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Australia's Magazine of Industrial & Narrow Gauge Railways

Light Railway Research Society of Australia Inc.



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Imperial to metric conversions:

1 inch (in)	25.40 millimetres
1 foot (ft)	0.30 metre
1 yard (yd)	0.91 metre
1 chain	20.11 metres
1 mile	1.60 kilometres
1 ton	1.01 tonnes
1 pound (lb)	0.454 kilogram
1 acre	0.4 hectare
1 horsepower (hp)	746 Watts
1 gallon	4.536 litres
1 cubic yard	0.765 cubic metres
1 super foot	0.00236 cubic metre
(sawn timber)	



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No 275 October 2020

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Editorial

This edition of *Light Railways* contains the second part of two separate articles – one on the TMLR in Tasmania and the other at Yallourn in Victoria. Whilst it is always preferable to have the full article contained within one edition of the magazine this is not always possible, due mainly to the size of some of them, but also due to the timing of issues being presented. The Yallourn article is a continuing series covering the development of the coal fields in Gippsland over a period of over sixty years. The decision to split articles is mainly made on the basis of the size and whether it will fit in one edition or not. Also, I try and present a variety of material in each edition to maintain the interest of our readers.

The ongoing Covid 19 crisis in Australia continues, but in some States the restrictions have been eased and this may allow for LRRSA meetings to be held, although in Victoria this is not expected to change for some time. As a way of addressing the general issue of presenting light railways material to interested persons, the Society has conducted a "virtual" meeting using "Zoom" software and this has proven to be quite successful. The first such meeting held in August consisted of an open discussion where several photos from across Australia were presented and those attending were invited to discuss the material. This resulted in some lively and thought-provoking discussion. It is planned to have further of these "virtual" meetings in the future – keep a watch on the LRRSA website and the Facebook page for further details.

I trust that you enjoy this edition of the magazine. Richard Warwick

Front Cover: Independent operations on the South Maitland Railways entered their final phase in 1977 when the new Port Waratah coal loader came on stream, and the running of heavier trains and faster turnarounds on the SMR became necessary to meet NSW State Rail Authority requirements. At Pelton, then the only SMR mine dispatching coal directly to Port Waratah, the traditional colliery rail yard was replaced by a reversing triangle and bin loader to facilitate the rapid turnaround of unit trains, while in a last ditch stand for steam, the SMR train load for two 10 Class engines on the 1:70 ruling grade was increased from 1400 to 1500 tons. On its first run under full load following a general overhaul, No.30 along with No.27 have just commenced the mile long 1 in 70 climb away from the former site of Bellbird Junction with a unit train of 22 BCH hoppers on 2 February 1979. Immediately beyond the brake-van can be glimpsed the closed mainline leading to Cessnock. Photo: Robert Driver



Light Railway Research Society of Australia Inc. A14384U PO Box 21 Surrey Hills Vic 3127 www.Irrsa.org.au The Light Railway Research Society of Australia Inc. was formed in 1961 and caters for those interested in all facets of industrial, private, tourist and narrow gauge railways in this country and its offshore territories, past and present. Members are actively involved in researching light railways in libraries and archives, interviewing

knowledgeable first-hand participants and undertaking field work at industrial sites and in forests.

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

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Good cross-sectional view of Hobart TMLR Station circa 1880. One of the Hunslet locos. Nos. 1 - 7 can be seen in front of the water tank on the left whilst an unidentified engine lurks in the Goods yard at centre right. The position of the cylinder, its stove pipe funnel and the general profile may identify it as one of the Neilson 0-4-2 Locos. Nos. 12, 13 or 14. Photo: Tony Coen Collection

Tasmanian Main Line Railway Reviewed history and locomotive updates Part 2 – the Hunslet and Neilson locomotives

by Tony Coen and Greg Johnston

Introduction

Part 1 of this article was published in LR 272 and covered the early history of the line and gave details of the Fox Walker locomotives. This part covers the Hunslet and Neilson locomotives used on the TMLR, and provides details of where the locomotives were subsequently used throughout Australia.

Hunslet locomotives Nos. 1 - 7

All of the Hunslet 4-6-0T locomotives were totally unsuitable for running on the TMLR tracks, due mainly to the flangeless leading driving wheels, the excessive weight carried on all axles and its effect on light-weight rails. It was not long after their arrival during 1874 that the leading flangeless wheels and side tanks were removed and wooden water tanks were placed on makeshift tenders. The coal bunker remained on the locomotive frame. Whilst that gave the engines better stability, there were several other deformities that continued to plague them.

Thomas Midelton arrived at Hobart Town and duly took up his position as TMLR Engineer and Locomotive Superintendent in July 1876. For the next two years, bitter rivalry was the order of the day between Midelton and General Manager Grant. By all accounts, Midelton was an astute fellow and had made a number of critical assessments of the state of the track and rolling stock, particularly locomotives. He was, additionally, a good engineer because it was he who began the necessary work on the engines to make them compatible with the poor quality and weight of the rails.

Grant clashed with almost every move that Midelton made, often stopping his work to pursue his (Grant's) own agenda. It is suspected that Grant was jealous of Midelton's abilities. The last straw came in April 1878 when Grant blocked the progress of a locomotive that the Locomotive Superintendent was test-driving towards Brighton, and dismissed him from the service. This naturally caused many questions to emanate from the TMLR Board, and in September 1878, a Select Committee held an inquiry into the state of TMLR and matters associated with conditions and arrangements between TMLR and the Colonial Government. The Reports to that from Midelton have been useful in researching for this article.

Having gained an understanding of the Hunslet locomotives' deficiencies, Midelton was keen to make a start on getting the engines into conditions that made them suitable for the track as well as economical and reliable for service. The makeshift tenders were fairly rough and there were only five made up for the seven locomotives. No. 3 had been stripped down and many parts used to keep the other engines in service and a lot of work was required to repair No. 5 following its bad derailment at Coal Mine Bend on 24 April 1877.

Midelton decided to rebuild No. 2 as a 4-6-0 tender engine and had a new tender made for it. The flangeless wheel set was re-instated in between the flanged drivers and according to his reports, the engine ran very well without causing undue hardship on the track. It was also able to run right through between the cities without the necessity to re-coal at Antill Ponds. Midelton was dismissed before he could do any more upgrading, and No. 2 was re-converted to a 4-4-0. Whether that was due to spite from his sparring partner is not known!

All seven of these Hunslet locomotives were refitted and received new tenders in line with Midelton's intentions by the late 1870s.



Photo taken just prior to the 1884 addition of upgraded workshop equipment and a tall chimney. A Fox Walker 2-4-0 (inset) can be seen stabled in Workshop yard. Photo: Tony Coen/Greg Johnston Collection

Nos. 1, 2, 4, 5 and 7 received new boilers working to 140 psi during 1887 - 1888, but as No. 3 had performed little work at that stage, its boiler was reduced in pressure to 120 psi. No. 6 received major boiler repairs and pressure was subsequently reduced to 130 psi.³⁰

Four of the locomotives remained with TMLR right through to its takeover by TGR in 1890, whilst the other three had a somewhat confusing life following their sales to different railway contractors. A review of the latter group, namely Nos. 2, 3 and 6, follows:

TMLR 2, having gone through several stages of rebuilds, was sold to TA Reynolds, contractor for the Zeehan to Strahan line, just prior to TGR takeover of the TMLR in 1890. It was reported as having the title of Rattletrap, and following the completion of the railway in 1892, it was stored at either Zeehan or West Strahan until 1897, when it was sold back to TGR to join its sister engines as E 5.^{31,35} Whilst in storage on the West Coast, it may have been hired by TGR for track maintenance duties.³²

Former TMLR locomotives were classified under the TGR alpha – numeric system in a manner that the particular engines represented their similar TGR counterparts that were in service at the time. The difference was that the symbol "+", pronounced "cross", was added after the letter. The TMLR Hunslet engines Nos. 1 - 7 did not have any companion TGR engines. Therefore, they went unchallenged as the E class until the arrival of Beyer Peacock 4–6–0 engines in 1907, and which became the "rightful" E class. The older engines were then designated with E+ classification.

It is interesting to note that from 1897 to 1907, all five of the E class locomotives were stationed on the Zeehan to Strahan line for operations on it and the privately-owned Mt. Dundas and Zeehan railway, which became the Dundas line after 1900.³¹

In 1910, the PWD had commenced construction of the North Eastern line extension from Scottsdale to Branxholm and was in need of ballast train locomotives. It purchased E+ 5 from TGR, but it was in poor condition and consequently sold back to TGR and replaced by E+ 2, formerly TMLR No. 4^{33} . E+ 5 probably did not receive a lot of use after 1910 and it was written off in 1914 and sold for scrap.³⁴

TMLR 3 was sold to Smith, Jones and Finlayson, contractor for the Western line extension from Formby to Ulverstone in 1889. Construction work having been completed, TMLR 3 was purchased by T A Reynolds in 1890 and went to Strahan as the Company's No. 1, joining former running mate, ex TMLR 2, which became Reynolds' No. 2. Newspaper reports state that it was given the name *Carbine*.³⁵

Prior to departing the Western line, former TMLR 3 was deployed to "rescue" a train that had derailed near Leith in August 1890.³⁶

For most historians, that seemed to be the last word on No. 3's fate. It and No. 6 presented a little mystery that was just waiting to be solved.

Luckily, historians Adrian Gunzburg and Jeff Austin published their celebrated *Rails Through the Bush* in 1997, and TMLR No. 3's later history was explained. Following completion of the Zeehan to Strahan line, the engine was sold in 1893 to West Australian railway contractors. In 1895, it went to the Waroona Mill Tramway and was given the name of *Too Soon*. Interestingly, there was a PWD report written in 1891 that referred to Contractor's Locomotive No. 2 as *Too Soon*, yet that name appears as a later title?³⁷

The reference to *Too Soon* in the last sentence of the previous paragraph might not just be a typographical error. Hither to this article, a challenge to the accepted titles of *Rattletrap* and *Carbine* had never appeared in any form of open discussion amongst railway historians.

One would think that W P Hales, as the Resident Engineer responsible for overseeing the construction of the line, would be very sure of which locomotive was which and not be likely to mix up his numbers or names when reporting on the serious conditions of the boilers of them to the Chief Engineer of the PWD. His report refers to the Contractor's No. 1 engine (ex TMLR 2) as *Carbine* and No. 2 engine (ex TMLR 3) as *Too Soon* and there is no mention of *Rattletrap*.

Additionally, the latter engine was known in West Australia as *Too Soon*, and yet it is referred to that same name whilst it was working on Tasmania's West Coast well before arrival in Western Australia.

Hales is definitely reporting about ex TMLR 3 (*Too Soon*) because he describes the locomotive's boiler as being very old, which is correct as only TMLR Nos. 3 and 6 did not receive new boilers in 1887 – 1888.

It can be surmised that the name *Rattletrap* was a product of loose journalism in the local newspapers. The mix-up with which engine carried the names can also be put down to newspaper reporting, and the Contractor's running number for each might have developed from an assumption that Ex TMLR 3 was the first to arrive on the West Coast. A local newspaper article published four months after Hales' report about *Too Soon*, stated that a construction engine was "...at first christened *Rattletrap*", alluding to the fact that the engine's name had been changed.^{37A}

Nevertheless, Reynolds' No. 2 (ex TMLR 3) was eventually stored in 1900 at Waroona and moved in 1903 to Yarloop, where its boiler was condemned in 1909. The engine frame, cylinders and one driving wheel set were used to build a log hauler in 1924 (see locomotive profiles at the end of this article).

TMLR No. 6 created an even bigger puzzle to solve following its whereabouts after the completion of the Chudleigh (later Mole Creek) line contract. It too was sold by TMLR in 1889 and went to W J Duffy, who finished the construction by the opening date in April 1890.³⁸

Montagu Rhys Jones was building the Apsley line in 1889, and his time with the hired Fox Walker locomotive was running out. That engine had earlier completed construction work on the North Eastern Line and had received new cylinders, pistons and tyres from Salisbury's Foundry at Launceston during mid-1889. It was on its way to Hobart for completion of its overhaul prior to its next engagement with and sale to R Patterson, contractor for the Bellerive to Sorell line.³⁹

Some doubt had existed whether former TMLR No. 11 did spend a brief period on the Apsley line. Deduction is generally given as the answer because the only other "small" engine that could have fitted the challenge was TGR Sharp Stewart (2030/1870) 0-6-0ST No. 1D. To replace the "small" engine, a C class Beyer Peacock 2-6-0 loco. was leased from TGR to Jones, but trouble with it allegedly damaging the new track when running tender-first⁴⁰, and Jones' hesitance to pay the hire fee, led to him forfeiting the engine in February 1890. Locomotive 1D was required to work revenue services on the Parattah and Oatlands Tramway, but it could have been diverted temporarily to the Apsley Line in 1889. The report concerning the C engine damaging the track would in all probability have similarly applied to six-coupled 1D, if it had have worked on the Apsley line. Yet, the statement alleged that the "small" engine did no damage to the track. It was logical to presume that the Fox Walker engine was used on the Apsley line.

Jones was able to take delivery of another engine, which he had purchased with twenty two ballast wagons, and it arrived at Brighton Junction on 3 March 1890.⁴¹ A photograph of a Hunslet 4-4-0 locomotive with a train made up of TMLR carriages and a contractors' ballast wagon on the bridge at Apsley confirms that one of the TMLR Nos. 1 - 7 was purchased by Jones. The only available locomotive of that group at that time was TMLR No. 6. The timing also fits in with No. 6's completion of its prior construction contract.



New early 1884 Workshop chimney is in position as TMLR No. 2nd 14 rests beside the water tank in Loco yard. Photo: Tony Coen Collection



This special contractor's train, with two hired TMLR carriages and one contractor's ballast wagon, is hauled over the Apsley bridge by what is presumed to be former TMLR No. 6. Photo: Greg Johnston Collection

What happened to No. 6 after Jones had finished with it had been a long-standing question. Both it and No. 3 had obscure endings and it had been presumed as "accepted fact" that No. 6 had been sold to the British Australian Timber Company (BAT) at Coffs Harbour.⁴² However, there had been lukewarm challenges to that presumption on a few occasions over the years,⁴³ so careful considerations would be needed to resolve the matter.

As already shown, No. 3 ended up in Western Australia.

No. 6 had been stabled at Brighton Junction in 1891 and was listed by Roberts and Coy. in December of the same year stating that, "Locomotive suitable for stationary work, sawmill, pumping, etc. for sale at Brighton Junction......⁴⁴" It is also worth recalling that No. 6 was still carrying its original boiler, which would have been very tired by this stage in its life. The engine that went to Coffs Harbour arrived there in 1908, which was a long stretch of delivery time from 1891!

There was another Hunslet engine thrown in the challenge mix. TMLR No. 1 transferred to TGR in 1890 and was re-numbered E 1. Records state that E 1 was sold to Dalgety "for Brown" in 1907, and that was the last known fact about it.

Dalgety and Coy. was a large stock and station agency business with a big stake in the wool industry. It also dabbled in other ventures and its purchase of E 1 may have been facilitated in the interests of "Brown", who possibly represented BAT. The date of 1907 is significant because that was the year that BAT was set up with the aid of Dalgety.

Whilst contemplating on a method to prove that E 1 went to Coffs Harbour, it occurred that E 1 would have been fitted with vacuum brakes during its time with TGR. No. 6 had never received any form of train braking system. Looking at photographs of E and E+ class Hunslet engines, the vacuum train pipe ran along the foot-plate and through the upper cylinder cover on the right hand side. The ejector exhaust pipe passed through the cab spectacle plate below the driver's side front



A systematic process of cross-referencing and elimination narrowed down the locomotive pictured to former TGR locomotive E+ 4 (once TMLR No. 7), possibly stabled in the PWD Loco Shed at Flowerdale Jct in 1917. Note the large washer and nut grommet immediately above the right-hand cylinder head cover, indicating the hole through the cover that once carried the vacuum train pipe. The man and little girl are not known. Photo: A Gregory, Tony Coen Collection



It had been assumed for a long time that one of former TMLR locomotives 3 or 6 was purchased by the British Australian Timber Coy. for its new tramway at Coffs Harbour in 1907. The engine photographed at the BAT Tramway shows evidence of having been fitted with vacuum brakes, something that Nos. 3 and 6 did not have. It is believed that TGR's E 1, former TMLR No. 1, sold in 1907 is the locomotive captured in this scene. Photo: courtesy Coffs Harbour Regional Museum

window and entered the smokebox just below and to the rear of the front hand-rail mounting on the driver's side. The locomotive in the picture taken at Coffs Harbour in 1908 displays a form of grommet bung in each of the cylinder cover and smokebox at the positions described above. The spectacle plate appears to show a cover at the spot of the ejector exhaust pipe exit spot.

A further photograph came to light of another E+ class engine standing in a shed that appears to be a PWD demountable structure. The picture was taken by A Gregory, a professional photographer from Wynyard on Tasmania's north west coast. Gregory is responsible for many railway photographic scenes between the early 1910s and late 1920s, most of which were taken close to home.

Following a lot of elimination processes, the locomotive was fairly positively identified as E+ 4 (formerly TMLR No. 7) resting in the Flowerdale Junction PWD engine shed, having completed construction work on the Preolenna line in 1917.⁴⁵ The important aspects in the photograph are the tell-tales associated with the removal of vacuum equipment. Of particular note is the large washer and nut covering the train pipe hole through the cylinder cover, directly above the driver's side cylinder head, the same as that shown on the BAT locomotive. This attachment is not visible on the same engines prior to being fitted with vacuum brakes.

The tender sub-structure on the BAT locomotive is different to that shown with TMLR No. 6 on the Apsley bridge in that a long gusset beam is located at opposing ends on the two engines' tenders.

The conclusion to this study is that it appears TGR locomotive E 1 was purchased by BAT through Dalgety and Coy. Unless further evidence on other fates that befell former TMLR 6 come to light, it has to be deduced that it was sold for scrap around 1892.

Neilson locomotives Nos. 12 – 14

These "useless" engines, as they were dubbed from the outset, did not perform much revenue work for quite some time following their delivery in 1878. Their 0-4-2 wheel arrangement and outside frame and cranks were extremely injurious to the track. The trailing Adams radial-axled truck was fitted in such a way that the engine frame was able to slide laterally over the axle boxes¹⁹, causing a dangerous wobbling effect.

Presumably, some improvements to the track did allow the Neilson engines to venture along the route, for in 1880, No. 12 managed to haul the express.⁴⁶ Or, was that due to Nos. 12 and 13 Neilson locomotives being altered at that time to 2-4-0 wheel arrangement by reversing the line-up of driving and pony wheels?^{46A} In 1883, No. 12 engine was sold to Western Port Coal Coy., at Griffiths Point, Victoria.⁴⁷ As a consequence, No. 14 was re-numbered 12 to maintain the locomotive fleet's sequence. In 1884, Nos. 12 (2nd) and 13 were written up as the only passenger engines.⁴⁸ Between 1884 and 1887, No. 12 (2nd) seems to have been converted to a 2-4-0 and in 1889 – 1890, both it and No. 13 underwent several alterations, resulting in the wheel arrangement of 4-4-0.⁴⁹

The Victorian adventure of TMLR No. 12 (1st) did not last long. The locomotive was purchased by the Fingal line contractor, Messrs. McNeil, Grant and Bath, and it arrived onboard ketch *Xena* at Launceston on 28 March 1885. Following some repair work at the L&WR Workshop, it was hired to Fergus and Blair in May 1885 for ballast train work on the construction of the Deloraine and Formby railway, which became the extended section of the new Western line. By September 1885, it had returned to its owner and transferred to the Fingal line, where it gained the name of *Avoca*. For two years, therefore, there were two No. 12 locomotives running



Above: TGR 4-4-0 locomotive F 1, formerly TMLR No. 13, standing in Hobart's original Workshops Yard, probably around 1896. Photo: Greg Johnston Collection *Right:* The Builder's Plate on TGR loco. F 1 clearly shows the Builder's number of TMLR No. 13. Photo: Greg Johnston Collection

inal ILR in railway sheds at Hobart".With many new Be nes joining TGR's fleet, there would have been h

around in Tasmania! 50 The second No. 12 was also hired to Fergus and Blair from March to July 1885 from TMLR. 50A

The former 1st No. 12 was sold at auction to C & E Millar in late 1886 after the Fingal line had been completed. It departed Launceston on 21 February 1887 on the deck of SS *Active* en route to Albany, Western Australia. Having arrived there on 9 March 1887, it was put to work on Millar's Torbay Mill tramway and is recorded as running as a 0-4-2 locomotive, although it may well have been a 2-4-0 (see two paragraphs earlier). It probably stopped working around 1892 and was subsequently scrapped.⁵¹

But, the big news item regarding the two remaining Neilson engines relates to which one of them became TGR's 4-4-0 No. F 1. Again, the accepted facts for a very long time were that No. 12 (2nd) became F 1 and No. 13 disappeared without trace, although a note stating that it had become a stationary boiler was the explanation.⁵²

There is a good photograph of F 1, looking somewhat unused, standing in the original Hobart Workshop yard. The surprise find occurred when the number plate on the cab side was magnified and the Builder's No. 2368/1878 was clearly etched in with the running number F 1. This proved beyond doubt that F 1 had been TMLR No. 13.

It is possible that the confusion was a consequence of several reports of repairs and alterations that were carried out on No. 12 (1st and 2nd) and very little of the same regarding No. 13.

Having identified the correct origin of F 1, the fate of No. 12 needed to be investigated. At the TMLR take-over, No. 12 appears to be listed as transferring to TGR, but No. 13 is not mentioned. Incorrect details seem to stem from 1890, but regardless, the replacement of 12 with 13 fixes one problem but does not disclose what happened to No. 12. A Neilson locomotive boiler was inspected in 1913 at McDougall's Mead's Creek sawmill at Port Esperance. Another Neilson boiler was inspected at a gold mine near Branxholm in 1915.⁵³

The inspection notes with the latter stated that it had been "idle

about 20 years in railway sheds at Hobart". With many new Beyer Peacock engines joining TGR's fleet, there would have been little or no work for an old and unusual locomotive, so the description of an engine being stored for twenty odd years fits the last years of locomotive F 1. It was sold for scrap to W Patterson in 1914 – 1915, comparing favourably with the boiler inspection date.⁵⁴

The other boiler undoubtedly belonged to No. 12. Mead's Creek mill began operations in circa 1902, and there is no reason to not think that No. 12's boiler had been in the Mill since that time. A ten year inspection in 1913 would fit that time-frame. It is logical to think that this boiler is from TMLR 12. What is not known is where did the locomotive spend the period between 1890 and 1902? There is a record note stating that No. 13 (meaning No. 12) was sold by TMLR in 1890.⁵⁵ If the latter is the case, it is possible that the engine was bought by a dealer who broke up the engine, retaining reusable parts, including the boiler, for resale.

Conclusion

Resolving the fates of TMLR locomotives Nos. 1, 3, 6, 1st 12, 2nd 12 and 13 have filled gaps in the intriguing history of one aspect of Tasmania's railway history.

There is, nevertheless,

- a number of mysteries associated with the make-up of Fox Walker locomotives Nos. 10 and 11,
- evidence needed to support the missing link 3 ft 6 in of the dual gauge into Launceston prior to the establishment of a site for TMLR's Launceston station,
- further information required to verify the correct story behind the names and numbers of Hunslet locomotives *Carbine*, *Rattletrap* and *Too Soon*.

Obviously, more digging through papers, reports, Trove, private collections and the scanning of yet-to-find relevant photographs to enable definitive confirmation of respective subjects are next on the agenda.

REVISED TMLR LOCOMOTIVE PROFILES

Date	ID	Loco. Details	Engine Details	History
1874 1875 c.1892 1907	1 E 1 -	4-6-0T Hunslet 111/1873 4-4-0	14"x20" cyl. 140 p.s.i. 9,707 lbs. T.E.	Probably purchased through contractor for construction work, but owned by TMLR. Leading flangeless driving wheels and side tanks removed in 1875 and make-shift tender added. New tender fitted late 1870s. General service locomotive. Received new boiler 1887 – 1888. Old boiler sold to S Burrows. ⁵⁹ Taken over by TGR 1890 and re-numbered E 1 c.1892. Based at West Strahan and Zeehan for Zeehan to Strahan and Dundas Lines operations 1897 – 1907. Sold to Dalgety ⁶⁰ for on-sale to BAT Tramway, Coffs Harbour, NSW in 1907. Scrapped at Coffs Harbour c.1914.
1874 1875 1877 1877 1890 1897 1907	2 E 5 E+ 5	4-6-0T Hunslet 112/1873 4-4-0 4-6-0 4-4-0	14"x20" cyl. 140 p.s.i. 9,707 lbs. T.E	Probably purchased through contractor for construction work, but owned by TMLR. Leading flangeless driving wheels and side tanks removed in 1875 and make-shift tender added. Rebuilt as 4-6-0 with new tender in 1877. Converted back to 4-4-0 in 1877. General service locomotive. Received new boiler 1887 – 1888. Old boiler sold to J Drysdale. ⁵⁹ Sold to T A Reynolds for Zeehan, Strahan line construction in 1890 and named <i>Carbine</i> and numbered 1. ³⁷ Stored at Zeehan or West Strahan 1892 – 1897, but possibly hired during period to TGR for track maintenance work. Sold back to TGR in 1897, numbered E 5 and remained at West Strahan and Zeehan for Zeehan, Strahan and Dundas Lines operations to at least 1909. Re-numbered E+ 5 in 1907. Purchased by PWD for Branxholm extension construction of Nth Eastern line in Jan. 1910, but failed in March 1910. Sent back to TGR and replaced with E+ 2 in 4.1910. Scrapped by W Reynolds in 1914.
1874 1875 1889	-	4-6-0T Hunslet 113/1873 4-4-0	14"x20" cyl. 140 p.s.i. 9,707 lbs. T.E. 120 p.s.i.	Probably purchased through contractor for construction work, but owned by TMLR. Leading flangeless driving wheels and side tanks removed in 1875 and make-shift tender added. Used for spare parts 1876 – 1877. New tender fitted late 1870s. General service locomotive. Boiler pressure reduced to 120 psi in 1889. Sold to Smith, Jones & Finlayson for Ulverstone extension construction of Western line in 1889. Sold to T A Reynolds for Zeehan, Strahan line construction in 1890 and named <i>Rattletrap</i> , then <i>Too Soon</i> and numbered 2. ^{37, 37A} Possibly sold to Tasmanian Government in September 1893. ^{59A} Sold to Atkins & Law, Western Australia for Perth – Jarrahdale Junction section of Perth – Bunbury line construction in 1895 at East Perth. Sold to J McDowell & Coy. for Waroona Mill Tramway in 1895, retained name <i>Too Soon</i> , taken over by Gill, McDowell Jarrah Coy. Ltd., then by Millar's Combine in 1902. Stored at Waroona in 1900 and then at Yarloop in 1903. Boiler condemned in 1909. Stripped down 1924 at Yarloop and frame, engine machinery and one driving wheel set used to build No. 6 log hauler. Remainder scrapped.
1874 1875 c.1892 1907	4 E 2 E+ 2	4-6-0T Hunslet 114/1874 4-4-0	14"x20" cyl. 140 p.s.i. 9,707 lbs. T.E.	Probably purchased through contractor for construction work, but owned by TMLR. Leading flangeless driving wheels and side tanks removed in 1875 and make-shift tender added. New tender fitted late 1870s. General service locomotive. Received new boiler 1887 – 1888. Old boiler sold to R Cundy. ⁵⁹ Taken over by TGR 1890 and re-numbered E 2 c.1892. Based at West Strahan and Zeehan for Zeehan, Strahan and Dundas Lines operations 1897 to at least 1909. Re-numbered E+ 2 in 1907. Purchased by PWD for Branxholm extension construction of North Eastern Line in April 1910. Sent to Launceston for repairs in September 1910 but returned to Branxholm later. Transferred to Flowerdale extension construction of Western line by August 1911 and used by PWD to haul revenue goods trains over the period, transferred to Sheffield Line construction in December 1913, transferred to Nietta Line construction in 1915, and possibly named <i>Punch</i> , and then to Preolenna Line construction c.November 1915. Sent to Launceston for repairs in April 1916 and then transferred to Maydena (Fitzgerald) extension construction of North Eastern Line. Transferred via Launceston Workshops to Herrick extension of North Eastern Line in mid. 1917, but probably had little use due to its condition. Stored at Branxholm in March 1919. Considered for Wiltshire Junction extension of Western Line, but did not pass inspection. Sold to Penguin Salvage for scrap in April 1929. ⁴⁵
1874 1875 c.1892 1907	5 E 3 E+ 3	4-6-0T Hunslet 115/1874 4-4-0	14"x20" cyl. 140 p.s.i. 9,707 lbs. T.E.	Probably purchased through contractor for construction work, but owned by TMLR. Leading flangeless driving wheels and side tanks removed in 1875 and make-shift tender added. New tender fitted late 1870s. General service locomotive. Badly damaged in derailment at Coal Mine Bend on 24 April 1877. Received new boiler 1887 – 1888. Taken over by TGR 1890 and re-numbered E 3 c.1892. Based at West Strahan and Zeehan for Zeehan, Strahan and Dundas Lines operations 1897 to at least 1909. Re-numbered E+3 in 1907. Last E+ locomotive to work on West Coast – at least 1921. Sold to Penguin Salvage for scrap at Launceston in 1929. ^{31 45}
1874	6	4-6-0T Hunslet 117/1874 4-4-0	14"x20" cyl. 140 p.s.i. 9,707 lbs. T.E.	Probably purchased through contractor for construction work, but owned by TMLR. Leading flangeless driving wheels and side tanks removed in 1876 and make-shift tender added. New tender fitted late 1870s. General service locomotive. Boiler pressure reduced to 130 psi in 1889. Sold to W J Duffy for Chudleigh (Mole Creek) Line construction in 1889. Sold to M R Jones for Apsley Line construction, arriving at Brighton Junction on 3 March 1890. Stored at Brighton Junction in 1891. Presumed sold for scrap subsequently.
1889	-		130 p.s.i.	

Date	ID	Loco. Details	Engine Details	History
1874	7	4-6-0T	14"x20" cyl.	Probably purchased through contractor for construction work, but owned by TMLR. Leading flangeless driving wheels and side tanks removed in 1876 and make-shift tender
		Hunslet	140 p.s.i.	added. New tender fitted late 1870s. General service locomotive. Received new boiler 1887 1888. Taken over by TGR 1890 and re-numbered E 4 c 1892. Based at West Strahan
		118/1874	9,707 lbs. T F	and Zeehan for Zeehan, Strahan and Dundas Lines operations 1897 to at least 1909. Benumbered E+ 4 in 1907 Purchased by PWD for Sheffeld Line construction in Line
1876		4-4-0	1.	1914 and it arrived in August 1914. Transferred to Nietta Line construction in 1915, and $passibly named ludy and then to Melrose Line construction in November 1915. Both E-$
c.1892	E 4			2 & E+ 4 were responsible for hauling all plant and equipment from Railton Junction to Nietta lunction. Sent to Laureeston for moving in May 1916 and returned as a transfer
1907	E+ 4			to Preolenna Line construction in June 1916. Transferred to Herrick extension of North Eastern Line in 1917, but spent some time at Launceston Workshops from July 1917, being replaced by Beyer Peacock B 2. Uncertain whether that occurred en route to Branxholm or after it had been working on Herrick extension. Stored at Branxholm in March 1919. Considered for Wiltshire Junction extension of Western Line, but did not pass inspection. Sold to Penguin Salvage for scrap in April 1929. ⁴⁵
1875	8	4-4-0T	12"x19" cyl.	Purchased by TMLR for express passenger work. Converted to tender locomotive in 1877 with make-shift tender until replaced with new tender in late 1870s. First expresses
		Hunslet	125 p.s.i.	commenced between Hobart Town and Evandale Junction in March 1876. First official through service to Launceston ran on 1 November 1876. ¹⁹ Westinghouse Brake trialled
		123/1875	5,100 lbs. T.E.	on express between August and December 1884. ^{60A} No. 8 was wrecked beyond repair in derailment of Fingal Special Train at Ring Curve on 29 June 1886.
1877		4-4-0		
1875	9	4-4-0T	12"x19" cyl.	Purchased by TMLR for express passenger work. Converted to tender locomotive in 1879
		Hunslet	125 p.s.i.	between Hobart Town and Evandale Junction in March 1876. First official through service
		124/1875	5,100 lbs.	August and December 1884. ^{60A} Taken over by TGR 1890 and re-numbered $A + 1$ c.1892.
1879		4-4-0	1.	Line. Stored on closure of Bellerive, Sorell Line at Bellerive in 1926. Transferred to Hobart in 1929, and scrapped by Penguin Salvage in the same year ³¹
c.1892	A+ 1			
1878	12	0-4-2	13"x20" cyl.	Purchased by TMLR for general service work. Unsuitable for condition of track and saw
		Neilson 2367/1878	130 p.s.i.	hauling express in same year and often thereafter. Sold 1883 to Westernport Coal Coy., Vic. and sailed away onboard SS Flinders ex Launceston on 22 September 1883, Named
		2-4-0	7,900 lbs. T.E.	The Langridge. Venture not successful and engine purchased by McNeil, Grant & Bath for Fingal Line construction in 1885, with arrival back at Launceston on ketch Xena on 28
1880				March 1885. Hired to Fergus & Blair in 5.1885 for Deloraine, Formby Line construction, working between Deloraine and Latrobe. Returned by late 8.1885, sent to Fingal Line &
1883	-			named "Avoca". Sold at auction to C. & E. Millar for Torbay Mill Tram., W. Aus. in 1886. Left Launceston on deck of S.S. Active on 21.2.1887. Scrapped late 1890s
1878	13	0-4-2	13"x20" cyl.	Purchased by TMLR for general service work. Unsuitable for condition of track and saw
		Neilson	130 p.s.i.	hauling expresses in same year and often thereafter. Rebuilt 4-4-0 in 1889. Taken over by TGP 1890 and re-numbered E 1 c 1892. Saw little or no service and stored from c 1895.
1880		2-4-0	7,900 lbs. T F	Scrapped 1914. Boiler went to New Golden Mara Gold Mining Coy., Branxholm in 1915 and then to Minare' Dream Mine at Mathing in 1925
1889		2-4-0	1.∟.	
c.1892	F 1	4-4-0		
1878	14	0-4-2	13"x20" cyl.	Purchased by TMLR for general service work. Unsuitable for condition of track and saw little service initially. Moved to passenger service c. 1880 & hauled expresses in c.1886
		Neilson 2369/1878	130 p.s.i.	and often thereafter. Re-numbered 12 to replace first No. 12 (sold to Mainland) in 1883. Hired to Fergus & Blair 3 July 1885 for Deloraine, Formby Line construction. Rebuilt as
			7,900 lbs. T.E.	2-4-0 in c.1884 - 1887 and then 4-4-0 in 1889. Sold to unknown in 1890 and was probably scrapped. Boiler inspected at McDougall and Coy., Mead's Creek Sawmill, Port Esperance
1883	12	2-4-0		in 1913, and it may have been there since the Mill's erection c.1902.
1884 - 1887		4-4-0		
1889				

Date	ID	Loco. Details	Engine Details	History
1884	14	4-4-0	14"x20" cyl.	Purchased by TMLR for general, but mostly passenger service. Taken over by TGR 1890 and re-numbered B+ 3 c.1892. General mixed traffic engine. Fitted with new boiler in
c.1892	B+ 3	Hunslet 335/1884	130 p.s.i.	1901.61 Written off and scrapped by Penguin Salvage in 1929.62
			8,493 lbs. T.E.	
1884	15	4-4-0	14"x20" cyl.	Purchased by TMLR for general, but mostly passenger service. Taken over by TGR 1890 and re-numbered B+1 c 1892. General mixed traffic engine. Fitted with new boiler in 1900.61
c.1892	B+ 1	Hunslet 325/1884	130 p.s.i.	Assisted PWD on Russell (Westerway) extension of the Derwent Valley Line 1907 – 1909. Leased by PWD for Wiltshire Junction extension construction of Western Line in 1921.
			8,493 lbs. T.E.	Complaints received about its lack of power on ballast trains. Collided with Beyer Peacock C 5 on 24 May 1922 and tender was damaged. Tender still not repaired in May 1924. Transferred to operations at Smithton in 1922 and worked log trains between Smithton and
				Stanley 1923 – 1924 and general traffic 1922 – 1927. Returned to TGR in 1927, ³³ written off and scrapped by Penguin Salvage in 1929. ⁶²
1884	16	4-4-0	14"x20" cyl.	Purchased by TMLR for general, but mostly passenger service. Taken over by TGR 1890
c.1892	B+ 2	Hunslet 326/1884	130 p.s.i.	1905. ⁶¹ Written off and scrapped by Penguin Salvage in 1929. ⁶²
			8,493 lbs. T.E.	
1887	17	4-4-2T	121⁄2"x20" cyl.	Purchased by TMLR for local and shunting work. Re-numbered 11 in 1887. Taken over by TGR 1890 and re-numbered D+ 1 c.1892. Transferred to Sorell for Bellerive. Sorell
1887	11	Dübs	135 p.s.i.	Line general operations in 1892. Fitted with new boiler in 1900. ⁶¹ Old boiler went to Hay's Southport Tramway and used with a log-hauler. ⁶³ Stored at Bellerive on line closure in 1926.
c.1892	D+ 1	2187/1886	7,500 lbs. T.E.	Sold to J E Stone in 1930 and scrapped subsequently at Bellerive. ⁵⁴
1887	18	4-4-2T	12½"x20" cyl.	Purchased by TMLR for local and shunting work. Re-numbered 10 in 1887. Taken over by TGR 1890 and re-numbered D+ 2 c.1892. Transferred to Sorell for Bellerive, Sorell line
1887	10	Dübs	135 p.s.i.	general operations in 1892. Fitted with new boiler in 1901. ⁶¹ Old boiler went to an unverified mill west of Ida Bay. ⁶⁴ Stored at Bellerive on line closure in 1926. Sold to J E Stone in 1930
c.1892	D+ 2	2256/1887	7,500 lbs. T.E.	and scrapped subsequently at Bellerive.54
1889		4-6-0	15"x20" cyl.	Purchased by TMLR for heavy goods work. May have been numbered 2, but no record found. ⁶⁵ Taken over by TGR 1890 and numbered C+ 1 c.1892. General goods traffic engine.
c.1892	C+ 1	Dübs	135 p.s.i.	Withdrawn and scrapped at Launceston in 1929.45
		2483/1889	12,923 lbs. T.E.	
1889		4-6-0	15"x20" cyl.	Purchased by TMLR for heavy goods work. May have been numbered 3, but no record found. ⁶⁶ Taken over by TGR 1890 and numbered C+ 2 c.1892. General goods traffic engine.
c.1892	C+ 2	Dübs	135 p.s.i.	Stationed at Staverton (Roland) February to March 1920, Nietta June 1922, out of use May to November 1923, Devonport early 1924, St. Mary's end of 1924, Zeehan in and out of
		2548/1889	12,923 lbs. T.E.	service July 1925 – February 1930. ⁶⁶ Written off 1936 and sold to Wheatley & Parker for scrap at Launceston in October 1936. ⁵⁴
1890	<u> </u>	4-6-0	15"x20" cyl.	Purchased by TMLR for heavy goods work. May have been numbered 6, but no record
c.1892	C+ 3	Dübs	135 p.s.i.	Written off 1936 & sold to Wheatley & Parker for scrap at Launceston in October 1936. ⁵⁴
		2570/1889	12,923 lbs. T.E.	
1891		4-6-0	15"x20" cyl.	Ordered by TMLR for heavy goods work but taken over on arrival by TGR in 1891 and numbered C+ 4 c 1892. May have intended to be numbered 8, but no record found ⁶⁵
c.1892	C+ 4	Dübs	135 p.s.i.	General goods traffic engine. Written off 1936 and sold to Wheatley & Parker for scrap at Launceston in October 1936. ⁵⁴
		2757/1890	12,923 lbs. T.E.	

End Notes

- 30. Report to TMLR Committee by T. Midelton, Evidence sections, App. G, 9.1878
- 31.TGR Annual Reports
- 32. Report Wellington Times newspaper, 2.9.1893
- 33. PWD Construction Files
- 34. Buckland Papers (NLA) Box 13
- 35. Tas. Parliamentary Papers 1889; report Zeehan & Dundas Herald newspaper, 10.7.1891, 5.2.1892
- 36. Report Launceston Examiner newspaper, 12.8.1890
- 37. W.P. Hales Correspondence to PWD Engineer-in-Chief 30.7.1891: reference to "No. 2" engine on Zeehan, Strahan Line construction being known as *Too Soon*.
- 37A. Report Zeehan and Dundas Herald newspaper, 11.11.1891
- 38. Tas. Parliamentary Papers 1889
- 39. Report Tasmanian News Hobart newspaper, 15.4.1891, p. 3
- 40. PWD File 162/950 [T6] 7.1.1890 TGR Loco. Super. to PWD
- 41. M. Jones Correspondence to PWD 5.2.1890 & 5.3.1890
- Light Railways 238, August 2014, pp. 9 10: The British Australian Timber Company Limited, Part 1 – Coffs Harbour by Ian McNeil
- 43. Correspondence between Ian McNeil and Jim Stokes
- 44. Advertisement The Mercury newspaper, 16.12.1891
- 45. PWD Construction Files
- 46. Fincham Report to Minister
- 46A. Report Fincham to Minister for Lands, 30.6.1880: 'The new engines, (nos 12 and 13) worked most unsatisfactorily when first placed on the line, but I believe that alterations have been lately made that have improved them and will enable them to do their share of work in the traffic of the line. No 12 is now running on Express train.'
- 47. Report Launceston Examiner newspaper, 24.9.1883; Parliamentary Paper 46 of 1884 Main Line Treasury Corres. Year 1883 - Sale of Engine No. 12 £1500.00
- 48. Stock Returns 1884
- Batchelor, Clark and Grant Reports to Fincham; Report Launceston Examiner newspaper, 1.5.1890; Tas. Parliamentary Papers 31.8.1889
- 50. Report Launceston Examiner newspaper, 30.3.1885, 9.5.1885
- 50A. Report Launceston Examiner newspaper, 19.3.1885
- 51. Rails Through the Bush by A Gunzburg & J Austin, 1997, p. 65
- 52. Railroading in Tasmania by T. Cooley:- TMLR, amongst other publications
- 53. Dep't. of Labour & Industry Boiler Inspection Records 2028 and 2113
- 54. Buckland Papers (NLA) Box 13

- 55. Notes from Jim Stokes advising that TMLR. No. 13 was sold in 1890 and no further details. Subsequent data changes the engine no. to 12
- 56. Reports Launceston Examiner newspaper, 25.4.1887, 25.7.1887, 12.5.1888; Jim Stokes PWD notes
- 56A. Report Tasmanian News newspaper, 15.4.1891, page 3
- 57. Notes from Jim Stokes re Apsley Line construction:- A loco reported in use by October 1889 (nla.gov.au/nla.news-article200348084) from John Browning;9.1.1890:-The small engine (? FoxWalker 11) in use before heavy engine (C loco.) did no damage
- 58. The Emu Bay Railway published by author Lou Rae, 1991, p. 88:- "EBR purchased a loco, 26 trucks and other equipment which had been stored at Bellerive since completion of the Sorell line. S.S. Wareatea arrived at Burnie on 28.11.1897 with an 'old locomotive' and other equipment. The loco was believed to be TMLR No. 11. Unlikely it was ever steamed by EBR as it is not mentioned in any repair books.Wheels were used in 1901 to replace those of EBR Hunslet 4-4-0 No. 2"
- 59. Tas. Parliamentary Papers 1887
- 59A. Report "Wellington Times" newspaper, 2.9.1893
- 60. Buckland Papers (NLA) Box 13:-E+1 sold 11.1907 to Dalgety "for Brown". E+ 1 should read E 1 (Ed.)
- 60A. Report Launceston Examiner newspaper, 23.8.1884, 15.12.1884
- 61.TGR Tender Notice 22.8.1928
- 62. TGR Annual Return 30.6.1929
- 63. Engaging the Giants by Scott Clennett, p. 70; Research of boiler records by David Beck
- 64. T. Coen observations
- 65. Notes from Jim Stokes re: Dübs 4-6-0 road number allocations: We still do not have TMLR road numbers for the Dübs 4-6-0s. It was clearly TMLR policy wherever possible to give new engines the numbers of the engines that they 'replaced', so it is likely that they were given the numbers of Hunslet goods 4-4-0s 2, 3 and 6, although not necessarily in that order. It is perhaps significant that the 4-6-0s were the only engines for which the TMLR did not provide road numbers to the makers, suggesting that they preferred to await their arrival to see what goods Hunslets had by then been disposed of. The fourth Dübs did not arrive until several months after the TGR took over the TMLR, and it has always been assumed that it was immediately given its TGR number C+ 4. However it is conceivable that it was initially given a TMLR number, since it is not clear exactly when the TGR introduced its re-numbering scheme for ex TMLR engines

66. TGR Records supplied by A Dix

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A contemporary account of Henry's locomotive operation at Forrest – 1921

Submitted by Norman Houghton

Introduction

The excerpt below was extracted from a long article by an unknown author entitled *A Forest Sketch* that has a melodramatic theme of romance in the bush, bushfire, marriage and loss of spouse. It appeared in *Forest, Lake and Plain,* occasional magazine of the Colac State School's Inspectorate 1921 – 1923. The author was the Education Inspector himself because he mentions his 'rounds' that would include one to the school at the mill settlement.

The article is illustrated with the image reproduced here showing the Hunslet locomotive at the No.1 Mill. The mill depicted caught fire in December 1922 and had to be rebuilt. It worked this site until burning down again in 1927 and was then closed. Henry's locomotive drivers post 1915 or so were Alex McLaws and later Jim Phillips so one of these men was the model driver for the author.

The account

".....I saw Bill quite regularly twice a year when on my rounds. Bill was the driver of the locomotive that brought the produce of a timber mill, in the heart of the forest, to the nearest railway town. He had been at the job for ten years and knew every detail of his job. There was a good deal to learn. The trim little locomotive, was, to the untrained eye, a mass of complexities. Bill spent a good part of his time with an oil can, diving into remote corners, pouring in the lubricating fluid that was the life of the engine bearings. He cleaned, stoked, oiled and drove, entirely by himself: his was, unlike that on the big railway mammoth, a one-man job.

The little locomotive drew a train of three or four trucks, heavily laden with freshly cut timber. There were no carriages for passenger traffic. If anyone wanted a ride, he first got the permission of the proprietor of the mill, and then of Bill. He then climbed to the top of a truck of timber and looked after himself. He had to be careful that he was not scraped off by the boughs that would intrude over the track: that he did not get his head knocked off when going through the low thousand feet long tunnel that pierced the mountain, and that he was not shaken off at curves should Bill happen to be in a less careful mood than usual.

The trip was one that I always tried to make in the fine weather, but, as it rains in that part three days out of every four, all the year round, I was frequently caught.

I usually rode on the front of the locomotive beside the driver. Bill was generally very quiet. On our ride down to the railway town, we usually discussed in a very decorous manner the labour problem, the Irish situation, the doings of the Australian Eleven, Bolshevism in Russia, the high cost of living, the latest strike and various other seasonable and absorbing topics. By the time we had settled all these questions, the little train had emerged from the tunnel like riverbed, through which it wound, crossing and re-crossing the river dozens of times, and was in the vicinity of the town.

Sometimes, when it was very cold, with the rain pouring pitilessly down upon us, we became somewhat pessimistic. 'I've had enough of this climate' said Bill, 'it is not fit for humans to live in'. 'You are right' I would reply, 'I hope this will be my last trip'. When we got to the tunnel Bill would shake his head ominously.'I don't like it', he would say 'It will fall in on somebody someday', 'most likely'. Then we would dwell lovingly on the horror of being crushed to death in a thousand feet tunnel. But Bill stuck to his job......"



Yallourn, the early years – part 2

by Phil Rickard

Part One of this occasional pictorial series, to mark the approaching centenary of the creation, in 1921, of the now-defunct State Electricity Commission of Victoria, appeared in *Light Railways* No. 252, December 2016.

We left part one, in March 1899, when the Great Morwell Coal Mining Company NL, was declared bankrupt. It was unfortunate that having finally achieved a useable briquette, the company was overwhelmed by competition from local black coal mines. By June its equipment and mining leases had been sold. Ownership of the Great Morwell's railway, from its open-cut brown coal mine near the La Trobe River, to Herne's Oak on the Victorian Railways' main Gippsland line, had passed to the VR several years previously.

Following closure a legal tussle ensued between rival concerns to gain control the Great Morwell leases. In late March 1902 this rivalry, it seems, turned to arson when the open-cut mine was deliberately set alight. For four or five days the entire coal wall of the open cut, fifty feet high and a hundred in length was ablaze. A few years later, in 1905, for testing purposes, some 25 tons of coal was extracted and sent to England. Similarly, in 1908 50 tons was sent to Germany.

Despite little action at the actual mine, matters were afoot elsewhere. As early as 1900 it had been suggested that Morwell brown coal be burnt in a power station and electricity reticulated to Melbourne.

In 1908 a report by English electrical engineer, Charles H Merz, recommended the electrification of Melbourne's suburban railways, which at the time constituted over 40% of the VR's total train mileage. Merz thought that the power station should to be made for burning either NSW black coal



or Victorian brown coal, and to be sited somewhere on the lower Yarra River. The Victorian government, desperately keen to be rid forever of reliance on NSW coal, wanted the power station to be at Morwell and only use brown coal.

Meanwhile, the 3¹/₂-mile railway to the Great Morwell mine lay out of use, though the occasional trip took place. In 1912 a gangers trolley made it to the mine in the charge of Ganger O'Donnell. Passengers included the Minister for Railways, two VR commissioners, and Mr Merz. The line's condition did not permit their train to make the journey from Herne's Oak, hence the trolley.

Around 1913-14 some test drilling occurred and in early 1915 all leases became void when their 'work' clauses were not fulfilled. The leases were transferred to the Victorian Mines Department. Matters appeared promising but then, as so often happens, action depended upon which party was in government. The Minister for Mines in 1915, (Mr Brown!) was not enamoured of brown coal. In mid-November 1916 the coal situation again became serious when yet another NSW miners' strike commenced. VR investigations showed that about $\pounds 2000$ and a fortnight was required to rehabilitate the railway to the Great Morwell mine. Despite the strike being settled in early December the work to repair the railway and re-open the mine continued - it seemed the government had learnt its lesson.Yet, just as suddenly as it had started, work stopped! Piles of sleepers lay unused, track half-repaired, culverts half-cleaned. Preparatory work at the mine, under the control of the Mines Department, slowed. Three months later matters took another turn when railway repairs were recommenced but only to a standard to enable horses to haul the trucks to Herne's Oak siding, on the mainline. Finally, in mid-April 1917, haulage of coal commenced.

For the next seven years, the Mines Department operated the old 'Great Morwell' mine until, in April 1924, control was transferred to the State Electricity Commission and its operations integrated into the Yallourn scheme. Its subsequent operations under the SEC will be covered in the future. Meanwhile, across the river on the flat lands, the newly formed Electricity Commissioners commenced their 'Yallourn' operations. The early stages of that project will be visited in the next part of this occasional series.

Top left: For the first few years the Mines Department centred operations on the eastern side of the open-cut, using 2ft-gauge side-tipping trucks, manually filled and run onto staging to be emptied into VR 4-wheel trucks. Date must be pre-September 1919 when the buildings shown were mostly destroyed by a series of overburden landslips. Photo: Bert Boardman, SLV Image H99.37/31

Below left: The open-cut as seen from the south side of the La Trobe River. It is thought that the three sidings there were opened in mid-1917 once the branch line had been upgraded to allow light VR steam locos such as W-class 4-6-0s. This reduced the horses' run to about 400 yards. Photo: J H Harvey, State Library of Victoria (SLV) H90.161/489

Below: Panorama of the open-cut taken on 15 April 1920 during a visit by Victorian parliamentarians. The exchange sidings, situated on a curve, are visible above and to the left of the mine entrance. In several photos there are lights on poles, some electric and some of unknown type. The later are on ropes and pulleys, presumably so they can be lowered for lighting. Can any reader comment? Photo: J P Campbell, State Library of Victoria H2009.18/365







Left: Middle distance, right, is the original bench with remains of the 2 ft-gauge trams and posts from the overhead stages. A fan of broad-gauge lines serve a number of 'chinaman' chutes at the foot of the wall. Foreground, is the double-track incline to the deepening pit and a network of 2 ft-gauge tramways. The two portable boilers are supplying steam for the incline's winder plus electricity generation for the new overhead 230 volt lights, introduced in July 1919. Background, skips can be seen working on several o/b benches. Photo: SLV H2009.18/374

Above: The inscribed caption says it all. Almost every year the La Trobe River flooded at least once. In 1923 the bridge at the BCM was flooded three times, the highest being in October when the water level peaked above the hand rail on the bridge, curtailing coal movement for many days. Photo: SLV H2009.18/36

Right: Removing up to 60ft of overburden became a major task, requiring many temporary tramlines as the open-cut was extended. The overhead lights (these ones appear to be gaspowered) were to facilitate night working. Date: 24 July 1919. Photo: Bert Boardman, SLV H99.37/25





Above: Looking south, 1922. The original floor is indicated by the ledge at far left. Centre-left are 5ft 3in-gauge sidings serving a number of remaining banks and 'chinaman' chutes at the foot of the wall, below the photographer. At right, the pit is being deepened using a network of 2ft-gauge tramways. The bank at the right of the entrance was subject to landslips in September 1919 that buried the railway and a number of buildings, including the pay office (plus $\pounds 300$) on pay day! Photo: J P Campbell, SLV H2009.18/346 **Below:** Not a worker to be seen (weal? ctribe?) though the photographer seems to have brought his children.

Below: Not a worker to be seen (meal? strike?), though the photographer seems to have brought his children. A couple of full trucks are ready to go to the exchange sidings. By 1922 the output of the mine was often around 900 tons per day. At top centre-left of the picture note the bridge which carried a 2 ft-gauge overburden tramway. Photo: SLV H2009.18/373 (b&w image colourised using an automated digital process. Colours believed to be materially correct, however there can be no certainty in this regard.)





Below: From the north-west rim, looking south-east. The trestle bridge in the foreground is that visible in the top middle-left of the previous image. The disposal of overburden became a major problem at the Brown Coal Mine; by 1920 one ton of overburden was removed for each ton of coal recovered. As alluded to in photo 1, it was overburden that had been dumped in a watercourse, and subsequently undermined by rains, that led to a series of landslips on the western side near the entrance in September 1919 destroying a number of recently completed buildings. Amazingly, it was not until the Yallourn project was underway that it was found that BCM coal had only half the moisture of Yallourn coal, just a mile away under those visible flat farmlands. Photo: J H Harvey, SLV H90.161/135





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

QUEENSLAND

FAR NORTHERN MILLING PTY LTD, Mossman Mill

(see LR 274 p.36) 610 mm gauge

Cabless calf loco Clyde 0-6-0DH *Marian* 11 (56-104 of 1956) was seen stored out of service on 26 July. It has final drive problems. Clyde 0-6-0DH *Habana* (60-215 of 1960) is on roster as a spare loco. Daniel Dutton 6/20, 7/20; Gregorio Bortolussi 7/20

MSF SUGAR LTD, Mulgrave Mill

(see LR 274 p.36)

610 mm gauge

During the slack season, EM Baldwin 6 wheeled brake wagon 13 (7065.4 6.77 of 1977) had extra steel plates added to the headstocks and was fitted with skid brakes. It is paired up with Walkers B-B DH Gordonvale (595 of 1968 rebuilt Bundaberg Foundry 1995) which does the run to Redlynch over the Brinsmead Range. Clyde 6 wheeled brake wagon 18 (CQ132 of 1965) has been seen teamed up with Com-Eng 0-6-0DH 26 Meringa (AK3675 of 1964) this crushing season. EM Baldwin 0-6-0DH 11 Maitland (4413.2 8.72 of 1972) has returned to service this season following a number of years awaiting repairs. Clyde 0-6-0DH 13 Hambledon (64-316 of 1964) had been based at the Redlynch depot this season until 30 July when it was seen heading back to the mill on road transport after suffering a broken axle. The Plasser KMX-12T tamping machine (432 of 1997) along with Com-Eng 0-6-0DM 5 (A1005 of 1955) and two of the ex Hambledon Mill ballast hoppers were seen in the eastern Aloomba area on 14 July and at Fantins 1 in the Sawmill Pocket area on 6 August. Danny Nolan 6/20; Gregorio Bortolussi 6/20, 7/20, 8/20; Abby Mohammed 7/20

MSF SUGAR LTD, South Johnstone Mill (see LR 274 p.38)

610 mm gauge

The new roll on, roll off truck dump siding near Feluga was seen in use on 5 July. The "silver bridge" over the South Johnstone River on the line to the Little Tableland area is still unsuitable for loco use with bins being propelled over it by a loco on one side to a loco stationed on the opposite side.

Jamie Hitchings 6/20; Luke Horniblow 7/20

WILMAR SUGAR (HERBERT) PTY LTD, Herbert River Mills

(see LR 274 p.38)

610 mm gauge

EM Baldwin B-B DH Gowrie (7135.1 7.77 of 1977) had arrived back at Victoria Mill by 17 June, following rebuild at Proserpine Mill during the slack season. It has a new "Pilbara" style cab and most hood components are new. Underneath the hood is a new Mercedes V8 motor and Allison transmission. The cab roof is higher than previous and is the maximum height that will fit under the road bridges on the Macknade and Inkerman Mill rail networks. This loco has also been fitted for RSU remote control working. Its Solari bogie brake wagon 12, built in 1994, has received an above deck rebuild and repaint with a significant difference being white instead of yellow for the frames and valences. EM Baldwin B-B DH locos Darwin (6171.1 9.75 of 1975) and Selkirk (6750.1 8.76 of 1976) returned to Macknade Mill on 16 and 17 June respectively following some slack season maintenance at Victoria Mill. The Darwin came back paired up with Com-Eng 4 wheeled brake wagon BV 1 (PA101 of 1967) and the Selkirk with Clyde 6 wheeled brake wagon BV7 (CQ3477-3 of 1976), both ex Victoria Mill units. EM Baldwin B-B DH Wallaman (6400.3 4.76 of 1976) and EM Baldwin 6 wheeled brake wagon BV9 (7065.2 6.77 of 1977) were transferred to Macknade from Victoria on 16 June.



Mulgrave Mill's Walkers B-B DH Mulgrave (612 of 1969 rebuilt Bundaberg Foundry 1995) delivers empties to a siding at Aloomba while an Aurizon-hauled Linfox intermodal freight train passes by, on 25 June. Photo: Gregorio Bortolussi



Above: Mulgrave Mill's EM Baldwin O-6-0DH 11 Maitland (4413.2 8.72 of 1972) at Wrights Creek with cane from Hardwicks tail near Edmonton on 28 June. Photo: Gregorio Bortolussi **Right:** Com-Eng O-6-0DH 26 Meringa (AK3675 of 1964) heads the first rake of fulls into the yard at Mulgrave Mill for the 2020 crushing season on 16 June. Photo: Gregorio Bortolussi **Below:** On its way to Abergowrie, Victoria Mill's EM Baldwin B-B DH Townsville II (6400.2 4.76 of 1976) crosses the Herbert River bridge at the end of Long Pocket on 1 August. Photo: Luke Horniblow





The *Wallaman* was loaned back to Victoria Mill early in the week starting 21 June and returned on 28 June. Macknade Mill's EM Baldwin 6 wheeled brake wagon BV2 (7065.5 6.77 of 1977) was transferred to Victoria Mill after 17 June and paired up with EM Baldwin B-B DH *Rynne* (5423.1 9.74 of 1974 rebuilt N+P 2009). On 23 June, both were involved in a collision with a car adjacent to Barberos Road, Bambaroo, on the Crystal Creek line. This leaves four brake wagons on reserve or out of use at Victoria, these being Clyde 4 wheelers BVAN 4 (CQ3426 of 1975) and BV6 (CQ3477-2 of 1976), EM Baldwin 6 wheeler BV8 (7065.1 6.77 of 1977) and the bare frame of Com-Eng BV2 (PB112 of 1969) which is on shop bogies.

Clyde 0-6-0DH Lucinda (65-436 of 1965) was involved in a collision with a cane harvester on the Nyanza line on 8 July. Serious damage to the cab caused it to be pulled out of service. Macknade Mill's Clyde 0-6-0DH 16 (DHI-1 of 1954) was on Ioan to Victoria Mill from early AM of 28 June and returned later the same day. Victoria Mill's Clyde 0-6-0DH Ingham (64-382 of 1964) was on Ioan to Macknade Mill from 29 June to overnight of 8 and 9 July. Macknade Mill's EM Baldwin B-B DH 20 (7070.4 4.77 of 1977) and EM Baldwin 6 wheeled brake wagon BVAN 1 (7065.3 6.77 of 1977) were on loan to Victoria Mill from 27 July to 9 August. Two 8 tonne bins were sent to Plane Creek Mill before the crushing and another two were seen on a semi-trailer heading south through Home Hill on 23 July.

The annual Italian and Maraka festivals have been cancelled this year owing to COVID-19 restrictions so there will be no public running for Hudswell Clarke 0-6-0 *Homebush* (1067 of 1914). It was steamed up on 29 July and did a light loco run through Ingham and back to the mill before being placed back in storage. In mid July, there were ten ballast hoppers observed all together in a rake at Victoria Mill and these all had hydraulically operated doors. As well, seen dumped was another hopper and the buffer wagon, which had latterly been in use as a poison spraying wagon.

Editor 6/20, 7/20, 8/20; John Macarone 6/20; *Townsville Bulletin* 23/6/2020, 8/7/2020; Neil Inman 7/20

WILMAR SUGAR (INVICTA) PTY LTD, Invicta Mill, Giru

(see LR 274 p.40)

610 mm gauge

Newly rebuilt Walkers B-B DH *Scott* (711 of 1973) was seen in service on 14 June. Kalamia Mill's Clyde 0-6-0DH *Kalamia* (67-569 of 1967) was transferred here by mid July and Com-Eng 0-6-0DH *Haughton* (AH3878 of 1964) sent there in exchange.

Luke Horniblow 6/20; Cameron Cislowski 7/20

WILMAR SUGAR PTY LTD, Pioneer Mill, Brandon

(see LR 274 p.41) 1067 mm gauge

Locos seen in storage at this mill on 28 June included Com-Eng 0-6-0DH locos D8 (FC3777 of 1964) and *Oakenden* (FB3169 of 1963), Clyde 0-6-0DH 11 (65-383 of 1965) and Walkers B-B DH locos MA1861 (713 of 1973), 7309 (668 of 1971) and 7336 (698 of 1972). D8 is said to have a cracked frame. Although not sighted, Clyde 0-6-0DH D1 (56-101 of 1956) is stored at another location in the mill area.

Luke Horniblow 6/20; Brian Millar 7/20; John Macarone 7/20

WILMAR SUGAR (KALAMIA) PTY LTD, Kalamia Mill

(see LR 274 p.41) 610 mm gauge

Westfalia B-B DH *Strathalbyn* (13863.1 8.91 of 1991) was repainted and fitted with a new motor during the slack season. Clyde 0-6-0DH *Kalamia* (67-569 of 1967) started off the crushing season at this mill but the cranks were found to be hitting on some of the road crossings so by mid July, it had been transferred to Invicta Mill. In exchange, Com-Eng 0-6-0DH *Haughton* (AH3878 of 1964) was received from Invicta. EM Baldwin B-B DH locos *Norham* (5383.1 7.74 of 1974) and *Burdekin* (10215.1 7.82 of 1982) were transferring cane to Invicta Mill on 14 June. Luke Horniblow 6/20; Cameron Cislowski 7/20

WILMAR SUGAR (PROSERPINE) PTY LTD, Proserpine Mill

(see LR 274 p.41) 610 mm gauge

Clyde 0-6-0DH 8 (65-443 of 1965) was with a train of track panels at Laurance siding on the Up River line on 24 June. The track panels are carried on skeleton wagons manufactured using the frames of 10 tonne bins. By 27 June, the name plates of Clyde 0-6-0DH Canberra (65-433 of 1965) had been removed and the loco given the new identity of 5. During the slack season, a bogie brake wagon was built here for Plane Creek Mill. It was built using the frame and bogies of an ex QR OSY ethanol tanker. EM Baldwin B-B DH 9 (6626.1 7.76 of 1976) was rebuilt here during the slack season and was seen in use on 28 June. It has a new "Pilbara" style cab and most hood components are new. Underneath the hood is a new Mercedes V8 motor



Macknade Mill's EM Baldwin 0-6-0DH Hobart (4413.1 7.72 of 1972) passes through Victoria Mill's 4 Mile area on its way to that mill with a transfer rake of empties on 18 July. Photo: Luke Horniblow



Victoria Mill's EM Baldwin B-B DH Gowrie (7135.1 7.77 of 1977) in scenic country near Linos siding on the way to Abergowrie on 18 July. Photo: Luke Horniblow

and Allison transmission. The cab roof is higher than previous and is the maximum height that will fit under the road bridges on the Macknade and Inkerman Mill rail networks.

Peter Crossley 6/20; Tom Badger 6/20

MACKAY SUGAR LTD, Mackay Mills

(see LR 274 p.36)

610 mm gauge

Farleigh Mill's Clyde 0-6-0DH *Palms* (70-708 of 1970), EM Baldwin B-B DH *Inverness* (10123.1 5.82 of 1982) and Walkers B-B DH *Walkerston* (672 of 1971 rebuilt Pleystowe Mill 1994) are based at the Pleystowe depot this crushing season.

Sean Yasserie 7/20

WILMAR SUGAR (PLANE CREEK) PTY LTD, Plane Creek Mill, Sarina

(see LR 274 p.41)

610 mm gauge

During the slack season, a bogie brake wagon was built at Proserpine Mill for Plane Creek Mill. It was built using the frame and bogies of an ex QR OSY ethanol tanker. Ex Victoria Mill Walkers B-B DH *Victoria* (599 of 1968 rebuilt Tulk Goninan 1994) and Chinese built bogie brake wagon of 2015 were seen in use round Koumala on 1 July. On the same day, Walkers B-B DH *Allan Page* QR1 (594 of 1968 rebuilt Bundaberg Foundry 1995) was seen heading out with empties at Sarina. This loco was rebuilt at Pioneer Mill during the slack season following collision damage suffered last year. Walkers B-B DH locos *Allan Page* QR1, *Koumala* QR3 (651 of 1970 rebuilt Bundaberg Foundry 1995) and *Carmila* QR4 (676 of 1971 rebuilt Bundaberg Foundry 1996) are all fitted up for RSU remote control working. *Allan Page* QR1 and *Koumala* QR3 are used on the run to Karloo, the terminus of the southern line near Carmila. The use of Locotrol distributed power working has been discontinued at this mill. Two 8 tonne bins were sent here from the Herbert district before the crushing and were trialled through the tippler. Two more were seen on a semi-trailer heading south through Home Hill on 23 July.

Tom Badger 6/20; Bruce Baker 7/20; Luke Axiak 7/20; Aaron Johnson 7/20; Scott Power 7/20; Neil Inman 7/20

BUNDABERG SUGAR LTD, Bingera Mill

(see LR 274 p.36)

610 mm gauge

EM Baldwin B-B DH locos *Moorland* (5565.1 10.74 of 1974) and *Bucca* (6104.1 8.75 of 1975) and Bundaberg Foundry B-B DH *Booyan* (001 of 1991) are based at the Fairymead depot this crushing season. Com-Eng 0-6-0DH *Burnett* (AH2967 of 1963) is based at the Wallaville depot this season.

There is a problem with Church bridge on Cloyne Road in the McIlwraith area which is serviced by the Wallaville based locos. On 17 July, Com-Eng 0-6-0DH *Invicta* (A1513 of 1956) was propelled across it unmanned using the *Burnett* and a rake of empties. The crew then left the *Burnett* in a short, newly constructed siding on the mill side of the bridge and headed off in the *Invicta* to deliver the empties round McIlwraith. It is assumed that the *Invicta* will remain on the far side of the bridge for the duration of harvesting in the area.

David Zielke 6/20; Garry Plant 7/20; Brian Bouchardt 7/20; John Browning 7/20

ISIS CENTRAL SUGAR MILL CO LTD

(see LR 274 p.36)

610 mm gauge

In early August, the Isis Central Sugar Mill board ended a deal with Pakistani sugar group, the Almoiz Group to invest \$35 million into the mill and buy a controlling share of the business. Walkers B-B DH 5 (617 of 1969 rebuilt Isis Mill 1998) was seen with the welding unit on Mamminos line on 4 July. Construction of the new 36 or 39 kilometre Isis Mill cane railway from Cordalba to Duingal via Booyal was well under way in early July. The new line junctions from the Gregory line at Promisedland Road and takes the course of the long-closed QR Dallarnil branch through Cordalba State Forest on a roughly south-west direction for 18 kilometres to Old Booyal Road, about two kilometres east of Booval township. A junction at Marule, two kilometres short of the terminus, is the point at which new construction commences of an 18 kilometre line heading roughly north-west to terminate at Duingal on the south bank of the Kolan River opposite the old Gin Gin Mill site at Wallaville. It had been hoped to have the entire line completed for the 2020 season but this looks unlikely. However, reports suggest that the line may be completed as far as Marule sometime this year. Construction of earthworks



Above: Kalamia Mill's Westfalia B-B DH Strathalbyn (13863.1 8.91 of 1991) on the Airdale line at Giddys Junction on dual gauge trackage shared with Pioneer Mill on 28 June. Photo: Luke Horniblow

Right: Late in June, Bingera Mill Com-Eng 0-6-0DH Wattle (FD4789 of 1965) heads back from Sharon yard with a rake of empties. Photo: Mitch Zunker

Below: Walkers B-B DH locos Cedars (693 of 1972 rebuilt Walkers 1997) and Dulverton (690 of 1972 rebuilt Walkers 1997) approach Howells Loop on Farleigh Mill's North Coast line on 5 July. Photo: Steven Jesser







With fulls from the Wallaville depot, Bingera Mill's EM Baldwin B-B DH Delan (5800.3 7.75 of 1975) crosses Currajong Creek and a road bridge over the same creek on 17 July. Photo: John Browning

is being done by a contractor and it appears that preparation along the old government railway formation has largely been completed, although there is significant bridgework to be done. Earthworks construction is still in progress in the Booyal-Duingal section. Tracklaying in 60 lb rail with concrete sleepers is being done by the mill and appears to have been undertaken in isolated sections separated by incomplete bridges and road crossings. The section running on new formation alongside Marule Road has been laid directly on the ground while the section a short distance away along the old QR route at Svenssons Road is on a thin layer of ballast. The 70,000 concrete sleepers required have been manufactured at the mill and it is understood that rail joints will be welded. A road crossing in 90 lb rail has been installed at Promisedland Road but it has not been connected at either end and the nearby junction from the main line has not yet been built. EM Baldwin B-B DH 10 (7267.1 6.77 of 1977) has recently been transported to site for construction duties and was noted with the mill's two ballast hoppers at the section of track that commences a few hundred metres west of Promisedland Road. Apart from concrete sleepers, a substantial stock of 60lb rail from the QR Gladstone-Monto line is held at the mill and there are also around 50 steel bridge triple girder sections recovered from the former Hughenden to Winton rail line that have been refurbished with timber sleepers attached ready for placement on at least four bridges. The whole line is expected to be completed in time for the 2021 crushing season. The concrete work on the Promiseland Road level crossing had been completed by 18 June and by 6 August, the flashing light masts had been installed with trackage connected at both ends. By 28 June, the pier footings and abutments for the Middle Creek bridge had been completed. Ballast has been run on completed trackage using a tractor to tow the ballast hoppers but that may change with the presence of 10 and eventual completion of the bridges. On 17 July, construction north of Booyal was observed and this included impressive earthworks along Loeskows Road. The route was cleared on the southern part of McLellan Drive, Duingal and was only pegged on the northern part.

Brian Bouchardt 6/20, 7/20, 8/20; Luke Horniblow 6/20; John Browning 7/20; ABC News 3/8/2020

NEW SOUTH WALES

BLUESCOPE STEEL LTD, Port Kembla Steelworks

(see LR 272 p.31) 1435 mm gauge English Electric Australia Bo-Bo DE D27 (A-040 of 1960) was seen in use on 3 July. Brad Peadon 7/20

SOUTH MAITLAND RAILWAYS PTY LTD, East Greta Junction

(see LR 271 p.33)

1435 mm gauge

Coal traffic on the South Maitland Railways has been at a standstill since 24 March 2020 when Pacific National lifted the last load of Austar coal from the Pelton rail terminal. The last movement on the line was the return of an empty train ex storage at Pelton on 12 June 2020. The Austar colliery has reportedly been placed on maintenance and its future is uncertain. The mine was originally developed by the Newcastle Wallsend Coal Company as an extension of the Pelton colliery. It was opened in 1979 as a separate tunnel under the name Ellalong Colliery with overland conveyor delivery to the Pelton washery. At times and under various owners, the mine has closed for extended periods due to operational problems and since 1988 it has been the only source of traffic on the SMR. Meanwhile, SMR continues to provide rail access and yard hire to a number of rail service companies operating out of the East Greta Junction complex. Robert Driver 8/20

OVERSEAS

FIJI SUGAR CORPORATION

(see LR 273 p.26)

610 mm gauge

Lautoka Mill hopes to have nine locos operational this crushing season with seven in operation at any one time and two as spares. A Clyde 0-6-0DH numbered 199 was seen heading out with a rake of empty cane bins through Lautoka City on 18 July. It appears to be the former 24 Brandy (57-140 of 1957 rebuilt Ontrak 2435-3 of 2012). It has been repainted in a new livery of overall yellow with black engine compartment doors, grille and hood top, red and white headstock stripes along with fluorescent orange for the valences and steps. A loco and bus collided at Damanu Street in Labasa Town on 28 July. Despite the loco horn being sounded, the bus tried to cut across in front of the loco when it was already half way across the road. Eleven bins for chopped cane have been introduced at Labasa Mill this year. They will be used for cane from Nubu in the Wainikoro area.

A Sera Ah Sam 7/20; FBC News 17/6/2020, 29/7/2020; *Fiji Sun* 22/6/2020



Briseis Tin Mining Company locomotive

Over twenty years ago I alerted *Light Railways* researchers to the existence of a locomotive-worked standard gauge spoil railway that was operated at Derby in northern Tasmania in the 1890s by the Briseis Tin Mining Company. I recall that my advice was at the time greeted with some disbelief. Others however, eventually found information that backed up my advice, but, although it was discovered that the locomotive was obtained from the Northern Illawarra Coal Mining Company at Austimer, NSW¹ all attempts to establish its identity failed to get to the bottom of the matter.

The penny dropped recently however, when John Browning provided me with some insight into the probable background of Henry Vale No 30, manufactured in 1884. With John's advice ringing in my ears, I suddenly realised that the Briseis locomotive was not a Henry Vale knock-off of a Manning Wardle locomotive as I had long suspected. Instead it was in fact a Manning Wardle locomotive about which considerable mystery has prevailed for seemingly eons.

It dawned on me that a hypothesis that I drew up in January 2017 but subsequently dismissed out of hand concerning 0-6-0ST Manning Wardle 909 of 1883, (12in X 17in inside cylinders) ordered by G A Levy² had in fact been right. Manning Wardle 909 is purported to have been used by high profile NSW railway contractor, George Blunt.3 Working on that basis I discovered that Blunt offered his entire plant and machinery from his Gosford contract on the Great Northern Railway for sale in November 1888.4 It now appears certain that Manning Wardle 909 went to the Northern Illawarra Coal Mining Company as that firm's second locomotive, where it joined 0-6-0ST MW 912.5

The overly ambitious firm, however, was soon in financial difficulties and along with its other assets, both locomotives were advertised for auction in June 1890.⁶ With MW 909's maker's plates evidently not surviving its time as a contractors' locomotive, although the firm's second engine was not identified, it was advised that like the concern's first locomotive, MW 912, the unidentified locomotive had six wheels and it also weighed twenty tons.⁷

The unidentified locomotive was despatched

to Derby, Tasmania that same year and during its forwarding it was stated that it weighed in total 17 tons.⁸ Significantly, both Manning Wardle K Class locomotives 909 and 912 weighed 17 tons empty and 20 tons when ready to roll with coal and water on board. Except for MW 909, the five Manning Wardle K Class locomotives documented to have come to Australia are fully accounted for in 1890-91.⁹ The locomotive sent to Derby, Tasmania, spent almost eleven years with the Briseis Tin Mining Company before eventually being sold and evidently returned to NSW shortly after the last advertisement of it being for sale appeared in late February 1902.¹⁰

Back in NSW, the ex-Briseis locomotive was most likely owned for eleven years by the prominent railway contractor Amos, who may have leased it to other railway contractors. Whatever the case, the locomotive was subsequently owned by Amos's Estate.¹¹ In October 1916 the Estate advertised a K Class Manning Wardle tank locomotive, 6 wheel coupled, 12in cylinders, 17in stroke for sale,12 along with Andrew Barclay locomotive AB167, which in a quite extraordinary coincidence, was until my revelation twenty years ago, the only standard gauge locomotive known to have operated in Tasmania, working at the British and Tasmanian Charcoal Iron Company operations.

Critically, in October 1916, the other four Manning Wardle K class 0-6-0STs with IC 12inch x 17inch stroke arrangements documented as having come to Australia, are again all fully accounted for.13 The Briseis locomotive was first advertised for sale in Tasmania in March 1898 by Briseis Tin Mining Co's manager, J Ditchburn of 17 Queen Street, Melbourne, who from afar described it as follows : "6 wheels coupled, saddle tank pattern, 12in cylinder, 20inch stroke, 4ft 8¹/₂in gauge."¹⁴ It is quite clear that the engine's weight of 20 tons when fully loaded detail was confused with its stroke length of 17 inches. MW 909 was in fact the Briseis locomotive!

MW 909 12 inches x 17 inches inside cylinders

MW 909 20 tons loaded 17 tons empty Not surprisingly, despite monumental efforts by researchers over the last twenty years to find a locomotive of any make with 12inch x 20inch inside cylinders arrangement to match Ditchburn's description, all attempts have come up empty handed. Although clearly not absolute proof, I am confident that my advice here will withstand the most thorough scrutiny.

References:

- 1. Launceston Examiner, 30 December 1890
- Australasian Locomotive Builders List, Manning Wardle, Light Railway Research Society of Australia, 1987
 Ibid
- 4. Sydney Morning Herald, 7 November 1888, p12
- Australasian Locomotive Builders List, Manning Wardle, Light Railway Research Society of Australia, 1987
 SMH, 9 June 1890, p8
- 7. Ibid
- 8. Launceston Examiner, 30 December 1890
- Australasian Locomotive Builders List, Manning Wardle, Light Railway Research Society of Australia, 1987
- 10. The Mercury (Hobart) 25 February 1902, p1
- 11. SMH, 17 October 1916, p3
- 12. Ibid
- 13. Australasian Locomotive Builders List, Manning Wardle, Light Railway Research Society of Australia, 1987

14. SMH, 1 March 1898, p8

Ron Madden Wagga Wagga via email

Puffing Billy Railway Museum at Menzies Creek (LR 273)

A minor point, but the caption to the top photo of the Puffing Billy Railway Museum on page 38 says that 'Lil Toot' was built by Rail Mine & Plantation Ltd (RMP). It was built by Baguley (3354 of 1951) to the order of Railway (not Rail) Mine & Plantation Ltd. for Pioneer Sugar Mills (Pty) Ltd., Inkerman Mill. Before shipping to Australia, it was exhibited by RMP on a short section of line at the 1951 British Industries Fair, Castle Bromwich, near Birmingham.

Richard Horne South Croydon, UK via email



Baguley 3354 of 1951 on display at West Bromwich in 1951. Photo: Richard Horne collection

Milang - its jetty and tramways (LR250)

Phil Rickard's thorough article contains credit for the photo at the top of page 17 which was incorrect as printed. This error was supplied by me in commenting on a draft, for which I apologise. The correct credit is SLSA PRG 1258/2/1052.

On page 13 of the article Phil mentions that the Marine Board generally opposed the use of horses on jetties as a major cause of damage to the planking. Checking around his reference I found that in 1878 the Board had suggested to Mr Dunk that "if the horses could be provided with India rubber shoes, the case would be met." This is in *The Express and Telegraph*, 24 September 1878, page 2.

Readers may have noticed that when the Victor Harbor - Granite Island horse tramway was re-started, a rubber-like sheet was laid between the rails on the causeway.

Les Howard Coromandel Valley, SA

Locomotives at Osborne Park, WA, in 2012

I recently came across a post on *Railpage* dating from 2012 describing a visit to a Perth tile warehouse in Selby Street North, Osborne Park. I assume that the location is the one now known as "Tiles Expo Warehouse". In the far corner of the warehouse, in area not leased by the tile company, there were two "old diesel locomotives" and what appeared to be bogies and other old and rusting railway equipment. Google Maps at -31.905911, 115.804921 shows a short length of railway track coming from the warehouse, which is only 150 metres away from the former manufacturing plant of George Moss Ltd at 461 Scarborough Beach Road.

Is anyone able to shed any light on the two locomotives and other equipment noted in 2012?

John Browning Annerley, Queensland via email

Early internal-combustion locomotives in Australia (LR 272)

My congratulations to John Browning for a most fascinating article on a much-neglected subject. In many ways the trials and tribulations of internal combustion locomotives in the early years of the 20th century mirrors to some degree that of the steam locomotive in the early years of the 19th century.

Regarding the locomotive on Malden Island, it should be noted that Malden itself was not subjected to British atomic bomb detonations during 'Operation Grapple' – the derelict remains of the loco have not been bombed. The earliest tests were atmospheric detonations about 2.4km above sea level, near Malden whilst later tests were off Christmas Island – the Pacific Ocean island of that name, about 740km from Malden. Both Malden and Christmas (mainly) were used as bases for thousands of British personnel, together with observers





from various other countries. On Malden a main camp was constructed at the western-end at the old guano company's settlement whilst two fallout telemetry stations built adjacent to the derelict tramline on the north side of the island. One of the British scientific team stationed there was Robert Combley. Fifty-five years after being there as a young 27-year-old, Bob made a return visit in 2012. I met Bob in Melbourne following his visit and he generously supplied a number of photos of the locomotive remains, see image. Despite a close inspection of the loco Bob advised that there was no apparent identification. I suspect an as-yet unknown Melbourne firm put an imported engine into a locally made frame and wheels but that is just conjecture. Also attached is a photograph of the Ruhrthaler locomotive shown in John's article. As can be seen, it forms part of a line up of old locomotives and rail equipment that are displayed adjacent to the Wyndham port area - see also the front cover of LR272 for the other end of the line-up! The photo was taken by Robert Astley who stopped in

Wyndham, W.A., in September 2014. My thanks to Rob for allowing us to reproduce it (compare with photo in LR184, August 2005). In many ways it is unfortunate that this historic locomotive, one of the earliest internal-combustion locos extant in Australia is exposed to the elements. I can only echo John Browning's comment – "It deserves a better fate".

Phil Rickard

Ringwood, Vic.

Ida Bay photographs (LR 274)

It was nice to see my 1964 Ida Bay photos in LR274. It is always a pleasure to see my photos in *Light Railways* because the reproduction quality is so good!

All three photos were actually taken at the quarry at the top of the line, not at the workshops. A very minor point which in no way bothers me, but just in case a reader points it out!

Jim Stokes via email

Maryvale Locomotive (LR 272 & 274)

Many thanks to Geoff Pianta for providing details of the locomotives used by Australian Paper Manufacturers at Maryvale in Victoria. It is a key role of LRRSA publications to record information like this for the benefit of researchers now and in the future.

There is one small point that might need to be checked. Information on Whitcomb locomotives obtained from the USA indicates that both the diesel-electric units at Maryvale were ex-works in April 1950.

John Browning Annerley, Queensland

Copper, Platinum, Gold and Lime: The mines and tramways of Coopers Creek, Victoria (LR 274)

This is just a quick letter to give Peter Evans a sincere and well deserved "pat on the back" for his amazing write-up in the latest *Light Railways*. I was born in Trafalgar but grew up at Willow Grove. My paternal great grandfather, George Jolly, was a miner at Walhalla and from memory I think he and his family had lived up at Happy go Lucky. He died of silicosis in 1899 and was buried in Walhalla cemetery.

Back in the early 1960s, I do not recall there was much security on the old Walhalla mine workings. On one visit to Walhalla,



APM Whitcomb locomotive No.1 at Maryvale, 17 February 1979. Photo: Ray Graf, RRC 395711

with my brother and two of his mates, we were all kitted out with our work boots, motorbike leather jackets and helmets and each of us carried a spotlight powered by a motorbike battery in a simple back pack. (Dad was running ewes and lambs in those days so going out fox shooting at night was not unusual). We were in there for ages, finding shafts, a large engine chamber and a long upward incline tunnel out to daylight, probably for ventilation. Amazing.

But more to the point, a few years later,

I made the effort to get down close enough to the river at Coopers Creek to see what was there. I must confess there did not seem to be much to see and I had more or less forgotten about it since then. That is, until I read your riveting account: "Copper, Platinum, Gold and Lime: The mines and tramways of Coopers Creek, Victoria."

Noel Erbs Rosebud,Victoria via email



In the Shadow of the Prom



The LRRSA is pleased to announce: In the Shadow of the Prom

Early South Gippsland: Times, Tales and Tramlines

By Mike McCarthy — Published by the LRRSA

Hard cover, 285 pages, A4 size, 212 photographs, 64 maps plans and diagrams, bibliography, references, and index.

In the Shadow of the Prom is a history of the early settlement of south Gippsland from Foster to the Mullungdung forest north-east of Port Albert. The development of the towns and the importance of coastal shipping to their survival is comprehensively covered. It includes details of numerous tramways which provided transport from the coast before the coming of the South Gippsland Railway.

The 2 ft gauge steam operated Goodwood tramway from Port Albert is covered in detail, as is the 2 ft 6 in gauge Victorian Railways Port Welshpool line. The illustrations, including photographs, maps and diagrams are some of the best to be produced so far in an LRRSA publication

The recommended retail price is **\$66.00** (\$49.50 for LRRSA members) plus postage \$15.00.

Now available ... Beneath the Peak of Lyell

The Mount Lyell mines and their 2 ft gauge tramways

By Ross Mainwaring — Published by the LRRSA

Hard cover, 263 pages, A4 size, 228 photographs, 35 maps plans and diagrams, glossary, bibliography, references, and index.

Beneath the Peak of Lyell is a comprehensive history of the copper mines of the Mount Lyell area around Queenstown, Tasmania; and the associated 2 ft gauge tramways. It covers the life of the various mines from the beginning around 1890, and the way the extensive series of 2 ft gauge tramways were essential to their success. Motive power included horse, steam, electric, battery-electric, and internal-combustion, as well as cable haulage.

The recommended retail price is **\$66.00** (\$49.50 for LRRSA members) plus postage \$15.00.

Details and Online orders: https://shop.lrrsa.org.au/ Or by Mail: LRRSA Sales P.O. Box 21, Surrey Hills, Vic 3127.





LRRSA NEWS MEETINGS

LRRSA - Annual General Meeting

The Annual General Meeting of the Light Railway Research Society of Australia Inc., will be held via Zoom conferencing software on 8 October 2020 at 8.00 p.m. AEST. Members wishing to "virtually" attend will need to pre-register via our website **Irrsa. org.au** after 15 September 2020.

BRISBANE: "Meeting details to be advised"

At the time of writing, no details were available of whether the venue will be open for a meeting. If a meeting is held, details will be provided to members locally and on the Facebook page Light Railways in Australia.

SYDNEY: "Beneath the Peak of Lyell" – an overview.

Author Ross Mainwaring will give a detailed presentation about his latest book. This will include the screening of many additional photographs of the Mount Lyell complex not included in the publication and a 'behind the scenes' elucidation as to how the book was researched and compiled. A broad description of the many scenes and technicalities of the tramways will be also explained.

Location: Woodstock Community Centre, Church Street, Burwood. Free Council car park behind building (entry via Fitzroy Street) or close-by street parking. Only 10 minutes easy walk from Burwood railway station. Date: Wednesday 28 October 2020 at 7:30pm

NOTE: Due to the current Covid virus restrictions the large meeting room at Woodstock (Penfold Room) will be limited to only 14 attendees for safe spacing requirements. Please contact the Secretary (0415995304) in advance if wishing to attend.

MELBOURNE: "No meeting"

There will be no meetings in Melbourne until further notice.

ADELAIDE: "Meeting details to be advised"

There may be an Adelaide meeting on 15 October. South Australian members will be advised by e-mail about a week before that date. This will of course depend on the rules at the time – which are unpredictable. **Location:**

1 Kindergarten Drive, Hawthorndene **Date:** Thursday 15 October 2020 at 7.30 pm



Timber – Trains – Turmoil A History of Buderim and its Tramway by Helene Cronin

A4 size card cover, 642 pages. 340 monochrome and 89 colour photograph, 8 maps and diagrams. Published 2020 by the author for the Buderim-Palmwoods Heritage Tramway Inc.

The Buderim Tramway, of 2ft 6in gauge, was constructed for the Maroochy Shire Council in 1914 and closed in 1935. There had been many years of agitation about bringing rail transport to Buderim Mountain and the eventual solution chosen seems a curious one. Instead of a 2ft gauge line connecting with the Moreton Mill tramway, as had been canvassed for years, the gauge chosen was not even the same as the Shire Council's other line, the Mapleton Tramway, and ran to the main line railway siding at Palmwoods rather than to the transport hub of Nambour. These decisions reduced flexibility and added to operating costs. Then, in 1915, a Shay locomotive was purchased, seemingly a nonsensical decision considering the effectiveness of the line's initial locomotive, a Krauss 0-6-2T. The Shay was slow and expensive to maintain, and was out of use by the beginning of 1928. With hindsight, it can be seen that the advent of efficient road transport in the 1920s would herald the end of local passenger tramways, but this line's life was particularly short. By contrast, the Council's debt to the State Government for its construction costs was not paid off until 1971.

The Buderim-Palmwoods Heritage Tramway Inc (BPHTI) was formally established in 2003 and has successfully rehabilitated part of the tramway route as a walking track, and obtained and cosmetically restored the original Krauss locomotive that had been regauged for use at Bingera Mill after the tramway closed. A local political standoff means that the locomotive still not been placed on public display. One of BPHTI's objectives has been to 'record, restore and preserve' and this has led to significant research efforts.

The Buderim Tramway would be a wonderful subject for a detailed railway history. This book is not quite that, although its content is predominantly Tramway-oriented. Instead, Helene Cronin (President of BPHTI) has brought together in one volume almost all the source material that a railway historian would need, as well as much other valuable material on the history of the district. To some extent this book represents a new "post-Trove" genre of local history compendium where the details of local events and political squabbling come to life through contemporary newspaper accounts, but the depth and breadth of research contained goes much further than newspaper articles. The scope of material gathered is such that the book contains biographical information on individual Tramway employees and details of the various stations and stopping places along the line, reflecting impressive research skills.



The tiresome and time-consuming task of correcting thousands of lines of unreliable 'optical character recognition' text has been done almost faultlessly, and the author stitches together the source material skilfully, interspersed with her commentary and interpretation. The photographic research is very impressive.

The book itself is a magnificent publication, lavishly illustrated and demonstrating high production standards. Photographic reproduction is very good indeed, and the use of original newspaper text for page and article headings is a particularly good touch.

As in any local history publication where a layperson is attempting to make sense of technical information about railway equipment or operations contained in text or photographs, or lacks the detailed knowledge to question oral accounts, a few misunderstandings and minor inaccuracies have arisen, but this is a minor blemish. There can be no hesitation in highly recommending this book. I understand that only a small number were produced and made available for sale at the ridiculously low price of \$25 thanks to a grant from the Buderim Foundation, so it is likely to become a rare collectors' item unless public demand calls for a reprint.

John Browning



Field Reports

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

Pipemakers Park, Maribyrnong (Victoria) 710 mm gauge

In an example of the benefits of being locked-in because of the coronavirus, I discovered another narrow gauge industrial tramway in Melbourne's inner west. This one is in Pipemakers Park, which is off Van Ness Avenue near the Maribyrnong River in Maribyrnong. The site is owned and managed by Parks Victoria, and remnant bluestone buildings on the site are occupied by Melbourne's Living Museum of the West. This site was the location of several significant industrial enterprises. A boiling-down works sited here was one of the first of its type in Australia and the largest in Victoria; the Melbourne Meat Preserving Company pioneered meat preserving by the vacuum process; and the Australian Frozen Meat Export Company pioneered bulk freezing and is credited with the first successful frozen-meat export in the world. Evidence of each of these stages can be found in documentary records, surviving structures, and archaeological evidence. The site was also used by the firm of Robertson, Martin & Smith in 1854 to construct the frames and motion for the first locomotive for the Melbourne & Hobsons Bay Railway Company (with the addition of a boiler supplied by Melbourne's Langlands' Foundry).¹ The engineering expertise behind the short-lived firm of Robertson, Martin & Smith [c1853-1855]²



THE MELBOURNE MEAT PRESERVING COMPANY'S WORKS AT THE SALTWATER RIVER.



Top right: The Melbourne Meat Preserving Company's works at Maribyrnong, well-served by a system of narrow-gauge tramways. Converted from Joseph Raleigh's boiling-down establishment (1848-53) and opened in its new guise in October 1868, the process relied on steam both for in-can cooking and mechanical energy. The open gabled structure between the chimney and the bluestone building housed two Cornish boilers built by Melbourne engineer Enoch Chambers, while next to it was a Tenant & Sons of Glasgow 16nhp engine (also supplied by Chambers) used for grinding bones and sawing timber for the packing cases used to pack the tinned meat.⁵ The building on the skyline is 'Malakoff Castle'. Engraving from Illustrated Australian News for Home Readers, Saturday 12 September 1868, pages 4-6, State Library of Victoria image IAN12/09/68/5.

Above: Hume Pipeworks sometime after its foundation in 1912. The bluestone buildings in the foreground are recognisably those of the Melbourne Meat Preserving Company. Photograph by Robert O'Brien, State Library of Victoria image H84.461/28



Enlargement from the preceding photograph, on page 30. Three truck-loads of pipes can be seen on the tramway just above the buildings. Photograph by Robert O'Brien, State Library of Victoria image H84.461/285.

was William Strathie (or Streathey) Robertson, born in Scotland circa 1812 (and who would die in Brisbane in May 1877 whilst in the employ of the Works Department there).³ The firm is also chiefly remembered for having constructed (in Richmond) the PS *Gondolier*, a double-ended Yarra River paddle steamer launched in January 1854. Her engines were two in number, high-pressure, aggregating 10 nhp, but capable of being worked up to 14 nhp.⁴

The final use for the site was by Hume Pipes, an innovator in the field of spun concrete pipe manufacture, being the first Australian company to export a manufacturing technology as opposed to a raw material or product. This final use has

Remnant track at Pipemakers Park, looking south. Photograph by Andrew Webster.

given Pipemakers Park its name and left many surviving remnants, including some of interest to the LRRSA. Approximately 90 metres of 710 mm gauge tramway (as measured on site) runs roughly north-south at the eastern edge of the buildings. It is set in a concrete foundation and has iron sleepers, although there are not a lot of them to be seen. There are some interpretive signs around the park, and one of these has a shot of the site at its zenith. On the photograph it is easy to pick out the buildings and the river, but a little bit harder to find the tramway. It can readily be seen on the north of the site, but then it becomes difficult to discern the remainder but, with a little imagination you can work out where the line would have extended.

The site is of national historical, social and architectural significance as some of the oldest and most substantial early industrial structures associated with at least five different innovations in manufacture. The site shows a range of cultural features relating to five separate innovative industries stretching over 140 years. Architecturally, the buildings represent early fire-proof construction techniques. The boiling-down and meat-preserving industries have disappeared from Melbourne, and industrial buildings of any kind from the mid nineteenth century are exceptionally rare in Melbourne. The river location demonstrates the importance of maritime communication to early industry, as well as the need for a water source and refuse drain. This site encapsulates the history of industrial development in Melbourne and represents some of its major phases. Field report by Andrew Webster 04/2020 Information on Robertson, Martin & Smith by Peter Evans.

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- William Strathie Robertson death certificate 11462 of 1877; *The Argus*, Monday 28 May 1877, page 1.
 The Banner, Tuesday 10 January 1854 p 15
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Practice for the Port Fairy lifeboat. The tall building in the background is Dr Alexander Russell's Moyne Flour Mill, opened in 1860. (See page 32, overleaf.) Courtesy Port Fairy Historical Society.

Lifeboat slipway, Port Fairy, Victoria. Gauge 1205 mm

An unusual winch-operated inclined tramway is located in one of Victoria's oldest towns, Port Fairy, which is situated in south-western Victoria on the infamous 'Shipwreck Coast'. A lifeboat for Port Fairy (then known as Belfast) was built in Williamstown in 1857, and is the oldest surviving self-righting, self-draining lifeboat in the world.

The lifeboat (along with those destined for Port Phillip Heads and Portland) was tested off Williamstown in 1858, with *The Argus* of 3 September (page 4) reporting that the vessels have:

... watertight compartments at the stem and stern, filled with airtight cases over which a layer of cork and gutta percha is placed to keep off the action of the sun. The floor is also airtight, and filled with cork. They are also fitted with six patent valves each, so that they immediately discharge all the water they have taken in, in the event of a capsize. ... They are to be manned by a crew of 10 men pulling 5 oars a side. ... They are fitted with masts and sails and will carry 40 or 50 persons through the heaviest sea in safety.

The Port Fairy vessel was decommissioned as a lifeboat at the beginning of the second Word War, and afterwards used as a dredge in the Moyne River, and then abandoned on the river bank in 1975. Through community action (with the support of the Borough of Port Fairy), funds were raised and the lifeboat reconstructed in 1995 (based on a photograph taken in 1888 and the paint colours of the period) and re-launched in January 1997. The Port Fairy vessel is housed in its original lifeboat house (dating from 1861), and is regularly taken to sea by a volunteer crew. Today, there have been over 100 voyages under both oars and sail into Port Fairy Bay, and even as far as Portland. The lifeboat, buildings and collection of rescue equipment are listed on the Victorian Heritage Register.

A slipway is used to launch and retrieve the lifeboat each time it is used. The 30 lb/yd rails (obtained as a donation from the Alexandra Timber Tramway) are laid to a gauge (as measured) of 1205 mm (probably equivalent to a specification of 4 ft). The crab winch at the head of the incline is that originally installed, but today is electrically rather than manually-powered. The wooden-framed trolley on which the lifeboat sits is specially weighted so that it will not float. Peter Evans May 2020.



Left: The lifeboat entering the river on the four-wheeled wooden-framed trolley. Photo: Peter Evans

Below left: The Port Fairy lifeboat emerging from its shed down the inclined rails. Photo: Peter Evans

Below: Port Fairy historian and lifeboat volunteer Marten Syme operating the electrically-powered crab winch to retrieve the lifeboat. Photo: Peter Evans





Mount Wells tin mine, Pine Creek, NT. Gauge unknown

Mount Wells is 50 km north of Pine Creek in the Northern Territory.¹ The discovery of deposits of tin ore near Mount Wells was reported in January 1881 and, by the end of the year, there was a short-lived scramble to take up claims, largely financed by speculators in Adelaide.² Once the 'tin bubble' had subsided, a consortium was set up by the original prospectors to recruit Chinese miners to work the Mount Wells deposit.3 The first dispatch of stream tin was made in September 1882. A shortage of water was alleviated when pipes were laid 21/2 miles to the McKinlay River, and a steam-powered roller crushing mill (built by May Brothers of Gawler, SA) was installed by the Port Darwin Tin Mining Company and completed in May 1889. An aerial tramway 1500 ft in length delivered ore to the mill, the tramway being worked automatically by gravity. The plant was said to be capable of treating 2000 tons of ore per month, but failed to process anything like this amount and, by the end of 1889, the company had been reconstructed with fresh capital to purchase a conventional 30-head stamper battery. Unfortunately, the New Port Darwin Tin Mining Company fared no better than its predecessor, and the plant was advertised for sale in April 1897.4

Sporadic mining continued through the early 1900s. The price of tin increased in 1907 and, by 1908, brothers David and Isaac Daniels had erected a 20-head steam-powered stamp

battery supplied with ore along 200 metres of tramway and, with a vast quantity of ore in sight, were said to be turning out a ton of tin concentrates a day. By 1909 the mine was producing one-third of the Northern Territory's output of tin.5 The Daniels brothers were consistently short of capital, and all mining was carried out by about 60 Chinese tributors, which necessitated keeping small parcels of ore separate right up to the processing plant.6 The mine struggled through the war years and, by October 1919, both of the Daniels brothers who had, for many years, been the backbone of the Mount Wells mine, had died. The mine was taken over by a co-operative party headed up by David Sullivan. A subsequent drop in the price of tin saw the mine abandoned in February 1922.7 By January 1924 the mine had reopened, and profits were again reported. By 1926, the mine had, since 1881, produced tin oxide valued at over £150,000. In 1928 the mine was in the hands of local Chinese mining magnate Mee Wah, but a shortage of cheap Chinese labour (mainly attributable to the advancing age of the local Chinese population) lead to the closure of the mine with the onset of the Great Depression of the early 1930s.9

Boring was undertaken in 1934 to further prospect the tin lode at Mount Wells,¹⁰ but little further seems to have been done. During the Second World War, the mine became the site of an army convalescent camp. In 1954 North Australia Uranium Corporation NL held leases



over the Mount Wells area, but surrendered them in that year.¹¹ In 1962 a government battery and explosives magazine were installed at the site to assist with nearby mineral exploration and, in 1975, the battery was leased to a private operator who, presumably, tried to re-open the Mount Wells mine. The battery had reverted to government ownership by 1990, probably marking the end of any active mining at the site.¹²



The Mount Wells tin mine in November 1885. National Library of Australia, call number P827/70, Album 914/1&2.

There are substantial remains of the last surface plant at the mine including ore reduction and classification machinery, large engines, and an underground explosives magazine. These are primarily the remains of the government battery, the original battery site having been washed away in the failure of a mine dam wall in 2001. Outside an open adit is a collection of rail-based machinery including a row of ore trucks and two bogger-type ore loaders, almost certainly dating from the 1975 attempt to reopen the mine. Leading off this adit is what appears to be a substantial tramway formation contouring around the hillside. A search in Google Earth reveals a number of similar possibilities, and the site would repay further investigation.

Site survey by Jack Nicholson, 06/2020, additional historical research by Peter Evans.

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- Northern Territory Times & Gazette, Saturday 4 October 1919, page 16; Thursday 3 February 1921, page 5; Saturday 18 February 1922, page 6. For further details of Daniels brothers' connection with the Mount Wells and other mines see Jones, Timothy (2006). David and Isaac Daniel [sic] and the Mount Wells Tin Mine. In Journal of Australian Mining History, Volume 4, pages 183 to 200.
- Northern Territory Times & Gazette, Tuesday 22 January 1924, page 2; Tuesday 24 August 1926, page 3;
- 9. Northern Standard, Tuesday 6 August 1929, page 5.
- 10. Northern Standard, Tuesday 10 July 1934, page 9.
- 11. Townsville Daily Bulletin, Tuesday 8 June 1954, page 7.
- 12. Jones, T. (2006) ibid, pages 198 and 199.

Top Right: Large engine at the Mount Wells mine site, possibly the suction gas engine installed in 1911 to power the expanded battery. Photo: Jack Nicholson

Above right: Rail-mounted machinery at the mine in 2020. The machine in the foreground is a model 600B loader made by the Taiko Machinery Company of Japan, serial number 30153. Photo: Jack Nicholson

Right: What appears to be a substantial tramway formation contouring around the hillside: Photo: Jack Nicholson









Heritage & Tourist

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

GENERAL

While Victoria continues with its second round of virus outbreaks and consequent continued closure of most of its tourist railways, the rest of Australia is gradually re-opening. Two, which are reported here, are the West Coast Wilderness Railway and the Pichi Richi Railway. Many railways have used the down time to do extensive maintenance and a number of them report that the lines have never been better. It is likely that many of the railways will emerge in better physical shape than when they were closed.

QUEENSLAND

FRIENDS OF ARCHER PARK STATION AND STEAM TRAM MUSEUM, Rockhampton

1067 mm gauge

Phase two of easing of restrictions in Queensland allowed for the reopening of the Museum on Sunday 14 June 2020, and we welcomed 48 visitors on the day. Staff had to juggle the movement of people in the Museum and had to ask some members and family to vacate the premises to allow paying customers in. This was unfortunate but necessary to allow money to flow into the museum again. The new easing of restrictions allowed up to 50 in the Museum as of 3 July.

The Museum has had problems with the Billard, which has a broken gearbox, the TMC-6 (Tampa) which has a broken starter motor, and the Tram which had problems with leaking packing around the blow down valve. The repair to the Billard is a major one, and a crane will be used to remove it to the workshop, most likely for a couple of months. This means that workers must fire the Tram at the platform, before moving it up to the set-up position to complete the process.

The Museum has applied for a few grants recently such as a Tackling Tough Times Together Grant to pay for the design of the exhibit to be in the CWM21 Camp Wagon, which will be submitted by the end of August.

Tram Tracks: Volume 14 Number 5 2 July 2020

DURUNDUR RAILWAY, Woodford

610 mm gauge

COVID-19 has had an impact on the ANGRMS in that track, rolling stock and property need ongoing work and bills keep coming in. While the Railway has had to restrict numbers on site, workers have still been very busy.

In addition to the normal paperwork and other day to day activities like track and rollingstock maintenance, some of the activities that have kept workers very busy recently include:

- Preparing and submitting the Annual Safety Performance Report to the Rail Regulator as required under rail accreditation.
- Work on the rail motor trailer continues.
- The Perry team has continued work.
- Planning and installing two new sets of points at Peterson Road. This is a significant project that requires removal of approximately 30 metres of the existing mainline. The first set will be for the passing loop and the second set will be for the new mainline; the existing mainline through the platform will be retained to give access to the rail stockpile.

A tentative decision has been made to target the third Sunday in September to recommence public train operation. This involves a lot of speculative thinking and obviously it will depend on how things progress over next couple of months. The small size of the carriages also means changes to physical distancing regulations before a restart to public trains can be made.

Durundur Railway Bulletin Volume 41: number 364 July/August 2020

NEW SOUTH WALES

ILLAWARRA LIGHT RAILWAY MUSEUM, Albion Park

610 mm gauge

At the start of a promising year for 2020 the ILRMS had seen diesel power on the main line run in the early part of the year. Then there was a return to steam on 12 March when *Kiama*

(Davenport 1596/1917 ex Quarries Limited, Kiama) was in charge of the main line run. Also, on that day *Burra* (Hawthorn Leslie 3574/1923 ex BHP Corrimal Colliery) had a mid-morning test run and then returned to the shed as *Kiama* continued on the main line for a sterling performance throughout the day.

Then on 23 March the Covid-19 pandemic struck, and the Museum closed its doors and all operations ceased with only a skeleton staff to do minimal maintenance and upkeep of the site. Then, following a NSW government notice, the ILRMS reopened on 12 July for a successful steaming with *Kiama* in charge and with a new ticketing system. The new system consisted of a paid entry, recording visitor details and temperature checks, briefing visitors that social distancing applied and that the museum will undergo cleaning throughout the day. One restriction was that no more than 100 visitors were allowed in the Museum at any one time.

Work on the ILRMS fleet has continued including the rebuild of the boiler of the Perry 7967/49/1 ex Tully Sugar. This work is funded by a THA grant.

ILRMS wishes all other Museums and operators well through this time of Covid-19 and that everyone continues to be safe. Brad Johns, ILRMS

ZIG ZAG RAILWAY, Clarence

1067 mm gauge

It has been eight years in the making but Friday 24 July marked the day a locomotive finally returned to the platform of Zig Zag Railway's Clarence Station. The diesel locomotive was being used to test the tracks after a restoration and repair project of the entire line had been completed.

Zig Zag Railway recently engaged a specialised rail infrastructure company, Onrail Industries, to assess the full seven kilometres of track and complete a repair and restoration project.

The repair and restoration process is now



Baguley/Drewry 0-6-0DM locomotive Seymour hauling passengers on the main line on 12 March 2020 just before the Museum closed down due to the Covid-19 pandemic. Photo: Brad Johns



Davenport 0-4-0ST locomotive Kiama hauling passengers on the main line on 12 March 2020 on the last running day before the Museum was closed due to the Covid-19 pandemic. In the background on the siding is the Ruston and Hornsby 4wDM locomotive Green Ruston awaiting its turn. Photo: Brad Johns

complete and included the replacement of 2,000 sleepers, 500 tonnes of new ballast, 6,000 dog spikes and 3,000 shoulder plates. A 'Top and line' process was undertaken that included checking that the line was straight where it is meant to be straight, curved where it is meant to be curved and any dips and bumps were flattened out.

The diesel locomotive, originally from Emu Bay in Tasmania, had also recently been lovingly restored by volunteers. The Zig Zag Railway volunteers have spent more than 1000 hours making sure the locomotive was in top condition, ready to roll out and assist in the testing of the tracks and the eventual return to services.

No date has been set for the return to passenger services.

Adapted from a 25 July article from the *Lithgow Mercury*, *ZigZag News* No 57 and 58

PETE'S HOBBY RAILWAY, Junee

610 mm gauge

The locomotive *Torpedo* was withdrawn from service owing to continuing problems with its steam turret. When *Torpedo* was being lit up on Thursday 21 February last year for the first time since its boiler inspection on Wednesday 24 October 2018, wisps of steam had been observed by the railway's trainee boiler attendant, coming from another hairline crack in the turret. Thus, as this initial repair of the steam turret had not been successful, the decision was made that a replacement would be necessary.

Plans were prepared for the new turret and its manufacture was commenced. After an extended period, the new turret was completed; however, it was then found on a trial fitting that owing to welding carried out during construction, the nuts required to attach it to the top of the firebox could not be done up tightly. Thin sleeves had to be made so that the nuts could be located clear of the welds. Torpedo was finally prepared to receive the new turret. After cleaning of the various steam outlets to the injectors, etc., the plumbing was reattached and made good. The safety valves were reinstated.

Following some adjustments steam was raised and shortly after midday on 25 June 2020 *Torpedo* was able to move under her own power. First moves were made gingerly as light engine, but no problems were found, so the trials were extended down to Loftus platform, culminating in a load trial. This comprised three carriages together with the Ruston diesel on the rear. Adverse weather conditions resulting in a greasy track causing adhesion problems, resulting in the Ruston having to give a couple of nudges.

Adapted from Progress Report 57, 7 July 2020

VICTORIA

CARRIBEAN GARDENS MARKET RAILWAY, Scoresby

610 mm gauge

On 1 July 2020 an official press release announced the closure of the iconic Caribbean Gardens Market. Established in the 1970s, the Caribbean Gardens Market has welcomed over 40 million visitors and for decades has been a benchmark for family fun and entertainment.

Covid-19 forced the suspension of the Market for the very first time in its history. Unfortunately, as a privately-run market, under the pandemic circumstances it was unviable to reopen. Whilst no immediate plans are in place to replace the market lands, they do form part of a 500 acre future masterplan. Unfortunately, along with the closure of the Market, comes the closure of the two kilometre 610 mm gauge railway and its two locomotives and train sets.

Adapted from a press release on 1 July 2020

WALHALLA GOLDFIELDS RAILWAY, Walhalla

762 mm gauge

Amidst the doom and gloom of the pandemic in Victoria, there is some good news. WGR's work gang has not been resting on its laurels and the track is in the best condition it has ever been. Due to the virus outbreak, the maintenance crew has dwindled somewhat, but the crew who are still coming to Walhalla and maintaining the track are doing a magnificent job.

There has been a satisfactory response to the "Sleeper Sponsorship Program". People can buy either timber or plastic sleepers which are then laid on the track with a suitable plaque attached. To date nine sleepers have been purchased in the program, raising over \$2000 which is much needed income to help defray costs during this time of forced mothballing. The demand for the plastic recycled sleepers has been high, so much so that WGR had to place an order for another 40 sleepers and once laid will last for up to 50 years; a great help for the current maintenance crew and the volunteers to come.

After a false dawn about reopening (Wednesday 24 June was selected and crew appointed) no new date has been set for a resumption of train running. It will have to wait until at least after the current Victorian lockdown is over.

The Walhalla Goldfields Railway is delighted to announce the Victorian Government has approved funding of \$151,000 to facilitate some additional key elements to enable the



Locomotive No 3 at the bottom station at the Coal Creek Community Park and Museum at Korumburra on 14 March 2011. Photo: Rob Astley

completion of the Rail Motor project, a single self-propelled carriage which will assist the Railway to move eventually to daily operations. This project involves the conversion of the shell of a formerly derelict 1920s Melbourne X1 tram, into a self-propelled 29 seat unit rail motor which will be used in the quieter midweek periods and for special event bookings. The rail motor requires construction to the present approved national rail safety standards, which necessitated a rigorous design specification and a new suite of construction documentation.

With these design works now substantially completed, the actual conversion is proceeding well. As the original tram body was timber, a completely new internal steel underframe was prefabricated for the Rail Motor at Yallourn. Modification of the bogies and transmission components was completed separately at Morwell. The interior passenger compartment has also been completely refurbished at the Thomson Workshop through significant volunteer efforts.

WGR update to members, 27 July 2020

PUFFING BILLY RAILWAY, Belgrave 762 mm gauge

The Puffing Billy Railway has not set any date for a resumption of train running but employees continued work around the railway, especially on the Discovery Centre at Lakeside where the recent placing of locomotive 3A made the newspapers and television news in Melbourne.

Conditions for the resumption of services have been set with a concentration on crew and passenger safety.

At the time of writing all except emergency work has ceased on the railway due to COVID-19 level 4 restrictions.

KERRISDALE MOUNTAIN RAILWAY, Kerrisdale

610 mm gauge

Exciting information and photographs of progress on *Douglas*, the all new steam locomotive for this line, appears regularly on the Railway's Facebook page and is well worth a visit on-line. (https://www.facebook.com/ kerrisdalemountainrailwayandmuseum2015/)



Puffing Billy Railway, NA class 2-6-2T 7A at 'Bridge No.8' in the Wright forest, on a Gembrook bound train 13 June 2019. Photo: Frank Stamford



Perry Engineering 0-4-2T locomotive Klondyke (B/N 271 of 1927) in Thomas the Tank Engine livery taking water on the Bellarine Peninsula Railway at Drysdale on 8 July 2010. Photo: Rob Astley

TASMANIA

WEST COAST WILDERNESS RAILWAY, Strahan 1067 mm gauge

The Tasmanian Premier has announced dates for Tasmania's borders to re-open to South Australia, Northern Territory and Western Australia from 7 August 2020. Along with this announcement, the WCWR announced that it is returning with half-day Rack and Gorge journeys from Tuesday 22 September 2020.

The Rack and Gorge departs Queenstown and is a four-hour journey that takes in the best of the best. Passengers travel in comfortable carriages with upholstered seating through ancient rainforest before travelling along the spectacular King River Gorge.

During the shutdown, WCWR teams across every department have been working hard to give everything, from the steam engines to garden beds, some extra care and the railway is now preparing to emerge bigger and better. The three original Abt locomotives were starting to feel every bit of their extended years (the eldest is 124 years old), and this has been a perfect opportunity to make some repairs. The biggest project for the workshop crew has been Abt Engine No. 1, which has been completely pulled apart,

fine-tuned, painted and is being reassembled. The track crew has been making the most of the quiet rails, getting ahead on maintenance and preparing sections of the line for new rail using composite railway sleepers. Composite sleepers are a relatively new technology, made of recycled plastic and the team has worked closely with the manufacturers and with Monash University in Victoria to test and retest the sleepers for safety and durability. Not only are they eco-friendly, accounting for nearly 155 tons of recycled plastic per kilometre of track, but they have proven to be stronger than wood and more durable than concrete, so can be expected to last much longer.

This is the second stage of re-laying track and

the composite sleepers are already being used in some parts of the journey. While this stage of vital upgrades was planned before Covid struck, delays in shipping and testing have meant that Strahan departures cannot resume until early January 2021, while Queenstown journeys will resume in September 2020.

All four remote stations along the line have seen some upgrades. Lynchford station and the surrounding gardens have had a make-over and boast new displays that make passengers feel like they are stepping into the early 1900s. Lower Landing station is as good as new, with a platform extension, mass re-vegetation and is now fully off-grid thanks to a combination of on-site solar and hydro provided power.

In addition to these major projects, other improvements include carriage renovations, new menus, website upgrades, a new booking office and development of new WCWR experiences. Emily Hopwood, Sales and Marketing Manager WCWR 9 July 2020



Rails to Rubicon (Second Edition) Publised by the LRRSA



Rails to Rubicon, by Peter Evans, is a comprehensive history of the 2 ft, 3 ft and 3 ft 4½ in gauge tramways of Victoria's Rubicon Forest, and the connecting 2 ft gauge steel tramway to Alexandra.

After five years work in re-drawing all maps, diagrams and drawings in colour, this new edition is available. The new edition takes full advantage of advances in printing technology and computer software to recover hidden detail in old photographs.

The book has 200 pages (A4), a laminated hard-cover, many maps and over 240 photographs and drawings. It includes references, bibliography and a comprehensive index.

\$49.50 (\$37.00 for LRRSA members) plus postage and packing of \$15.00 anywhere within Australia. **Online orders:** https://shop.lrrsa.org.au/Rails-to-Rubicon; **Or by Mail:** P.O. Box 21, Surrey Hills, Vic 3127.



Light Railways No.224 had a detailed article about the locomotive Ballaarat. Since that article was written the locomotive has been sensitively restored and is now displayed in a dedicated room at Railway House on Busselton Foreshore. In this picture, Busselton City Council Mayor, Grant Henley, admires the locomotive in its new secure location. Railway House is also home to the Busselton Visitor Centre, and has a historical display featuring the local timber industry. Photo: Busselton City Council

SOUTH AUSTRALIA

PICHI RICHI RAILWAY, Quorn

1067 mm gauge

After three long months, Railway Management is happy to announce that trains will soon be steaming through the Pichi Richi Pass once again. While things may look a little different for a while, including limits on passenger numbers, physical distancing, and increased hygiene requirements, trains will soon be running.

Limited tickets for the regular timetable from 4 July are now available, just in time for school holidays.

Adapted from a Pichi Richi Facebook page post June 13, 2020

WESTERN AUSTRALIA

BENNETT BROOK RAILWAY, Whiteman Park 610 mm gauge

It was a full crew on Saturday 21 June, almost exactly three months after BBR stopped hauling passengers, for the reopening of the railway. Nobody was sure what to expect, but there was sufficient staff on hand to handle anything. There was a great result for the first weekend; round 750 passengers were carried over the two days. It was not however, business as usual. The Covid Safety Management Plan Advice states that all staff interacting with the public must be trained in Covid 19 safety and hygiene procedures. The training course and certification is the easiest way to provide and record the training. The course takes approximately 45 minutes to complete on line. This is similar to the situation on other tourist railways such as Puffing Billy where workers must also complete such a course. Due to Covid measures limiting gathering numbers, no big track days have been held lately. However, sleeper spot replacement in the yard and the main line is ongoing, as is fishplate tightening and fishplate bolt renewal.

News about the locomotives is as follows:

• *Fowler* is progressing with the first two of four engine mounts fabricated and fitted. These two are at the rear of the motor carrying over half of the weight of the engine and gearbox. They will hold the engine in the correct alignment while workers fabricate the front mounts. The cab interior is being painted after a lot of cleaning and rust removal and the plumbing of the fuel, coolant and air is underway. The project has unavoidably been slowed by the situation over the last couple of months, especially with acquiring the gauges for the dashboard.

- Atlantic Planet is the workhorse at the moment, not even stopping when the railway stopped. It has been frustrating trying to get access to it for some heavier repairs but workers did manage to remedy a warm axle box bearing and inspected the axle box sumps in which some of the wool packing had subsided, and more recently a pneumatic cylinder air leak on the reverser.
- *Maylands* has been undergoing testing and repairs to bring it up to operating standards for the small stock. The motor needs a tune up and the exhaust needs a minor repair. Workers hope to see this running in service later this year.
- 123's boiler left the Depot/Workshops in late February/early March for Willis Engineering in Welshpool for certain essential tubesheet repairs and retubing.

When the Government changed to stage three restrictions and allowed BBR to plan to return to operations, the railway had to prepare a Covid action plan. This has meant a lot of work to set up hygiene and distancing measures. Distancing of no less than two square metres means no more than ten people are allowed in each 30 foot carriage.

The Bennett Brooklet July/August 2020



Above: It is almost half a century since the SMR was a full service railway that featured goods services and a government operated passenger service to Sydney. The daily Cessnock goods train, made up with a full non-air coal load, is passing the Aberdare Junction Up starting signal on 14 March 1969. Aberdare Junction was then the last Block post before East Greta Junction. Photo: Robert Driver

Below: In a scene from the final days of steam working, Nos.24 and 30 are held at the Pelton branch Home signal at Caledonia while No.18 shunts forward onto the Up main with a load from the Aberdare sidings before setting back to attach the brake-van, and to stand clear for the Pelton train to depart. The date is 22 July 1982, two months before the closure of Aberdare East colliery ended the railing of coal from the Aberdare sidings. Loss of this traffic and increasingly intermittent output from Pelton brought about the cessation of SMR steam haulage on 10 June 1983. Photo: Robert Driver

