by email, which facilitated subsequent changes.

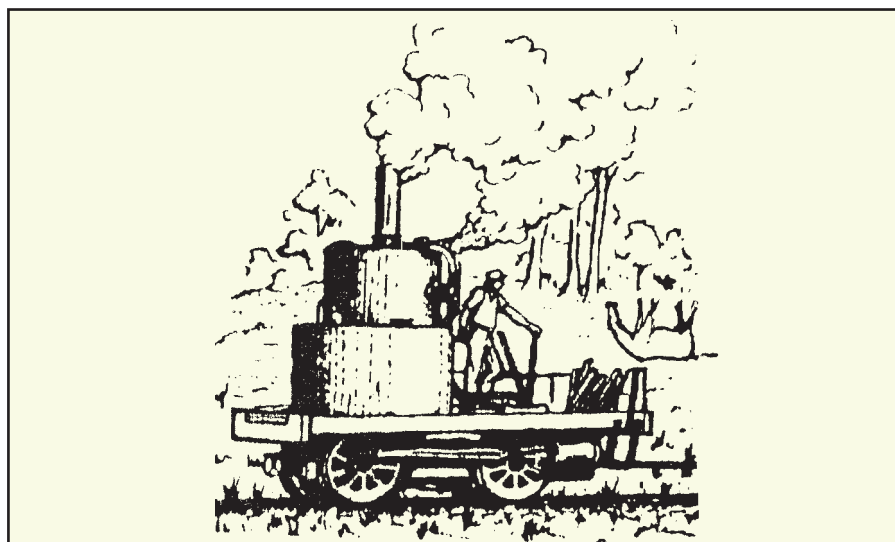
The LRRSA NSW Division celebrated its twentieth birthday on 22 August.

Their were no trips this year.



Mount Morgan Mines Ltd Hunslet 0-4-0ST (854 of 1904) at Mount Morgan, 19 August 1996.

John Browning



Light Railway News No.121 was the last to be published. To mark the event a subtle change was made to the horse in the masthead illustration, but no one seems to have noticed.

1997

Rails through the Bush was published.

Membership fell to 410.

When visiting a model railway exhibition Frank Stamford found three new A4 size magazines, all potentially encroaching on LRRSA territory. A panic-stricken email was immediately sent to other office bearers.

An LRRSA National Conference in Sydney hatched plans for a new A4 size *Light Railways* incorporating *Light Railway News*. It was to be published quarterly, using new technology, and have many colour pages.

The LRRSA Council accepted these plans with one change, *Light Railways* was to be published bi-monthly. It would be sold through newsagents. It was decided not to tell members of the changes.

There was one trip: to RAN Armaments Depot Newington, NSW, on 15 August

1998

Light Railways No.139 – the first on the new A4 format was published in February, causing something of a sensation amongst the membership. It was produced by the new editorial team of Bruce Belbin, Bob McKillop and John Browning.

Membership rose to 487 by the end of June, and newsagents sales were good.

The LRRSA South-east Qld Group was formed – with its first meeting on 28 Nov.

Arsenic and Molasses was published

There were four trips:

Smithfield Munitions Tramway, SA, on 14 March; *Sawmill Settlement to Samaria* (Mansfield area), Vic. 25-26 April; 70th birthday of Climax 1694, Emerald to Cockatoo, Vic. on 20 June (with Peckett Pie and TACL Trifle on the menu!); and Wombat Forest, Vic. 1 November



LRRSA visit to Smithfield Munitions Tramway, 14 March.

Les Howard



Carbon (Couillet 986 of 1889) was 110 in 1999, but there was no birthday celebration. It is seen here at its owner's (Colin Rees) property, when the LRRSA visited in 1991. Ray Graf

2000

Membership rose to 704, easily exceeding the previous peak of 560 in 1979. Newsagents' sales of *Light Railways* continued to be good. The 1997 relaunch plan was working!

The Innisfail Tramway was published

Two trips were run:

Neranwood, Qld (reported in *Light Railways* 154 without mentioning the date)

West Warburton Wander, Vic. on 16 April
Light Railways No.152 had a detailed article on the project to rebuild the Mount Lyell Railway.

Bundy's Great Adventure took place in Queensland.



Bundy's Great Adventure, Bundaberg Fowler No.5 visited many sugar mills along the Queensland Coast, seen here at Victoria Mill, Ingham, 26 August. Peter Murray



Climax locomotive 1694 had its last run on 7 April 2001, as it needed major boiler work. On that day it ran from Belgrave to Cockatoo where it is seen in this picture. Frank Stamford

1999

Membership rose to 555.

Modernising Underground Coal Haulage published

Five trips were run:

Starvo Spaghetti Bowl Saunter, Warburton, Vic. on 21 February

Pidna and Yarraman, Qld on 26 June

Clive Plater's property at Eudlo, Qld on 23 October

Republican Referendum Ramble (or *Acheron Archaeological Adventure*), Vic. on 6-7 November

Salisbury Munitions Area (Penfields Explosives Factory), SA on 11 November

Mary Ann replica "launched" 14 Nov 1999

Work commenced on the Mount Lyell Railway reconstruction 1 December 1999

2001

Mountains of Ash was launched on 4 Nov. at a very crowded Upper Yarra Arts Centre, Warburton, with 124 copies sold on the day.

The editorial in LR161 noted the technological changes which made *Light Railways* possible, and advising that digital photographs could now be accepted for the news section.

Light Railways No.162 carried an editorial emphasising the need to bring the younger generation on board if we are to survive.

Four trips were run:

Field Excursion to Clive Plater's residence and Buderim tramway (date not known)

A Gippsland Odyssey (*Grand Gippsland Gallivant II*), Vic. on 10-12 March

Glenrock Lagoon, NSW on 22 Nov.

Timber Firewood & Gold Tour Woods Point, Matlock, Vic. on 1-2 Dec.

2002

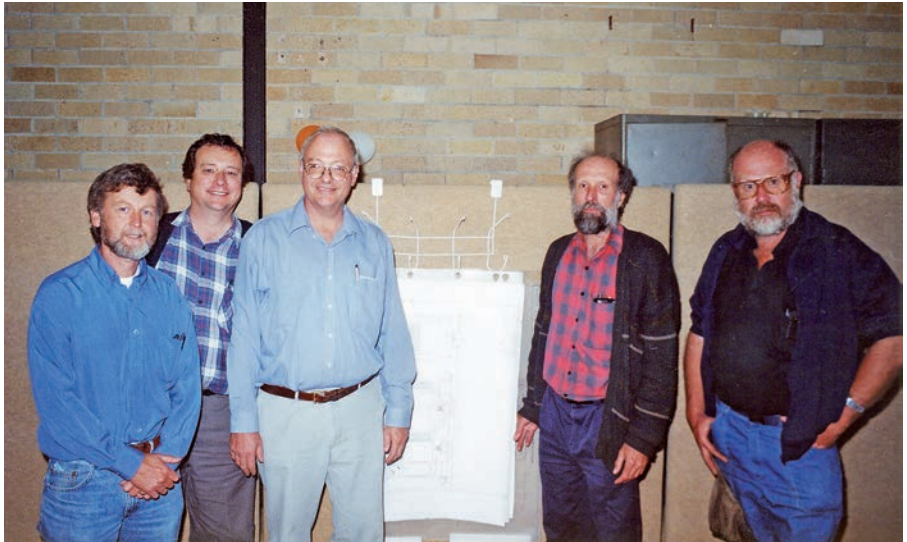
Built by Baldwin and *The Aramac Tramway* were published

LR164 had a feature article on the Moreton sugar mill railways, whilst the news section reported concerns that this could be the last year of operations. It survived to 2003.

The TACL tractor project started by an LRRSA team in 1987 was finally completed!

There is no record of any trips being run this year but the South-east Qld Group proposed a Bundaberg trip for 13-15 August, and LR163 reported a visit by seven LRRSA members to the site of the Glenrock railway, NSW, including two tunnels dating from 1862.

LR167 reported that in the previous two months reports had been received on every sugar mill railway in Queensland, the first time this had happened since *Light Railway News* started 25 years earlier.



On the occasion of the launch of *Built by Baldwin* at the LRRSA's Sydney meeting, October 2002, left to right: Jeff Moonie, David Jehan, Craig Wilson, Ross Mainwaring, and Ray Graf.



LRRSA field trip to the Mapleton tramway, 31 May 2003. Standing on the trackbed, front, from left, Bob Gough, Graeme Prideaux, Danny Sheehan, John Henley. *John Browning*

2003

Membership reached 727, its all time peak.

Public Liability Insurance suddenly rose to \$7.50 per member forcing premature increases in subscriptions and the price of *Light Railways*, and diversion of effort to the Sales Department to bring in income. This put a brake on membership growth.

LR173 reported the LRRSA's first meeting in Hobart on 28 Oct., attended by 20 people.

LR174 carried a report on the results of a readers' survey circulated in LR165.

There were two trips:

Mapleton Tramway, Qld, on 31 May

Timbeerwah Mountain Railway, Qld
(date not recorded)

The fiftieth anniversary of the building of the first Bundaberg Fowler locomotive was celebrated in the Bundaberg Botanical Gardens and reported in LR169.

2004

Meetings were being held in Tasmania.

LR175 contained an interesting editorial on the economics of the Queensland sugar industry and its future.

The editorial of LR179 reported that more than half the images published in *Light Railways* were now being submitted as digital files, which reduced costs.

The cost of Public Liability Insurance fell substantially, but not to pre-2003 levels.

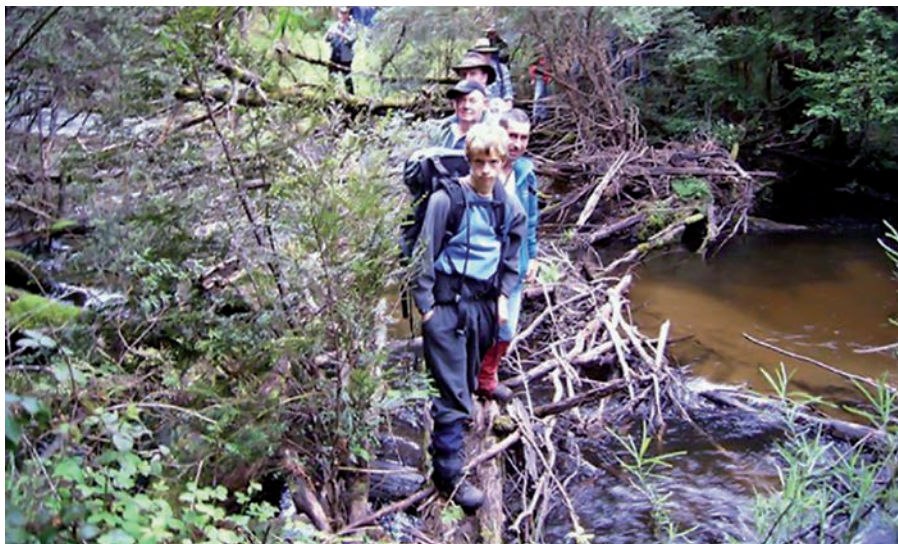
There was one trip: *Timber, Firewood & Gold Tour II*, Woods Point, Vic. on 20-21 Nov.

A field excursion to Risbys Basin Logging Spur, Maydena, Tas. was announced for 28 Nov. but there is no record of it being held.

Restoration of ex-War Department Hunslet 4-6-0T for the National War Museum was reported in LR175, and LR176 reported the return to service of G42.



Hunslet 4-6-0T No.1218 at Charlie McClelland's property, Frankston in 1982. In 2004 this locomotive was restored for the Australian War Memorial, Canberra. *John Browning*



Rubicon Tour V, crossing Royston River tram bridge

Peter Evans

2005

The editorial in LR181 reported that membership had fallen over the past six months. Though not by much, it was the first fall in seven years, and probably partly the result of expensive Public Liability Insurance.

The editorial in LR186 reported that the Society was 44 years old, and questioned where it would be in 44 years time, since most light railway enthusiasts were of mature age. The same issue reported a National Conference on Railway Heritage in Australia, held at Tamworth, addressing the challenges facing heritage railways in Australia.

There was one trip: *Rubicon and Alexandra Tour V*, Vic. on 12-13 Nov.

LR185 reported that South Maitland Railways 2-8-2T No.10 had been restored to running order. The same issue reported the fiftieth anniversary of the Puffing Billy Preservation Society.

2006

Furnace, Fire and Forge was published with a launching ceremony at Lithgow on 15 September.

The LRRSA NSW Division celebrated its thirtieth anniversary on 28 June with a birthday cake. Bob McKillop gave a presentation on the *Furnace, Fire and Forge* project, and the LRRSA President attended.

The LRRSA Online discussion group (Yahoo group) was established in August.

There were two trips:

Glenrock Lagoon, NSW, (situated in the cove just before the middle headland in the photograph). The railway crossed the lagoon on a low bridge. 30 April.

Timber, Copper, Lime and Gold Tour – Erica - Walhalla, Vic. on 18-19 Nov.

LR191 reported the restoration to operation of Tasmanian Beyer Garratt K1 in Wales



LRRSA Glenrock lagoon visit, 30 April, just south of Newcastle. In the foreground was once a copper smelter, the railway ran on the seaward side of this.

Ross Mainwaring



In 2007 this cast-iron fish-belly rail, c.1826, was found at Newcastle. It is a relic of Australia's first known railway, the AA Company's incline at Newcastle of 1831. Rod Caldwell

2007

LR193 discussed the problems being faced by preserved railways in Australia due to the drought and resulting bushfires.

The editorial in LR198 noted that this was the sixtieth issue in the new format, and the tenth anniversary of the current editorial team of three producing it.

There were two trips:

Mittagong, NSW on 28 October

Mount Cole Forest (near Beaufort), Vic. on 24-25 November.

LR193 reported the restoration to running order of Decauville 0-4-2T 246 of 1897 in England. It had previously been used at Invicta, Millaquin and Qunaba sugar mills.

LR198 reported the return to service of Fowler 0-6-2T 11277 of 1907 *Invicta*. The restoration was carried out by the Bundaberg Tourist Tramway Preservation Society.

2008

Shays, Crabs and Phosphate was published. Membership stood at 683 and was remaining steadily around that level since the great Public Liability Insurance crisis.

The two-hundredth issue of *Light Railways* is published in April, with an additional eight pages to mark the event and a lead article recalling early VLRRS tours.

LR200 carried the first report of the National Library of Australia's Newspaper Digitisation Program, which was to greatly facilitate historical research.

LR203 carried an editorial promoting the movement of heritage locomotives and rolling stock between organisations if it was to the benefit of the relic.

There was one trip: *Gold & Hydro Tour* to Harrietville and Bogong Creek, Vic. on 15-16 November.



Gold & Hydro Tour, inside the tunnel boring machine access tunnel at Bogong Village.

Phil Rickard



John Browning, Ruth Kerr, Bill Hanks, Frank Stamford, and Carolyn Nolan (President, Royal Historical Society of Queensland) at the launch of *Tall Timber & Tramlines Queensland*.

2009

Elrington was published

Tall Timber & Tramlines Queensland was published, with a launching ceremony on 8 November at the Commissariat Store, Brisbane.

Black Saturday 2009, A post-fire survey of historic timber industry sites in bushfire affected areas: *Field Manual* was published and attracted much favourable comment from other organisations. The LRRSA set up survey teams to identify logging sites and tramways revealed as a result of the fires.

LR209 advised that future issues would have an extra eight pages. Technological changes were keeping printing costs under control.

There was one trip: Thomson/Tyers Valleys, Vic. on 21-22 November.

LR209 reported special events with G42 and K1 to mark the centenary of Garratts.

2010

Membership remained steady at 682, but sales of *Light Railways* through newsagents were increasing.

LR211 gave a detailed progress report on the post-bushfire surveys.

There were two trips:

S Creek and Black Range, Vic., on 8 May
Iron, Whiskey and Wombats, Lal Lal, Vic. on 12-14 November.

LR215 explained the "Trove" search facility which the National Library had developed to work with digitised newspapers.

LR216 reported the completion of restoration to running order, and original condition, of ex-Fairymead mill Baldwin locomotive at Nemours, France.

LR214 reported the visit of ^NA locomotive 7A to Walhalla to mark the centenary of that railway's opening.



Wheelsets worn out after years of use on a steep and spectacular 3ft gauge tramway, at the S Creek mill site on the Black Range south-west of Buxton, Victoria.

Scott Gould



On 20 April 1991 a group of 45 LRRSA members were treated to a special train touring parts of Moreton Central Mill's sugar railway tramway system at Nambour. The three car train was hauled by *Valdora*, an E.M. Baldwin 0-4-0DH of 1965.

Bob Gough



An unidentified participant in *The Bump in a Bus* trip, 2 December 1967, photographing the remains of the long bridge south of Ada No.2 Mill.

Roderick Smith



On 8 November 1992 the LRRSA NSW Division visited the Mount Victoria chert road metal incline tramway and found this pair of wheels abandoned beside the line.

Jeff Moonie



The Bump in a Bus trip, 2 December 1967. Remains of trackwork at Ada No.2 Mill.

Roderick Smith



Colin Harvey, LRRSA Hon. Treasurer for the past 25 years (left), and Phil Rickard, LRRSA Hon. Secretary for the past 15 years get lucky on a post-2009 bushfire survey. Whilst confused and wandering somewhat aimlessly looking for one of the logging lines into Comet Mill (east of Wandong), they just happened to spot a piece of rail forty metres away in the bush, just outside of a re-logged area. It had been on a low make-up across a minor gully, on what turned out to be a cable-powered log tram. They followed the line back to the mill, finding a winch site on the way. How lucky can you be! They could have crossed the line a dozen times within the re-logged area and never seen it.

Wandering Wombats



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