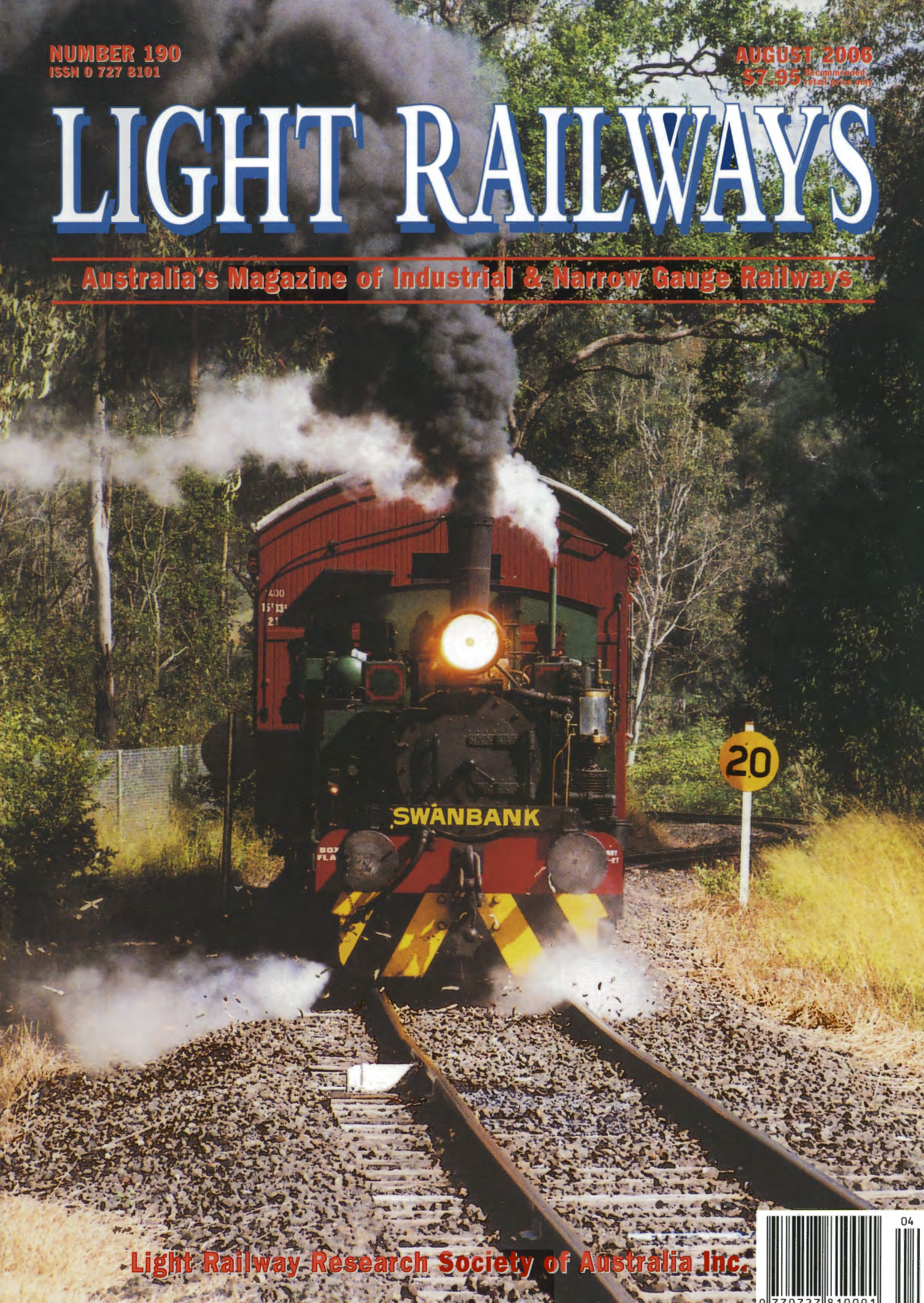


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Conversions:

1 inch (in)	25.40 millimetres
1 foot (ft)	0.30 metre
1 yard (yd)	0.91 metre
1 chain	20.11 metres
1 mile	1.60 kilometres
1 super foot	0.00236 cubic metre
1 ton	1.01 tonnes
1 pound (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

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Comment

"The past is a foreign country; they do things differently there." So wrote Lesley P Hartley in his 1953 novel *The Go-Between*. When researching railway history it's interesting to note that, in the years since railways as we know them began, not only has the technology changed dramatically, but so have the lives and attitudes of the people using it, and those attitudes of the past can sometimes be a bit perplexing.

The cane railway driver sitting in the air-conditioned cab of his Walkers B-B DH in 2006 is likely to be taller, better nourished and better educated than his predecessor who stood on the footplate of a Fowler 0-6-0T a hundred years ago. What's more, today's driver may be a woman - a fact that would totally astonish the man in the Fowler loco's well-ventilated cab.

A recent article in *The Age* asked readers to consider who would be the more shocked, a 'typical' Australian transported in time from 1906 to 1956, or one brought from 1956 to 2006. Both would be amazed by the technological changes: such as jet planes, television, cars and diesel locomotives in the first instance, computers and the rise of information technology in the second.

However, as the article pointed out, the man transported to 1956 would find an Australia, socially at least, much like the one he left - homogenous and very British. The man brought to 2006 would find himself in a very different place.

So don't be too judgemental of those who created our light railway history. For all intents and purposes, they were living in "a foreign country". *Bruce Belbin*

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.

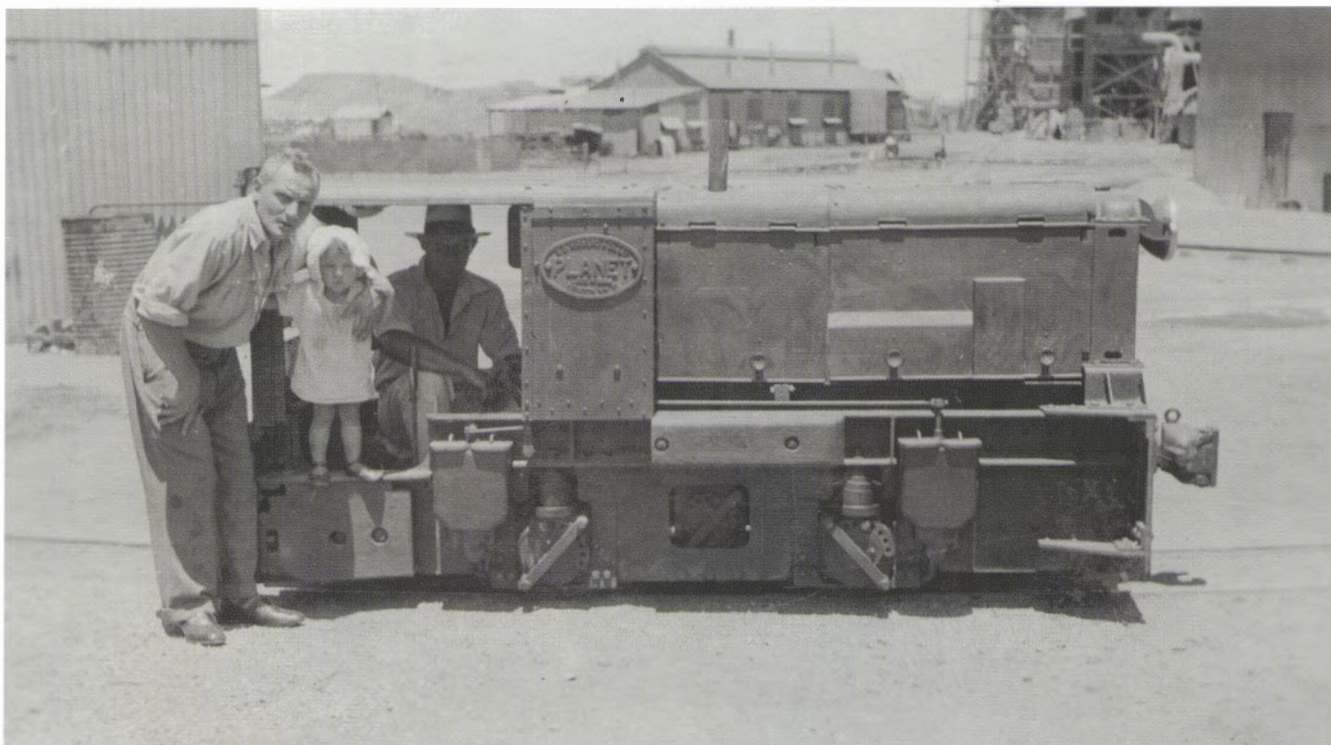
Members are actively involved in researching light railways in libraries and archives, interviewing knowledgeable first-hand participants and undertaking field work at industrial sites and in the forests.

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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.

Material is accepted for publication in *Light Railways* on the provision that the Society has the right to reprint, with acknowledgement, any material published in *Light Railways*, or include this material in other Society publications.

Front Cover: The Queensland Pioneer Steam Railway operated trains on May Day, 2006, and Brad Peardon photographed former Victorian SR&WC, Mt Morgan Mines Ltd and Pioneer Sugar Mill Perry 0-4-2T KILRIE (265 of 1925), dwarfed by the ex-QR carriage behind it, as it approached Mary Street (Blackstone) with the 1300 service from Swanbank to Bundamba Racecourse. **Upper Back Cover:** Victoria Mill's preserved Hudswell Clarke 0-6-0 HOMEBUSH (1067 of 1914) hauls a passenger train on the Nyanza line for the Ingham Australian-Italian Festival, 13 May 2006. Photo: Steven Allan. **Lower Back Cover:** The inclement weather hasn't dampened the spirit of enthusiasts at the Ballyhooley Steam Railway as they turn Bundaberg Foundry 0-6-2T SPEEDY (6 of 1952) on the turntable at St Crispins on Sunday 11 June 2006. Photo: John Browning.



Syd Glover and his siblings feature in this rare photo of one of the two Planet locomotives, near new. Photographed at the WGM main headframe. The loco is most likely B/No. 1854, purchased initially for the haulage of antimony laden ore from the Moonlight Mine. The narrow gauge locomotives would then have been proudly described as modern mining practice. (ie not steam locomotives!)

Photo: the late Syd Glover courtesy Peter Glover

The Wiluna Gold Mines and their tramways

by Lindsay Watson

Gold Mining and the Great Depression

By the 1920s most of the gold mining operations in Western Australia had been in general decline since the boom days of the 1890s. Returns had been reduced by the need to mine deeper to access the gold-bearing lodes, by poorer yields per ton of ore, and the need to develop new methods of extraction. After all, gold mining had been going for over 30 years and a lot of the easier to get gold had already been won! Ore crushing and treatment methods were in need of reassessment. The ore now required tertiary crushing to the pulp stage to get maximum value from the more efficient treatment plants. Most of the Western Australian gold mines had been floated on the London Stock Exchange and, subject to annual stockholders meetings, were driven by the bottom line of the balance sheets. To keep pace with the 20th century, the gold mines needed to update their equipment and methods. Their reluctance to do so was because updating represented a cost item and a negative effect on the balance sheet. This was a headache for all mine managers but any change needed a catalyst and this was provided in 1929 with Britain's departure from the "gold standard", by which the Royal Mint had fixed the price of gold since 1717. This announcement had the effect of increasing the value of the gold and improving returns to producers, stimulating investment and enabling the industry to modernise.¹

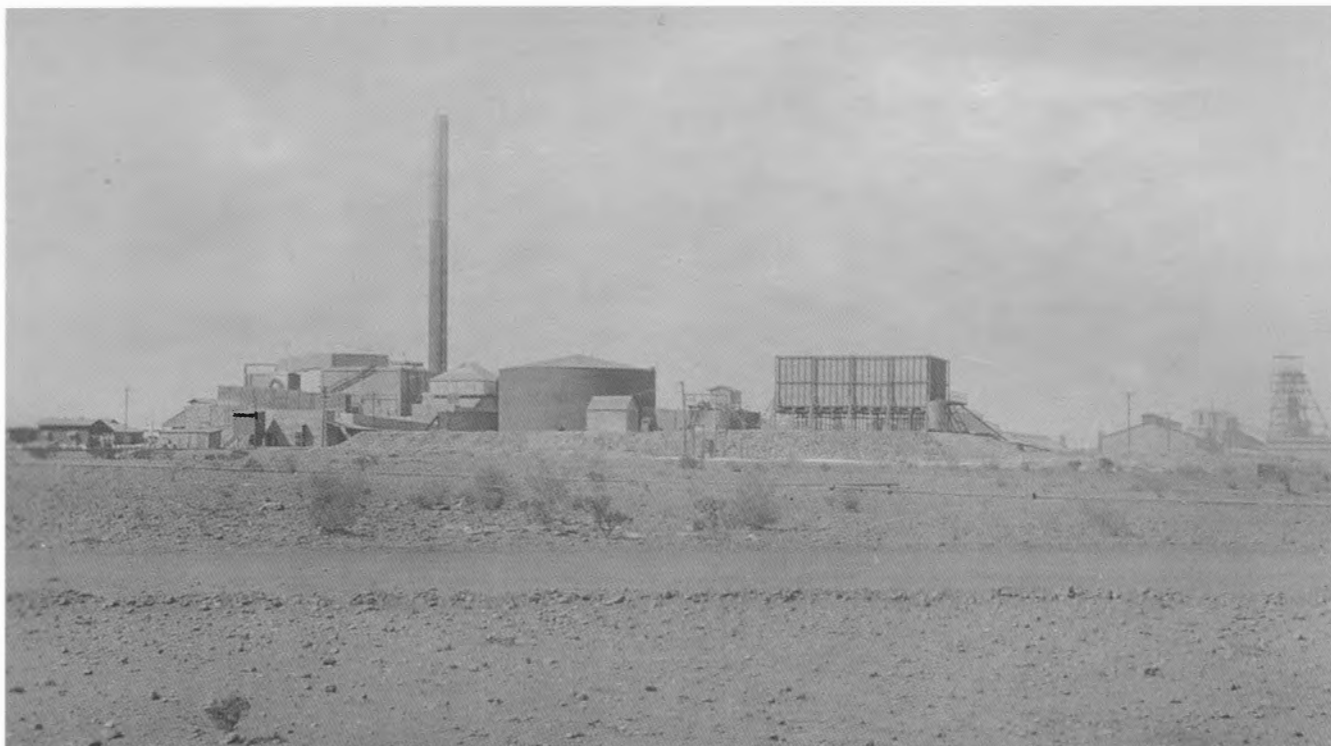
The proposal of a gold bonus of £1 per ounce for Australian producers was the inspiration of, amongst others, the Goldfields entrepreneur Claude de Bernales. He was part of an influential Goldfields delegation that travelled to Canberra in 1930 to

persuade the Australian Federal Government to approve a bounty on all gold produced over and above the average figure for the years 1928, 1929 and 1930. The proposed bonus would remain in place until it was overtaken by a rise in the world price. Both the Western Australian State Government and the Federal Government considered the gold mining industry a prime source of solutions to unemployment during the Great Depression. After all no other industry could offer gold in the bank as a by-product of solving the labour problem! The bonus was introduced in 1930. Although it was only in operation for eighteen months it had the desired impact. Between 1929 and 1934 gold output almost doubled and the Western Australian Department of Mines was able to report that most of the moribund old mining centres were once again hives of industry!²

Early development

In 1854, Sir Roderick Impey Murchison, (1792-1871), the eminent British geologist, had proclaimed that gold would never be mined from solid rock. It is ironic that the Western Australian Government chose to name two entire mining districts after him, the Murchison and East Murchison Districts, where the prime activity was mining gold from solid rock! Wiluna, originally known as Lake Way, was located in the East Murchison goldfield.

Situated 120 miles north of the well-known centre of Lawlers, Lake Way, with a population of 285, was proclaimed a town site in 1897, after successful initial gold strikes dating from March 1896. Public buildings in the form of a post office, miners' Institute, government school, Union Bank and a hospital adorned the town, which also boasted three hotels, a general store and three other stores. Production peaked in 1908-9 and by this time difficulties were being experienced with the highly refractory nature of the primary sulphide ores located from the 200ft level. From 1911 only minor activities were carried out at the Bulletin, Happy Jack and Moonlight mines. Clearly if gold was to be won from the deeper deposits at Wiluna, new extraction processes needed developing.



Wiluna Gold Mines Ltd in 1935 showing the Victor Leggo Mining Arsenic Plant with the WGM 59ft diameter fuel oil tank prominent in the centre on a 20ft high raised mound to enable gravity flow of fuel oil to the substantial WGM powerhouse.

Photo: the late Syd Glover courtesy Peter Glover

Claude de Bernales and Wiluna development

Claude de Bernales (1876–1963) was a leading entrepreneur in Western Australia's colourful mining history. As a powerful machinery broker he was the master of the complex Wiluna Gold Mines Ltd scheme. Thousands of Australians, who would otherwise have been unemployed, found a job at Wiluna during the 1930s thanks to his efforts. He was a prominent Kalgoorlie identity and Managing Director of the mine machinery firm, WEMCo.

Originally from London, de Bernales arrived at Coolgardie in 1897 as a young man, educated at an English public school and at Heidelberg in Germany. His family name was Spanish and he led a flamboyant lifestyle, spending lavishly in the good times and borrowing from the banks when the funds were low. He married a Kalgoorlie widow who owned a well-established foundry in the same town. The foundry yards were packed with old boilers, stamps and miscellaneous machinery, purchased at auctions from discontinued mines, awaiting the great revival in the gold industry.³

In 1903, he formed a company titled the Western Machinery Company Ltd, a large supplier of mining equipment to the WA Goldfields in the first half of the 20th century. Narrow gauge locomotives, skip trucks and rail were also to be found at the Western Machinery premises. It was de Bernales and his associated companies that introduced the FC Hibberd built Planet locomotives into Western Australia from England in the 1930s. WEMCo advertised extensively in WA mining magazines and proudly announced their involvement in both the supply and delivery of Planet locomotives to the Wiluna Gold Mines, and Lake View and Star Ltd located at Fimiston (Kalgoorlie).

With a mining engineering associate, Henry Urquhart, de Bernales first visited Wiluna in 1906 and they proceeded gradually to acquire the leases from old workings there. By 1914, they had acquired 59 leases in the area. In 1922, de Bernales formed a small syndicate that contributed £20,000 to help develop the proposed Wiluna gold mine.⁴

In 1924 a new drilling team arrived at Lake Way, and commenced drilling for core samples at the leases of the East and West Lodes to ascertain the future viability of gold mining in Wiluna. Following detailed test work on the highly refractory ores, conducted mainly at the Kalgoorlie School of Mines, a pilot plant capable of treating 2000 tons a month was erected on site. This comprised a 10-head battery, tube mill, flotation unit and roaster.

On 15 November 1924, there was a staged public announcement that the core samples from the Wiluna option had proved most satisfactory and that shaft sinking was due to commence. Knowing that gold was present at Wiluna was a start, but the process of arranging a float on the London Stock exchange and establishing a company was now required. This was the speciality of de Bernales. He sailed for England in 1926 and upon arrival set about floating the Wiluna Gold Corporation, armed with a report from the State Mining Engineer, Mr A Montgomery, and a government promise to build a 109-mile railway to Wiluna. Shortly after the launch of the prospectus, a Limited Liability company, the Wiluna Gold Corporation, was formed with a nominal capital of 800,000 shares at £1 each to acquire the Wiluna mines. Claude de Bernales was particularly proficient at raising funds to finance his mines from retired colonels and widows in Bournemouth and Bath.⁵

The original working capital of £1,000,000 proved insufficient to fund all the work needed for development and plant erection. To raise extra capital through the issuing of notes, a guarantee from the State Government was required. This raised a further £300,000. The Premier, Mr P Collier, nearing the end of his term, implemented the guarantee, ensuring the future of the Wiluna operation.⁶

By the end of 1926, the first consignment of machinery, a new power plant in the form of a 150hp 4-cylinder National gas engine coupled direct to an alternating current generating set, arrived at Wiluna. In March 1927 the oil flotation plant was fast approaching completion and in April the trial plant was running smoothly.

The success of the underground development work, and the pilot plant tests, together with the commitment of the State Government in late 1927 to extend the Government railway line from Meekatharra to Wiluna, enabled the Wiluna Gold Corporation to proceed with the development of its major underground mines. In 1929, ownership passed to a new company, Wiluna Gold Mines Ltd, with de Bernales apparently selling his financial interest although he remained a Board Member.⁷

The costs of building the Wiluna railway were reduced by using existing material such as recovered 45lb/yard rail from the rerailling of the Wongan Hills-Buntine section. Construction of the main treatment plant commenced at the mine in 1929 and was greatly aided by the completion of track laying in January 1930. Although not officially declared open until 2 November 1932, the Public Works Department / Western Australian Government Railway New Works Department (changeover had occurred during the construction of the line) had been operating trains over the newly laid track for some time. The WAGR line continued past the town station to the Wiluna Gold Mine with its associated sidings. These were listed as commencing at mileage 444 miles 52 chains. Previously mine machinery had to be delivered by camel team. Now machinery would arrive at the railhead on the new but unballasted track. This greatly assisted with the construction of the new treatment plant. During the 1930s scribes would rate Wiluna as a rival of Kalgoorlie as the principal gold mining centre in Western Australia, which explains why the State Government supported the development of Wiluna to the extent that they did.

Mine Plant

The full plant commenced operation in March 1931. The local consulting engineer, Mr HE Vail, was involved in the design and layout. Mr Vail had come to prominence in 1910 with the design of a 2ft gauge surface ore haulage tramway for the Lake View and Star Gold mine at Fimiston on the Boulder block. His plans for a 2ft gauge railway at Wiluna were far more extensive.

Mr CE Prior, the first Mine Manager, was an American who arrived in Wiluna in 1929 charged with the task of bringing the huge mine up to the production stage. It fell to him to organise the training of hundreds of men driven from the city and farms by the Depression to become deep miners. Wiluna Gold Mine was a pioneer in practice, although not in concept, of the new flotation process for gold recovery which was to revolutionise gold extraction in Western Australia. Appointed Managing Director, Prior became General Manager and a Perth resident in 1934, travelling by train regularly to Wiluna to manage affairs before he departed to return to America in June 1940.¹¹

Wiluna Gold Mines had a huge fuel storage tank erected at the closest port of Geraldton and purchased a fleet of twelve, 5000 gallon capacity, privately owned Jf class bogie tank wagons (Nos 201-212). The fuel oil was pumped direct from ocean going tankers into the company's storage tank, 117ft diameter and 35ft deep with a capacity of 9,300 long tons. From this immense storage tank the oil was able to flow by gravity into the awaiting empty Jf tank wagons. The tank wagons were operated in four sets of three, with one set being filled at Geraldton, and one, full, in transit for Wiluna. Another was at the mine being emptied with the remaining set being worked back to Geraldton empty. Alongside the rail siding at the mine was a motor driven 3-inch centrifugal pump, with a 4-inch suction manifold with three branches at centres to match the

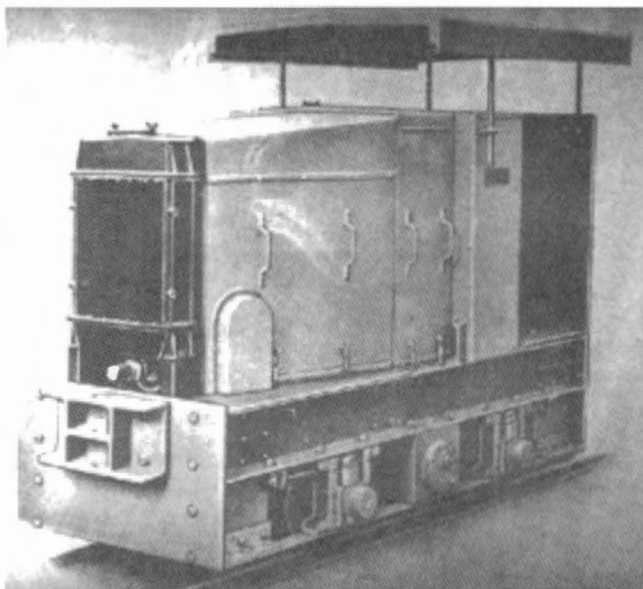
outlets on the tank wagons. The oil was pumped from the wagons at a rate of 10,000 gallons per hour to a storage tank located on a 20ft-raised mound above the powerhouse floor level. The storage tank at the mine was 59ft diameter by 24ft deep and had a capacity of 1640 long tons. The fuel oil gravitated to the powerhouse via a De Laval oil purifier to ensure that clean fuel oil reached the atomisers of the power generating engines.⁸

The ore body at Wiluna contained much pyrite and arsenopyrite.⁹ The arsenic, which earlier in the century had prevented the ore from being worked, was turned into an asset through the installation, by the Victorian based Leggo Bros., of a Swedish built plant able to extract the arsenic from the roaster fumes by electrical precipitation. About 100 tons of crude arsenic a week, equivalent to 50 tons of the refined product, was produced from the plant. The rare raw material was much sought after in the production of munitions. Arsenic was loaded into 44-gallon drums, railed to Geraldton, then shipped to London where it was in great demand.¹⁰

James Doughty in his book *Gold in the Blood* recounts an image of Wiluna Gold Mines in the 1930s, now long forgotten: *Half a mile away at the edge of the lake, the sprawling treatment plant of WGM smoked from its roasters and thundered from its ball mills as it did on every day of the year except New Years Day. Black smoke trailed from one of its two high chimneystacks, white smoke from the other. The white smoke enabled us to sit on the ground without fear of ants. It was why we weren't swatting flies from our faces. Wiluna was the only place in Australia where insect pests failed to thrive. Thousands of tons of arsenic were extracted from the gold ore during processing. Sometimes the ground about the mine would be white as though with frost, and footsteps would show up black in the film of arsenic that lay powdered everywhere.*¹²

The Wiluna Gold Mine works tramway

A feature of the Wiluna Gold Mine was HE Vail's comprehensive internal 2ft gauge tramway connecting the principal areas of operation, these being the main shaft, drill repair shop, power house, workshop and carpenters compound. This tramway was installed when the plant was erected in 1929-30. Australia's first diesel locomotive, a 20hp Wickham unit (builder's number 261D), possibly the first loco built by the well-known English railcar manufacturer, arrived at this time. It had a McLaren Benz engine.¹³



It is thought that this Wickham locomotive may be the one supplied for use at Wiluna.
Photo courtesy Keith Gunner



The internal works 2ft gauge tramway showing the dead end at the rear of the tool shop. The Wickham/McLaren Benz diesel locomotive was used on this line.
Photo courtesy John Green

The tramway featured a unique double diamond crossing where it crossed the WAGR mines siding new smelter loop (installed in early 1936). The double diamond was in effect two identical 2ft/3ft 6ins gauge diamond crossings, which when bolted together enabled the always busy works tramway to cross the new smelter siding and run around. With the exception of the diamond crossings, which were manufactured using 45lb/yard rail at Midland Workshops, all other rails in use on the works tramway were either 30lb or 20lb/yard.¹⁴

The tool shop was an essential part of the mine operation. To get gold from the solid rock deep below, rock drills were needed – plenty of them. The miners and Ingersoll Rand drill operators worked on incentive rates and blunted the drills as quickly as they could be sharpened! The tool shop was a high-roofed, corrugated iron building, 100ft long by 50ft wide, open on the south side where the 2ft gauge works tramway gained access via a runaround loop. This enabled wagons carrying blunt drills from the main shaft to be brought in, and wagons loaded with resharpened bits to be taken back to the main shaft. The loop was provided with ramps for loading and unloading. Tons of blunted drills came up from underground every shift and were unloaded ready to go through the shop.

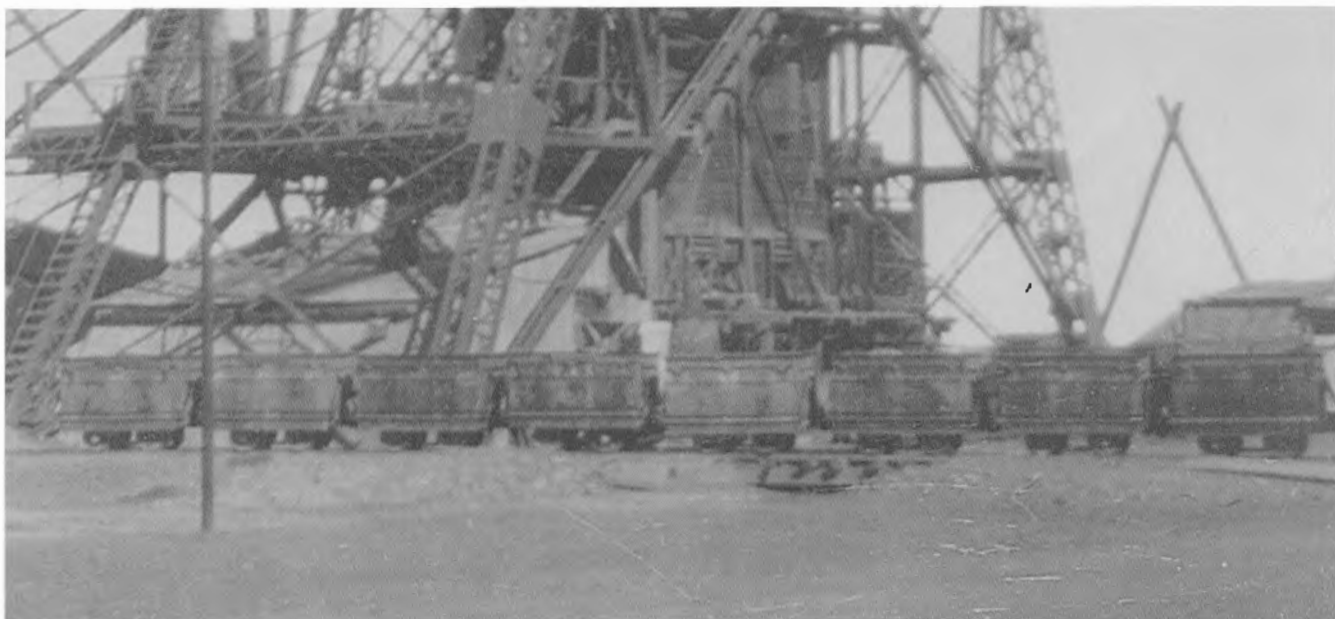
The tool shop foreman was Arthur Head, who had a reputation as a bit of a tyrant. Under his eagle eye the twelve staff were kept busy earning their 23 shillings 10 pence per day. Work was full on from when the whistle blew in the morning until knock-off sounded at 4.15pm. The drill bits needed to be sorted before they entered the shop, from the short 18-inch to the 20ft long number sixes. The shop was equipped with four oil-burning furnaces, one for tempering, one for shanking new steel and

two for sharpening and making new bits. The Ingersoll Rand drill-sharpening machines were in constant use and made an infernal din! The combination of heat and noise created by these machines made the tool shop an unpleasant place to be. The output of the shop was impressive. The 20 hp Wickham locomotive could have up to 2000 freshly bitted rock drills to deliver to the main shaft each day!¹⁵

Tramway from the Moonlight Mine

The years 1934 and 1935 were very successful for Wiluna Gold Mines. Attention was focussed on developing the nearby Bulletin and Happy Jack shafts to supplement the ore feed from the East and West Lodes which came up the Main Shaft. Another company in which de Bernales had interests, Goldfields Australian Development Co Ltd, held the leases over the Moonlight mine to the north of the Wiluna Gold Mine leases. In 1934 the two companies announced significant ore intersections from diamond drilling at Moonlight. Subsequently, a deal was done for the Moonlight ore to be treated at the Wiluna treatment complex and for Wiluna to supply the Moonlight operation with electricity from the WGM power plant.

The new arrangements necessitated the construction of a 2ft gauge surface tramway to run ore between the Moonlight main shafts and the Wiluna treatment plant. The tramway was about one mile in length. It was laid using 30lb/yard rail in 30ft lengths throughout and connected with the existing works tramway. Soon the Moonlight was producing 10,000 tons of treatable ore per month. 2-ton capacity bottom-discharge mining trucks fitted with Hyatt roller bearings and Alliance couplings were used for hauling ore from the Moonlight



A rake of Moonlight tram 4 wheel hopper wagons sited in front of the WGM main headframe.

Photo courtesy Bob Henning

shaft.¹⁶ Secondary crushing facilities were erected at the Moonlight mine to enable Moonlight ore to be crushed to a suitable size for treatment before it was transported to the Wiluna Mine for final crushing.

A feature of the new tramway was a 2ft/3ft 6ins gauge diamond crossing where the ore tramway crossed the WAGR trackage in the Wiluna Mines siding. Again this diamond crossing was manufactured at Midland Workshops using 45lb/yard rail.

Advice of the commencement of the tramway operation appeared in the August 1935 WAGR Weekly Notice.

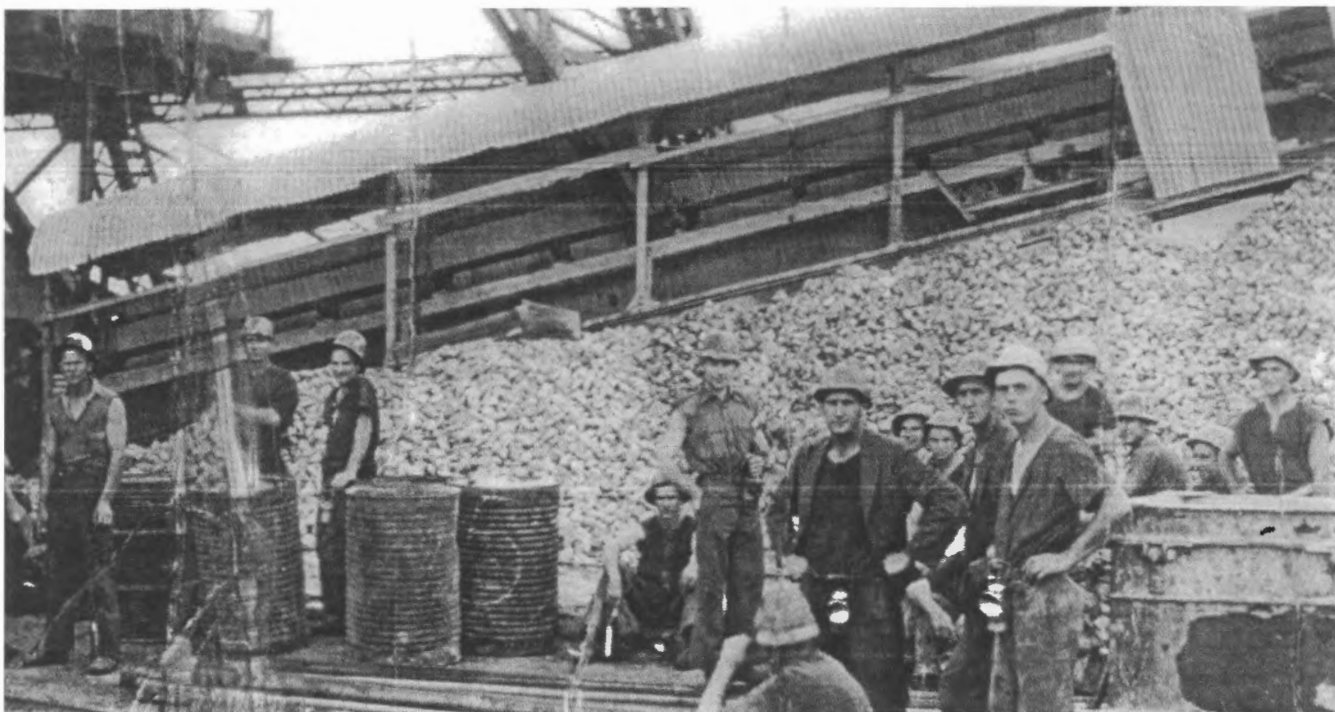
A 2' gauge tramway has been constructed by the Wiluna Gold Mines Ltd, from the Bulletin and Moonlight mines to the Main lease at Wiluna, and crosses the railway at approximately 1000 ft from the dead end of the Crude Oil private siding at the Wiluna mine.

Scotch blocks have been provided on the tramway, each side of the railway line and the normal position of same is locked off the tramway. Trains shunting the oil siding must stop at a notice provided approximately 140 ft at the Wiluna end of the tramway crossing

until the scotch blocks are securely locked over the tramway, and the scotch blocks must remain in that position until all shunting operations at the oil siding are completed. After the shunting is completed, the scotch blocks are to be left clear and securely locked off the tramway.

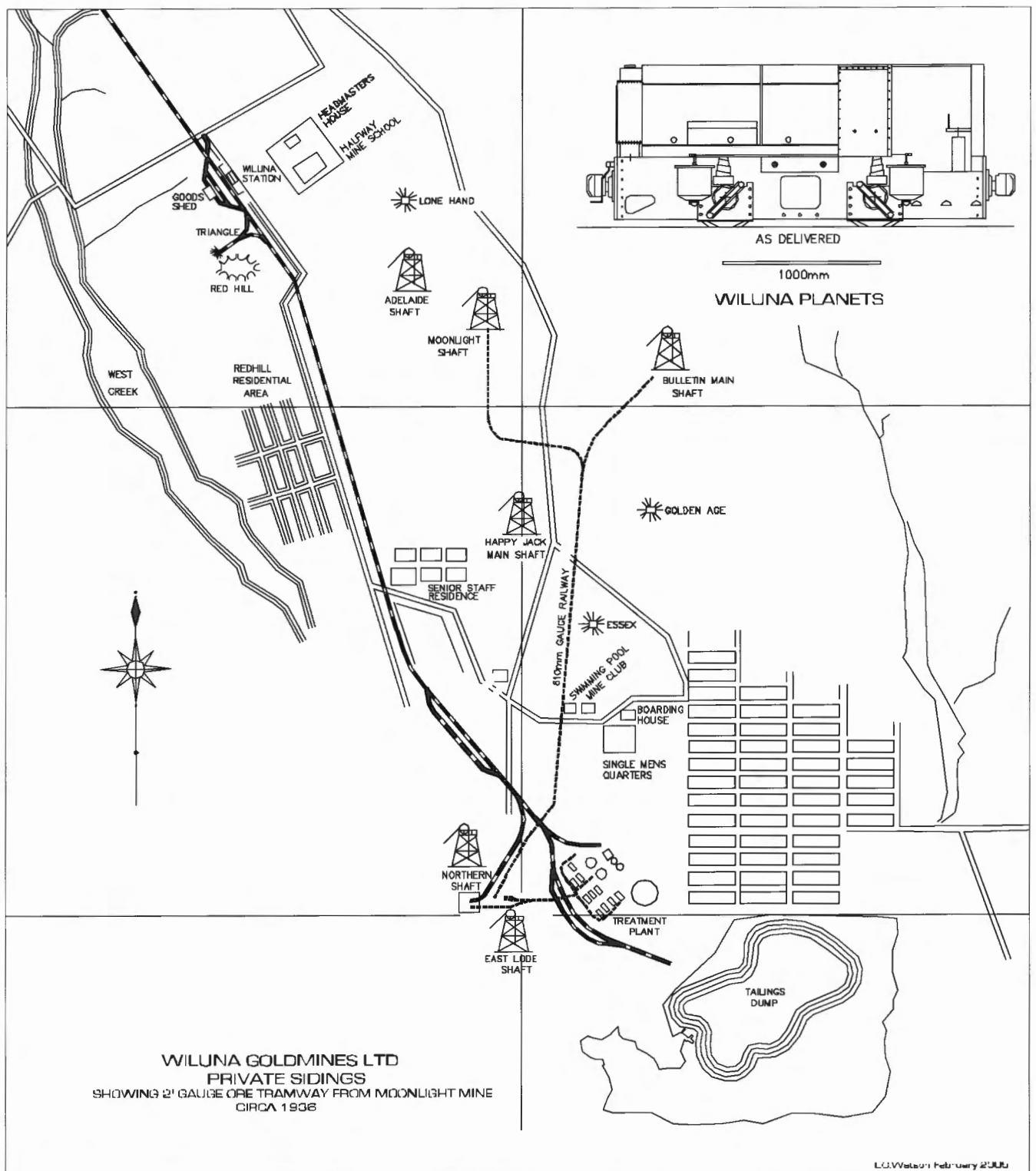
*The tramway is now being built, and it is anticipated will be ready for traffic in approximately four weeks time.*¹⁷

The transport of Moonlight ore commenced in September 1935 but initially concentrate was stored pending the commissioning of a new smelter. A 4-ton Planet diesel locomotive was supplied for use on the tramway. The customer, as listed on the FC Hibberd & Co record sheets, was New Consolidated Goldfields Ltd, 49 Moorgate, (London) EC2, a company associated with de Bernales. Rated as capable of hauling a trailing load of 40 tons, it was recorded as being of "Special 20hp Diesel 4 ton Mines Type". It had a low-profile cab and was fitted with a National 2D 20hp engine, a 3-speed Planet gearbox, and Alliance couplings. The builder's number was 1895 of April 1935.¹⁸



Men at the main headframe, with a hopper in evidence and 44 gallon drums on a loading platform.

Photo courtesy Bob Henning



L.G. Watson February 2000

Tramway from the Bulletin Mine

Following the construction of the tramway to haul ore from the Moonlight Mine, it was decided to make a connection to haul ore from the nearby Bulletin Shaft, where sinking had commenced in 1935. Locals always pronounced the name as the *Bulleeteene* or simply the 'Bully'. A branch line was built from a junction set of points and a substantial bridge over the normally dry creek. Contractors poured the concrete supports for this bridge in January 1936. The works on the Bulletin and Moonlight tramways were substantial, and as an aid to safe working, signs were placed at the junction and at the approaches to the bridge. A repeat order had been placed for an identical Planet loco to haul the Bulletin ore. This was Hibberd's builder's number 1954 of November 1935.¹⁹ A further diesel

locomotive arrived in 1938, second hand from Marvel Loch Gold Development. This was Ruston & Hornsby 174172 of 1935, a 27/32hp 4-ton machine fitted with a Lister 3JP 3-cylinder engine.²⁰ It was probably purchased to haul ore from the new Happy Jack shaft.

The Moonlight ores were heavily impregnated with antimony and by 1937 investigations were under way in a bid to increase gold production. Concern was being expressed at the fall of gold production through the lower grade ores generally. During the final years of Wiluna Gold Mines operation the use of the ore tramway was of vital importance as the treatable ore from the East and West Lodes was worked out, even though the West Lode and Happy Jack and Bulletin Shafts were connected underground. The ore tramway operated right up to the closure of operation.



Wiluna Gold Mines Ltd in 1935. The lighter coloured road to the left of the photo is in fact the 2ft gauge Moonlight Tramway. The dogleg in the tramway alignment is to facilitate the WAGR Midland workshop-built diamond crossing. A rake of three Jf 5000 gallon tank wagons can be seen literally on the diamond crossing. The sheds at right were listed as stores for the mine accessed by a WAGR 3ft 6in gauge mine siding.

Photo: the late Syd Glover courtesy Peter Glover



The photographer has rotated slightly to his left to take this second view showing the mine offices and Assay Office in the foreground. Just in front and barely discernable is another leg of the WAGR mine siding to the carpenters shop. Curiously, in the middle of the photo appears to be an attempt to site the Moonlight Tramway, with formation and sleepers still apparent. This was relocated to the right, just off the photograph.

Photo: the late Syd Glover courtesy Peter Glover



English Electric underground electric locomotives WGM No. 2 (770 of 1930)

Photo courtesy John Green

Underground haulage

At least seven four-wheel storage battery locomotives came to Wiluna from England for use underground.²¹

Number	Builder	B/n	Date	Weight
WGM LTD No.1	English Electric	769	1930	4 tons
WGM LTD No.2	English Electric	770	1930	4 tons
WGM LTD No.3	English Electric	771	1930	4 tons
4	Greenwood & Batley	1245	1931	3½ tons
WGM LTD No.5	English Electric	888	1933	4 tons
6 ?	English Electric	937	1936	4 tons
7 ?	Greenwood & Batley	1491	1937	1½ tons

The English Electric locomotives were used for main ore haulage handling trains of twelve 2-ton bottom dumping cars.²² A 1939 article states that three Greenwood & Batley units used for tramming at the working face. However, as shown above, only two Greenbat locomotives can be identified from the builder's list. As the builder's list contains a number of entries for New Consolidated Goldfields despatched to destinations such as Lake View & Star in Western Australia, Derbyshire in England, the Gold Coast and Burma, it is possible that an additional locomotive was diverted to Wiluna, although this would have required regauging work.²⁴ Only three battery locomotives in all were listed in the 1952 disposal catalogue.²⁵

Smelting

As the grade of the ore fell, recovery rates by cyanidation declined, and test work was pursued to find alternative metallurgical processes to improve recovery. Careful test work on a 50,000-ton sample indicated that the extraction of gold could be improved from 79% to 80% by smelting the calcines rather than cyanidation. Although the operating costs for the smelting processes were higher, the increased recovery would more than pay for the additional cost, and a decision was made in 1936 to change over to smelting. The timing coincided with

the agreement being made with the Moonlight Company whereby Wiluna Gold Mines would treat the Moonlight ores, so the planned smelter would have the capacity to treat the calcines from both operations. In order to obtain the lead and lime necessary for treatment, Wiluna Gold Mines applied for leases in the Northampton district. Large quantities of coke, lead and lime were needed. By smelting the Moonlight ore, the antimony, formerly a hindrance to treatment, became an asset.

By the time the first smelter came on stream in July 1936, the costs of fuel and other supplies had risen substantially and it became obvious that the projected operating costs would not be achieved. Compounding the increased cost, there were a number of operating difficulties, which made smooth and continuous performance difficult to maintain. The smelting of ores ceased in 1940. This method was replaced by controlled temperature roasting with cyanidation of the calcines, used until closure.²⁶

Plans were completed by the WAGR Civil Engineering New Works Section for a new smelter siding to be constructed in the Wiluna Gold Mine's private siding area in early 1936. The track consisted of a runaround loop and a 900ft headshunt to enable both hopper wagons and side discharge open trucks to be spotted under conveyors 18 and 19 for the supply of raw material for the smelting process. Commencing in the existing siding at 445 miles 36 chains, the new siding crossed the existing 2ft gauge mill track by means of a double diamond crossing midway along the loop on a 7-chain radius curve. The raw materials for the smelting process were coke and lime, the coke being delivered in bogie XA hopper wagons and lime in either R or G type open wagons.

The large-scale Wiluna Gold Mines worked through the ore bearing lodes at a furious pace. Skilled miners were paid by incentive rates and earned fabulous wages, even through the Depression. Wiluna's peak was in 1939, just before the outbreak of war, when its population had grown to an estimated 9000 people. The bustling town was the largest on the Goldfields outside Kalgoorlie. World War II saw the town decline through attrition as men and women left the town for military service.

Wartime, closure and disposal

In 1940, the Wiluna Gold Mines consultants, Binns, issued a very bleak statement regarding the future viability of the Happy Jack shaft, where sinking had begun in 1936. They considered that the Happy Jack deposit was not as fruitful as had been originally announced. They gave a life of 30 months from 31 March 1940. After considerable deliberation by management, it was decided that there were no alternatives other than to cut expenditure and concentrate on treating the existing reserves at the greatest possible profit.²⁷

Although many eligible young men initially went to war, Wiluna was considered of strategic importance to the war effort as arsenic and antimony, by-products of the gold output, were both urgently required. During 1942 the Australian Government declared the Wiluna Gold Mines a protected industry under war legislation due to the mine's arsenic production, used to enhance shell fragmentation. A private operator ran the arsenic plant at Wiluna over the life of the mine. Men involved in this process were 'man powered' to ensure the continued supply of these materials. Incredibly, Wiluna was the only place in the Commonwealth able to produce significant quantities of arsenic, not only for Australia but also greatly needed by the USA.²⁸

The twelve months of operation from February 1945 were spent fulfilling a contract with the Commonwealth Government to the value of £75,000 for the continued supply of arsenic. Notice of closure was posted on the mine notice board on 1 February 1946 although ore continued to be produced from the Happy Jack shaft for another twelve months. Following the cessation of mining, the treatment of calcines continued until complete closure in May 1949.

The disposal of assets sale at Wiluna Gold Mines took place from Monday 11 August to Monday 18 August 1952. Listed for disposal were the four 2ft gauge diesel locomotives, two English Electric storage battery electric underground locomotives, one Greenbat storage battery electric locomotive, ninety 2-ton mining trucks and all of the 20lb and 30lb rail.²⁹ Wiluna Gold Mines owned the Mount Charlotte operation at Kalgoorlie and it is thought that the Moonlight and Bulletin tramway wagons

were transported to the Mount Charlotte Mine in Kalgoorlie and stored, ultimately being deemed too big for use underground.

Following the closure in 1946 and the cessation of all tailings treatment activity in 1953 the Wiluna district entered a period of relative inactivity, which was to last for over fifteen years, as prospecting and exploration activities virtually ceased. The 70s nickel boom prompted further interest in Wiluna and gold again took centre stage with a reopening of the previous leases.

Acknowledgements

The writer would like to acknowledge the assistance the assistance of David Whiteford, Bernie Morris and John Browning. The WAGR plan book 'Wiluna Gold Mines private sidings,' now in the care of WA State archives was referred to in the preparation of this article.

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Wiluna Gold Mines Ltd in 1948. A detail of the tramway unloading grizzly with the mine and assay office in the background. The gantry is located over the WAGR 3ft 6in siding to the carpenter's shop. The Moonlight Tramway is almost parallel to the WAGR siding at this location.

Photo courtesy Bob Henning



Framed by the tank stand, the Perry and the Commissioner's Car pause whilst the side tanks are replenished. Photo: Grahame Swanson

The Lake Macquarie Light Railway

Part 3: Rolling Stock and Operating Procedures

by John Shoebridge and Grahame Swanson

Introduction

The two previous parts of this series (in LR185 and 188), dealt with the permanent way and the motive power on this private railway. This final part describes construction of the other rolling stock and concludes with details of the operating procedures that have been adopted.

The first rolling stock

Soon after the steam locomotives arrived, two four-wheel cane trucks, ex North Eton mill, were sourced from Megalong Valley for use during construction. After a rudimentary clean up, they were put to work. Hand-pushed or towed by the tractor, they moved materials, tools, and the portable generator forward as the track advanced. Before long two similar trucks arrived and these were cleaned up and rebuilt as described below.

The Malcolm Moore locomotive 'Miss Twiggy' was the next project. Purchased as a bare frame and wheels, from the Illawarra Light Railway Museum, her resurrection has previously been described in *Light Railways*. From the same source came also the frame and bogies of an ex-Queensland Railways Innisfail Tramway 'H' type wagon.

A year or so later, some more 'H' wagons were located in north Queensland. Five of these were purchased and shipped south,

along with several spare bogies. It is understood that all these vehicles were originally constructed by QR workshops at Ipswich and Townsville.

All the four-wheelers and one of the six bogie vehicles have now been rebuilt – the remaining five will be cleaned up and converted for use on the line as need dictates and time permits.

Per way van

Once we had an operating locomotive, there was a strong pressure from the workforce to 'ride the rails'. Thus came into being the first passenger vehicle.

Some years before the railway was even considered, a non-powered replica of a vertical-boilered locomotive had been built in conjunction with the Toronto Tramway restoration project. These remains were resurrected and the wooden cab was mounted on one of the cane truck underframes.

Slightly modified with seats and steps, and given a coat of paint, the brake van has become a multi-purpose vehicle. It carries tools to the job and at the end of the day, it takes the work team for a ride to admire their handiwork. Similarly it is available to take visitors on a tour of inspection, and in between serves as a mobile meal room. Although correctly referred to as the 'Per Way Van', it is at times irreverently referred to as the 'Pie Cart' or the 'Dining Car'. Lately, crew comfort has been enhanced by the fitting of springs.

Open truck

One of the original cane trucks has been converted into a wooden-sided open truck for general duties. Referred to as the 'S' truck and appropriately lettered 'NGST', it is light enough to be pushed by hand and yet sufficiently substantial to form part of a loco hauled train. It generally handles the generator but has been used for rubbish removal or to carry ballast for a packing job.



With No.7 suitably protected by a safety cone, the Per Way Van (AKA "The Pie Cart") has been drawn into the sunlight to have its photo taken.

Photo: Grahame Swanson

Cane truck

It appeared appropriate, given the origin of the locomotives, that there should be at least one prototype vehicle. Accordingly one of the second pair of cane trucks was restored to its operating condition in the days of hand-cut cane. Painted gloss black and fitted with wooden buffers, it is generally used to transport sleepers and crossing timbers.

Ballast truck/plough

This next vehicle, born of necessity, was built on the remaining cane truck. Initially ballast was conveyed and spread by the backhoe. As the line extended this became too time consuming and a steel ballast hopper, with integral plough was constructed and the old truck frame was modified to provide the running gear. Fabricated from 24mm wear plate, the plough blade has cutouts allowing it to remain aligned with the rail heads. A strip of conveyor belting spreads the ballast level with the top of the sleepers and a lever system raises the blade clear of the rails when not in use.

An adjustable door is provided to accommodate variable ballast sizes (generally 30mm and 60mm). On trials this proved ineffective and the vehicle went back to the shops for modification, subsequently proving a complete success. Now

a single pass with a full load (some 2.5 tonnes) ballasts around six metres of track, the stone evenly spread and presenting an eye-pleasing and workmanlike appearance.

Passenger carriage

As mentioned earlier, along with the frame of the Malcolm Moore locomotive purchased from the Illawarra Light Railway Museum came an ex-Innisfail Tramway 'H' type bogie underframe.

After cleaning and some minor repairs, the carriage frame was welded up from 50 x 50 RHS to support the timber ply cladding. The roof is of rolled zinc annealed sheeting. Seating in airline-type reclining chairs is provided inside for eight passengers. Eight others can be seated on the rear platform on somewhat harder wooden benches, constructed from garden bench seats. The substantial QR bogies and the cast iron counterweights that were left on the frame give the carriage an exceptionally comfortable ride for a narrow gauge vehicle.

With an interior complete with teak lining, brass luggage racks, carpet and drop windows, and the platform railings decorated with ornamental wrought ironwork and grey industrial vinyl floor covering, this is well deserving of the name 'The Commissioner's Car'.

It is proposed that of the five 'H'-type frames still waiting their turn for restoration, three will be eventually transformed into additional bogie passenger cars with the other two going to spares. Present thinking is that the cars will be open-topped, so their riders can fully enjoy the sight, sound and cinders from the locomotives on the 1 in 27 bank.

Motorised track vehicle

Not content with the I/C locomotive, the track gang felt the need for a motorised vehicle. Construction was commenced and through a process of evolution, a NSWGR quadricycle emerged in narrow-gauge guise. It is already in use for general duties, including track inspection, weed control, and at times fired up to fetch that forgotten tool from the workshop.

Operating procedures

The Lake Macquarie Light Railway operates under Section 26 of the Rail Safety Act. A comprehensive Operations Manual has been prepared to cover all aspects of the operation. With the owner's background in aviation training, this has been produced to professional standards using the NSW Department of



Three of the original four-wheelers as they are now, namely 'S', ballast and cane trucks.

Photo: Grahame Swanson



The Driver is ready, the Commissioner's Car is well loaded with excited passengers, and when the Guard has finished posing for the camera, the train can depart.

Photo: Libby Rodgers-McPhee

Transport, Rail Safety Authority's Accreditation Guidelines. The aim has been to have all standards and procedures documented without being 'over to top' with rules. We believe that this outcome has been achieved and the team can now enjoy 'playing trains' in safety with every participant, volunteer or visitor being fully aware of all aspects of the operation.

The safeworking used at the LMLR has been based on standard railway practices. The Manual also covers boiler operations, tracklaying, rolling stock inspection schedules, risk assessment and management, emergencies, material handling and general running arrangements.

Running the trains

The system had been operating on a regular basis for some 27 months in June 2006 and running days find the team arriving early to clean and prepare the locomotive and rolling stock for the day's operations. A roster is prepared to ensure that everyone is involved in the aspects of operation that they enjoy as well as the ongoing training and rotation of the duties associated with operating the railway.

Each day's activities are under the control of a designated 'Traffic Officer', who issues written duty rosters and conducts a briefing prior to the commencement of operations, setting out the objectives for the session and advising of any changes (trackwork, speed limits, unserviceable equipment, rostered rolling stock, etc). The duties of the station assistants, drivers (steam locomotive), drivers (I/C locomotive), fireman/observers, guards, track superintendents and shunters are rotated throughout the day.

All the above are required to hold as a minimum, a Safeworking Certificate applicable to the LMLR, together with accreditation applicable to their specific function. Provision is made for trainees in each of the positions, so that each participant is exposed, in a predetermined and structured manner, to the training necessary for advancement to other tasks. All on site are enjoined and expected to maintain a safe working environment.

Although not open to the public, LMLR does host groups involving fundraising for various charities and handicapped and disabled children. To ensure their safety, all vehicle movements are under the direct control of designated persons. The two level crossings are signposted and where necessary portable barriers are provided. Passengers are confined to specific locations and once aboard the train, they are always under the direct supervision of the Guard. Specific instructions, detailed in the Operations Manual cover virtually any contingency. These provide that the safety of persons takes precedence over all other matters.

Safeworking

The line is divided into four sections and whenever more than one locomotive is operating, either train staffs or radios (fitted to all locomotives and carried by the appropriate personnel) are used for positive control. Operating signals are installed at various locations around the track to ensure safe movement. All facing points are clipped once set, and hand and fixed signals are observed. Special instructions allow for night operation.

Postscript

As noted recently, in LR 189, two 'guests' have arrived in the form of ex sugar cane locomotives Baldwin 0-4-2T 10533 of 1889 and Perry 0-4-2T 2714.51.1 of 1951. This development has spurred the construction of a steel-framed train shed to span four shed roads. When complete, it will enable all current and proposed items of rolling stock to be stored under cover.

At the same time, a car park and adjacent passenger platform (NOMAD Station) have been constructed on the southern side of the property to provide allow easier access to the railway by invited guests.

Great times continue to be had by all. We reiterate that visitors are welcome, but by appointment only (phone 02 4959 1054). If you visit our Website (www.lmlr.org.au) you can follow our progress.



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NEW SOUTH WALES

BLUESCOPE STEEL LTD, Port Kembla

(see LR 187 p.17)

1435mm gauge

On 14 June, 1950hp English Electric Co-Co DE D34 (A197 of 1969) was noted shunting the Plate Mill. The job is more usually allocated to one of the 1012hp Bo-Bo DE diesels, which generally have to work quite hard when hauling a long cut of loaded plate wagons out of the mill. D34 made light work of this task.

John Garaty 6/06

SIMSMETAL, Kooragang

(see LR 163 p.18)

1067mm gauge

On 11 June, two underground diesel mining locomotives were noted in this scrap yard. One was numbered 68 and is Hexham Engineering 4wDH HE656 built in 1985 or 1986. It was Model DH25M Mk5 in the EM Baldwin locomotive classification scheme and was delivered to Elcom Collieries Pty Ltd, Newvale No.1 Colliery. The second locomotive was numbered DL64 and carried an OnTrak sticker. It is almost certainly one of two locomotives built to EM Baldwin B/N 12662 of 1986, a 20-tonne locomotive claiming to be a rebuild of Moxon 95572 of 1979, but incorporating a new frame. This unit was also for Newvale No.1 Colliery, which closed in 1994.

Brad Peadon 6/06; Editor

QUEENSLAND

BUNDABERG SUGAR LTD, Bingera Mill

(see LR 189 p.19)

610mm gauge

A section of track opposite houses in Witts Road on the connecting line from Fairymead to Bingera

Mill has been replaced. The new line incorporates concrete sleepers and welded rails, replacing a section buried in the dirt and with many rail joints. Noise complaints from the residents apparently prompted this relaying.

Siding 21 at Fairymead is a rail yard serving as the terminal for the private road ferry which carries tramway bins across the Burnett River on roll on-roll off transport in order to supply Millaquin Mill. This 'truck dump' has been newly equipped with rubber tyred hydraulic bin pushers, which operate on the side of the bin frames and are designed to be easier on couplings and reduce derailments. Lincoln Driver 6/06

BUNDABERG SUGAR LTD, Millaquin Mill

(see LR 189 p.19)

610mm gauge

A new Strathdee's yard has been built on the Qunaba side of the Burnett River in preparation

for the construction of the direct line from this point to Millaquin Mill. The yard is the eastern terminal for the Fairymead ferry which carries tramway bins across the river on roll on-roll off road transport. The new yard is at 90 degrees to the old yard from which the current route to Millaquin runs via the old Qunaba Mill site. The new yard incorporates new colour light signalling and rubber tyred hydraulic bin pushers.

It has been suggested that when the new line to Millaquin is completed, all cane north of Bargara Road in the old Qunaba Mill area will be routed via Strathdee's

Lincoln Driver 6/06

BUNDABERG SUGAR LTD, Innisfail district

(see LR 189 p.19)

610mm gauge

Damage from Cyclone Larry included not only the virtual destruction of the loco shed at the old



Top: Bingera Mill's Bundaberg Foundry B-B DH BOOYAN (001 of 1991) at Tegege on 1 July 2006. Photo: David Rowe **Above:** Bingera Mill's Clyde 0-6-0DH HINKLER (56-89 of 1956) with ballast hoppers and ballast regulator at Bundesen's Siding, adjacent to Rosedale Road on the Fairymead – Bingera connecting line, 12 June 2006. Photo: Lincoln Driver

Goondi mill site but also the demolition of more than half the loco shed at Silkwood depot. The damage to vegetation has opened up to view several sections of **South Johnstone** Mill's Japoon Range line that are normally concealed by the luxuriant rainforest growth.

Most of the tramway level crossing signs and lights were blown over in the cyclone with only about a third repaired by mid June. Excessive wet weather since March made it very difficult to progress with this and a number of other infrastructure projects. Approximately 1200 bins were severely damaged or destroyed by the cyclone. This season **Babinda** Mill will use only 6-tonne bins while the ex-Moreton Mill 4-tonne bins will not be used. They are to be extensively modified for use through the South Johnstone tippler next season.

Work has been going on at Mourilyan to build

new trackwork to facilitate traffic movements following the closure of the mill. This work includes providing a direct connection between the line entering the mill yard from Liverpool Creek in the south and the ex-Innisfail Tramway line leading north to the Comoon bridge and the South Johnstone mill area. A new double track line extended south into the mill yard area by 10 June, but its eventual course, presumably behind the mill offices, was unclear, while the existing mill yard tracks were occupied by empty bins, preventing further progress with construction for the time being. Present at Mourilyan on construction trains were South Johnstone's Com-Eng 0-6-0DH locomotives 22 (AK3675 of 1964) and 3 (AD1452 of 1961), with South Johnstone's Model SVT-JWL Tamper (4375739 of 1979). Another four locomotives were observed around the closed mill site, as well as



Top: This section on South Johnstone Mill's Japoon Range is normally invisible to passing motorists on the adjoining road. Cyclone Larry left its mark by opening it up to view, revealing some spectacular engineering, 10 June 2006. **Above:** South Johnstone Mill's Silkwood loco depot was another casualty of Cyclone Larry with precious little of the structure left, and the crews' amenities somewhat exposed to view. Photo: John Browning.

approximately 15 pairs of Innisfail Tramway bogies used as mill roller carriers, and one of the old steam locomotive frames used for the same purpose.

At South Johnstone, EM Baldwin 25 (6470.1 1.76 of 1976) was in the final stages of having a new engine fitted at the end of June. It is planned to have this 24-tonne locomotive dedicated to 'shuttle' duties between Mourilyan yard and South Johnstone Mill during the 2006 season, crossing the Comoon bridge which has a 25-ton limit on it.

At Babinda, a line-up of three early Com-Eng diesels provided a melancholy aspect to motorists passing on the Bruce Highway during June. 0-6-0DM 19 (B1111 of 1956) has been dismantled while 0-6-0DH 36 (A1102 of 1955) is out of use with coupling rods removed and 0-6-0DH 31 (C1125 of 1957) also looks very uncared for. The latter two are ex South Johnstone Mill and are reportedly waiting to be rebuilt as a double unit.

On 7 June, a large road crane was seen at Japoon moving into position to replace the centre steel girder span of the Liverpool Creek bridge, presumably after maintenance. South Johnstone Mill's Com-Eng 0-6-0DM 7 (A157111 of 1975) was in attendance with the girder mounted on bogies, ready to push it into position for the lift.

Government funding was made available in 2005 for building a link between the former Mourilyan and South Johnstone mill networks south of Liverpool Creek and east of the Bruce Highway but it is not clear if any work has yet commenced on the ground.

Rob Stanier 6/06; Shane Yore 6/06; Editor 6/06

CSR LTD, Herbert River Mills

(see LR 189 p.20)

610mm gauge

Extremely wet conditions meant that much of the planned track work, particularly siding rationalisation, was not able to be completed in the 2006 slack season. The upgrade of the Herbert River bridge at **Macknade** was also deferred as it was under water for such a long period. Major track work was completed in the **Victoria** Mill area at Bambaroo and in the Elphinstone area. Three locomotives are having new diesel engines fitted. Victoria Mill's EM Baldwin B-B DH **GOWRIE** (7135.1 7.77 of 1977) has a 12.7 litre 60 series Detroit and Walkers B-B DH **CLEM H McCOMISKIE** (605 of 1969 rebuilt Walkers 1991 & Solari 2004) a 14 litre 60 series. Macknade Mill's Clyde 0-6-0DH 11 (65-383 of 1965) is to receive a 6-cylinder MTU diesel. The original unit supplied in May could not be fitted easily and it took two others to be tried before the right one was selected during June.

Remote shunting units (RSUs) to be in use at Victoria Mill in 2006 will be EM Baldwin B-B DH **HOMEBUSH II** (6400.1 4.76 of 1976) and **MAITLAND** (7070.1 3.77 of 1977), with Walkers B-B DH **CLEM H McCOMISKIE** and **CAIRNS** (681 of 1972 rebuilt Bundaberg Foundry 1997). At Macknade Mill, EM Baldwin 0-6-0DH 14 (6/2490.1



Top: South Johnstone Mill's Com-Eng 0-6-ODH 21 (AD1453 of 1962) beneath the shattered Mourilyan Mill boiler station, a major casualty of Cyclone Larry, on 19 June 2006. Photo: John Browning

Right: Invicta Mill's freshly painted Com-Eng 0-6-ODH HAUGHTON (AH3878 of 1964) at the mill on 17 May 2006. Its appearance has changed markedly during its 42 years of service in cane haulage. Photo: Scott Jesser **Below:** CSR Herbert River Mills Plasser track jack (374 of 1989) and Plasser Model GWS-75 spot tamper (434 of 1997) parked in the soon to be removed Kaupila's Siding to do work on the new Elphinstone Extension entrance and district siding works, 17 June 2006. Photo: Steven Allan





Top: The new signage at Mackay Sugar's North Coast Junction, formerly known as Bourke's Points. To the right is the Farleigh north coast line while straight ahead is the old main line to The Leap. 27 June 2006. Photo: Brett Geraghty **Centre:** The Mackay Sugar rail brush at Pleystowe Mill, 23 May 2006. This vehicle is deployed just before the crushing season to clean the rail surface of scale and rust at sensed road crossings and automated points as well as on all dangerous gradients. Photo: Brett Geraghty **Above:** Com-Eng 0-6-0DHTULLY-12 (AD1351 of 1961) in the locoshed at Tully Mill with the new cab constructed for Com-Eng 0-6-0DHTULLY No.18 (AO61003 of 1977), 10 June 2006. Photo: John Browning

7.68 of 1968) is the RSU (remote shunting unit) and is used to haul raw sugar to the port at Lucinda. At Victoria Mill, *CLEM H McCOMISKIE* is scheduled to be the sugar haulage loco, but it was not ready for the start of the season at the end of June.

Express services from the Abergowrie area to Victoria Mill will be entrusted this season to EM Baldwin B-B DH *TOWNSVILLE II* (6400.2 4.76 of 1976), *ADELAIDE* (7070.2 4.77 of 1977) and *GOWRIE* (7135.1 7.77 of 1977). These 'express' locomotives work two shifts only. A change this year at Victoria is that there are no locomotives allocated day shift only. Two 0-6-0DH locomotives will work three shifts on cane haulage with two more on the full and empty yards and another on the Macknade roster. The remaining two will be spare and possibly sometimes available for navy duties.

The season commenced with Clyde 0-6-0DH *INGHAM* (64-382 of 1964) and EM Baldwin B-B DH *BRISBANE* (5423.1 9.74 of 1974) allocated to Macknade. Both mills had locomotives not ready for service as the crushing began.

The Italian festival on 13 & 14 May saw Hudswell Clarke 0-6-0 *HOMEBUSH* (1067 of 1914) in use on passenger duties on the Nyanza line. The locomotive had been fitted with a new whistle to replace one that had been stolen, but it was disappointing that the normally gleaming brasswork went unpolished on this occasion.

Steven Allan 5/06, 6/06; Chris Hart 5/06, 6/06

HAUGHTON SUGAR CO PTY LTD, Invicta Mill, Giru

(see LR 189 p.20)

610mm gauge

The mill yard sidings built for cane transfer by road from Pioneer last year had been removed by early May. By this date, work had commenced to extend the Mona Park 2 line by 400 metres. Rail welding on the main line was proceeding and it was hoped to have this work done as far as McLain Junction by the end of the slack season. The spans from the Haughton River bridge, removed each year to avoid flood damage, were due to be replaced in mid-May, allowing the retrieval of bins stored outside the yard for pre-season greasing.

During June, the engine of Walkers B-B DH *MINKOM* (Walkers 710 of 1973, rebuilt Bundaberg Foundry 1996) failed, and it was replaced with the discarded one from Walkers B-B DH *PIRALKO* (677 of 1971, rebuilt Bundaberg Foundry 1995), which is not in good condition. As a result, efforts were being made to secure the early delivery of a new MTU engine on order for the next slack season.

Not all locomotives were ready for the start of the crush in late June. Walkers B-B DH *GIRU* (593 of 1968 rebuilt Tulk Goninan 1994) was declared unavailable for use in RSU mode because of transmission problems. Com-Eng 0-6-0DH

BARATTA (AH4098 of 1965) was awaiting new suspension bushes before it could enter service. The bogie brake wagons for **SCOTT** and **GIRU** were also still awaiting parts having been fitted with new Lister engines.
Jason Lee 5/06, 6/06

MACKAY SUGAR CO-OPERATIVE ASSOCIATION LTD

(see LR 189 p.21)

610mm gauge

Major track work performed in the 2006 slack season has included the replacement of about 30,000 sleepers in all mill areas. There was also a substantial rerailling and relaying program carried out.

New signage (yellow and black with vertical lettering) has been installed at all junctions in the Mackay Sugar network. Each junction now has a unique name to remove the possibility of any confusion as a result of several junctions previously sharing the same name.

Racecourse Mill's Sciberras Branch near Balberra has been closed until further notice as a result of the discovery of cracked concrete girders on the first BL Creek bridge.

Brett Geraghty 6/06

THE MULGRAVE CENTRAL MILL CO LTD, Gordonvale

(see LR 187 p.20)

610mm gauge

A section of the Mulgrave River bridge at Gordonvale near the southern bank has been replaced by steel girders on seven concrete piers. The remainder of the bridge remains in timber. The former Hambledon Mill line between Edmonton and Redlynch includes 21 urban street crossings, each with its automatic warning lights

installation, sometimes with associated colour light signals and two even interlinked with traffic lights. Many of the crossings date from the suburban development that has taken place since the 1980s but some are older, over what were once country roads. The subdivisions tend to be divided by creeks which the tramway crosses, so there are creek bridges near many of the road crossings. A number of sections of trackbed through these areas are secured with gates during the slack season.

Editor 6/06

TULLY SUGAR LTD

(see LR 189 p.21)

610mm gauge

The new branch line south from Davidson's Road in Riversdale, named Mort's Branch, was still incomplete in mid June as a result of continual wet weather. The line is a couple of kilometres in length. Track extensions to be made in the future include to the Riversdale line and Barnes' branch (also in Riversdale) and Jackson's Branch at Murray Upper, which will continue towards Bilyana.

EM Baldwin B-B DH **TULLY No.7** (10648.1 4.83 of 1983) has received its new QSK 19 motor and has been repainted. Its driver controls now closely resemble those of the Walkers locomotives.

Com-Eng 0-6-0DH **TULLY No.18** (AO60113 of 1977) has been completely dismantled for rebuilding with a new Cummins engine, which is on hand. A new cab for this locomotive has been made at the mill.

A pair of bogies from one of the two ex-QR DH class Walkers locomotives awaiting rebuilding has been regauged. The bogies are stored in the loco shed as a spare set in case of breakdowns.
Roy Pease 5/06, 6/06; Editor 6/06

TASMANIA

HYDRO-ELECTRIC COMMISSION, Lake Margaret

(see LRN 45 p.14 & LRN 31 p.19)

610mm gauge

The Lake Margaret hydro-electric scheme closed at the end of June after 92 years of service. Built by the Mt Lyell Mining & Railway Co, it was acquired by the Hydro in 1985. The reason for closure was stated to be the poor state of the wooden pipeline, constructed of King Billy pine in 1938, that brought water from the Lake Margaret Dam to the power station. The power station is situated at the bottom of the penstocks pipeline which is straddled by a wide gauge tramway haulage. From the top of the incline, a 2ft gauge tramway runs beside the wooden pipeline for approximately 3 kilometres of spectacular country to the dam site, crossing underneath at one point. The tramway incorporates both steel and timber rails and much of it runs on trestle bridges. It is the only way of accessing the pipeline. A small internal-combustion engined inspection trolley was used to assist with maintenance operations. The Lake Margaret precinct and power station have been nominated to be included in the state Heritage Register.

ABC News Online 23/3/06

WESTERN AUSTRALIA

BHP BILLITON IRON ORE PTY LTD

(see LR 188 p.22)

1435mm gauge

New Electro-Motive Canada Co-Co DE 4300 (believed to be 20038540-01 of 2005) was delivered in early 2006 as a 'spare' set of replacement parts for the remaining 13 units of the order and as



The spectacular nature of the pipeline maintenance tramway at Lake Margaret in Tasmania can be seen from this shot on the steel railed upper section taken in January 2003.

Photo: Alexander McCooke

Industrial Railway NEWS

such was stripped during May leaving only a hulk. In this way, the component parts can be stored for future use in the other members of the fleet as required.

In May, the Federal Treasurer declined to support the bid by Fortescue Minerals Group (FMG) to force BHP Billiton to allow access to its Goldsworthy railway for the transport of iron ore by FMG from the Mindy Mindy deposit to Port Hedland. In June, FMG announced it would launch an appeal against this decision to the Australian Competition Tribunal.

Meanwhile, talks were held between BHP Billiton and the State government to implement a state-based regime for third-party access to the iron ore railway, avoiding the current uncertainty associated with the national competition laws. The idea is that the railway owner would provide haul services to transport third-party ore using its own locomotives and rolling stock at a price that was fair and regulated. It would not, however, include access to port facilities. Third party access has theoretically always been possible under the existing State Agreements, but has never been obtained in practice.

Richard Montgomery 5/06; *The West Australian* 20/5/06; ABC News Online 23/5/06, 24/5/06, 13/6/06

LEIGHTON / KUMAGAI JOINT VENTURE, Perth Metro Rail Tunnel

(see LR 189 p.21)

900mm gauge

The tunnel boring machine broke through at Roe Street, Northbridge on 3 June, and was then to be disassembled and returned to Esplanade for the commencement of the second of the 770m twin tunnels being built for the Mandurah rail project. In spite of a number of difficulties the tunnel construction was 12 days ahead of schedule and it is hoped that the second bore will be completed by the end of the year.

ABC News Online 4/6/06

PILBARA RAIL COMPANY PTY LTD

(see LR 189 p.21)

1435mm gauge

The state government formally advised Rio Tinto in June of its wish to extend its proposals for a State-based, third-party rail access regime to cover Pilbara Rail as well as BHP Billiton.

The West Australian 17/6/06

OVERSEAS

FIJI SUGAR CORPORATION

(see LR 189 p.21)

610mm gauge

At the end of 2005, the Fiji Sugar Corporation Act was repealed, allowing FSC to operate as a commercial company, although still in majority government ownership.

By the year 2000, the Fiji industry had become extremely inefficient by world standards and the low share of financial proceeds available to the milling sector had brought about an impossible situation in terms of investment. Current international trade conditions and the ending of trade subsidies have made the industry's very existence questionable. A number of wide-ranging proposals have been put forward in recent years as a response to prevent collapse. On the milling and transportation side these have included the establishment of a separate company to run each mill, the creation of a separate cane railway business, and even the complete closure of railway operations. The enormous complexity and difficulty of instituting a rational process of reform in the Fijian context that is sustainable in the long-term does not bode well for the future.

Editor 6/06

PT BUKIT ASAM,

Sawahlunto, West Sumatra, Indonesia

600mm gauge

Two Australian-built Gemco locomotives are reported to be stored at the underground coal mine here which closed in 2002. It remains to be confirmed if these are battery or overhead wire electric locomotives and no other details are available at present.

Ray Gardiner 6/06

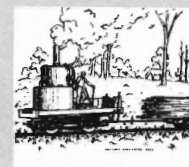
LRRSA NSW Division birthday

The annual general meeting of the NSW Division of the LRRSA on 28 June saw a 'full house' at the Woodstock Community Centre, Burwood to celebrate the division's 30th birthday. LRRSA Council President Bill Hanks drove from Melbourne for the event, Jeff Moonie tabled the attendance book for the inaugural meeting on 23 June 1976 and, in true LRRSA tradition, a birthday cake was devoured!

For the record, Jeff Moonie was re-elected President for another year and Peter Charrett will continue as Secretary/Treasurer. The Division's finances are healthy too and the meeting authorised the executive to purchase a digital projector for presentations at meetings.

Bob McKillop gave the main presentation on the research project to document the history of the Lithgow iron & steel industry and associated mines, quarries and railways, through to the production of the Society's latest book, *Furnace, Fire & Forge: Lithgow's iron and steel industry, 1874-1932*. A DVD on the Sandstone Heritage Trust in South Africa followed this.

Editors



LRRSA NEWS

MEETINGS

ADELAIDE: "Film & Slide Show"

Following on from his presentation at the April meeting, John Meredith will show further film and slides of light railway interest from his visit to New Zealand.

Location: 150 First Avenue, Royston Park.

Date: Thursday 3 August at 7.45pm.

Contact Arnold Lockyer (08) 8296 9488

BRISBANE: "To be advised"

Details of the agenda for the August meeting in Brisbane had not yet been finalised as *Light Railways* went to print.

Location: BCC Library, Garden City Shopping Centre, Mount Gravatt. After hours entrance (rear of library) opposite Mega Theatre complex, next to Toys'R'Us.

Date: Friday 11 August at 7.30 pm. Entry from 7 pm.

MELBOURNE: Annual General Meeting and Furnace, Fire and Forge

Following our brief Annual General Meeting, Frank Stamford will present Bob McKillop's illustrated talk on the forthcoming LRRSA book *Furnace, Fire and Forge* which tells the story of Lithgow's iron and steel industry from 1874 to 1932. Bob previously presented this talk to the LRRSA's Sydney meeting in June.

Location: Ashburton Uniting Church Hall, Ashburn Grove, Ashburton.

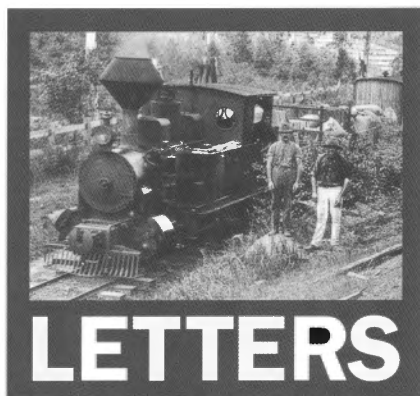
Date: Thursday, 10 August 2006 at 8.00 pm

SYDNEY: "Logging Tramways of the Dorriggo Plateau"

The August meeting will see a return visit by Ian McNeil. This time, Ian will give a talk on the logging tramways and sawmill operations of the Dorriggo Plateau. These include the Briggsdale, Cascade, Timmsville and, Brooklana operations (which fed the NSWGR's Dorriggo branchline) and also the little-known Gleniffer incline tramway. Not to be missed.

Location: Woodstock Community Centre, Church Street, Burwood, (five minutes walk from Burwood railway station).

Date: Wednesday 23 August at 7.30pm.



Dear Sir,

BLUE METAL AND RIVER STONES **A Synopsis on Quarry Railways**

Publication of Bruce Macdonald's *Blue Metal and River Stones: A Synopsis on Quarry Railways* in 1956, by the NSW Steam Tram and Railway Preservation Society, was arguably the seminal event in recording history of industrial railways in Australia. The booklet is fifty years old this year, predating by seven years publication of *Speed Limit 20* by the ARHS Victorian Division.

The original 1956 booklet described fourteen blue metal and gravel lines around Sydney: The Council Tramway, Kiama; Quarries Limited, Kiama; Bombo Railway Quarry, Bombo; Old State Quarry, Bombo; Fadden & Roberts' Quarry, Bombo; Trevathen's Quarry, Minnamurra; Dunmore Quarry, Shell Harbour; Bass Point Quarry, Bass Point; Fullager's Bank Line, Prospect; Prospect Quarries, Prospect; Sydney & Suburban Blue Metal, Widemere; Nepean Sand & Gravel, Yarramundi; Emu & Prospect Gravel, Emu Plains; Southern Blue Metal, Berrima.

The NSW ST&RPS was a small group of like-minded enthusiasts spun-off from the ARHS in 1954. Members of the new society wanted to collect and preserve items of steam tram and railway equipment for exhibition, while the larger group decided to concentrate on preserving paper-based railway history. During August 1962 the NSW Rail Transport Museum was also spun-off as another separate entity focused on establishing a museum of NSW locomotives and railway equipment. Formation of the NSW ST&RPS in 1954 predated by seven years formation of the embryonic Victorian Light Railway Research Society in 1961, later renamed the LRRSA.

Background to the NSW ST&RPS is to be found in three friends who shared a mutual interest in steam and industrial railways. Gathering together for an outing, they visited Kiama one Saturday mid-1956, to look for remains of the Kiama gravel tramway. On arrival at the quarry they found the old quarry dumps were being reworked for road metal. More interestingly the locomotive shed was still intact. Inside were the remains of two small steam locomotives, the Fowler at the front and the Davenport at the back. The group was interested in conserving the little locomotives. Management of the quarry suggested one could be displayed during the local Blow Hole

Festival, scheduled for late October that year. In order to show their bona-fides, a small publication would be produced. Hence *Blue Metal and Riverstones* was born. The gestation period was short, very short, six weeks from go to whoa.

While membership of the NSW ST&RPS has been largely absorbed into organisations such as the Australian Railway Historical Society, Light Railway Research Society of Australia and the Rail Transport Museum, the organisation continues in the form of the Steam Tram and Railway Preservation (Co-Op) Society Limited, based in the Valley Heights Locomotive Depot museum.

Further, the society's legacy of researching, publishing about and preserving steam trams and industrial railways in New South Wales continues. Industrial railway enthusiasts continue to discover previously unknown lines, find previously unpublished photographs and revisit older publications bringing out further detail and contextualising industrial railways in their industrial setting, as herein.

Jim Longworth
Cheltenham, NSW

Dear Sir, **Burwood Estate Collieries, Newcastle** **(LR 189)**

Regarding the item in the June issue, p. 24, about the line from The Junction to Glenrock, Redhead and Burwood Collieries: My father's parents lived behind the Merewether Estate Office, which was possibly originally the Burwood Estate Office. This was on the corner of Patrick and Fredrick Streets. The 'Coffee Pot', as the locomotive was called, used to take water opposite Fredrick Street, before proceeding to Glenrock. Of course the local kids used to hitch a ride on the coal hoppers up to the beach, and every now and again somebody would come to grief.

There used to be siding on top of a sandhill approximately halfway to Merewether Beach, where they stored spare coal hoppers - often having to resort to a tail rope to recover them. After the line was closed, the sandhill was

demolished and a park was built, a surf club constructed and the area named 'Dixon Park'.

Near the first tunnel, on the bank above, coke ovens were built to supply the smelter nearer Glenrock. I think it may have been in the valley where the Newcastle sewerage and treatment plant was constructed at a later date.

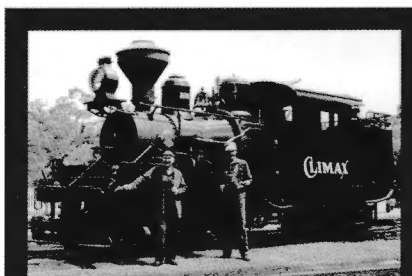
At the exit to the first tunnel there used to be a chute to allow coal from a mine further up the hill to be loaded into rail hoppers.

Strangely enough, in the side of the cutting for the tunnel, just near the baths, there was a crack in the wall about two inches wide, through which you could see down into a tunnel with trolley tracks at the bottom. In later years, when part of the railway tunnel had collapsed at the southern end, I had a look at it and there appeared to be some sort of drive beneath where the tunnel floor would have been.

After passing through the second tunnel there must have been a siding to service the Glenrock mine. The line continued across the bridge over Glenrock Lagoon and then split up. One side went towards the point to service 'Little Redhead' mine, the other went to the right to Burwood Pit poppet head. From what I've been told there was only one winch driver there, and a house was built nearby for him and his family to live in. There was a track up the side of the creek to the waterfall, then a short climb to the top then across the Belmont line to Kahiba. It was approximately a mile and a half walk to the local shops for supplies if needed. I was told by an old miner that supplies were brought down a track by sulky and delivered by Burwood Mine management to the site.

After the line was closed, because the sand that kept covering the track finally beat them, Glenrock Mine broke into the old Murdering Gulley workings and used this to get their coal out and transport it via the Glebe Pit colliery line to the junction, thence to Newcastle.

Ray McCook
Adamstown, NSW



Book Review

That is not a tractor!

by Jacque Duffy

20 pages, 140mm x 201mm. Card colour printed cover. Colour illustrations by the author. Published by the author 2004.

This delightful picture book is presented through the eyes of four-year old Cambell

Duffy who lives on the mill estate at South Johnstone with a cane railway line running behind his house. Together with his younger brother Lachlan, he takes a keen interest in the cane industry including locomotives and rolling stock, harvesters, tractors and the operations of the mill.

The book is nicely illustrated with the author's coloured drawings including several of an ex-Innisfail Tramway Com-Eng diesel.

Published privately, this book deserves support. It can be obtained by ending a cheque or money order for \$11 (which includes postage) to the author at 486 Utchee Creek Road, MENA CREEK 4871. Buy it for your children or grandchildren, or donate a copy for the early childhood classes at your favourite primary school.

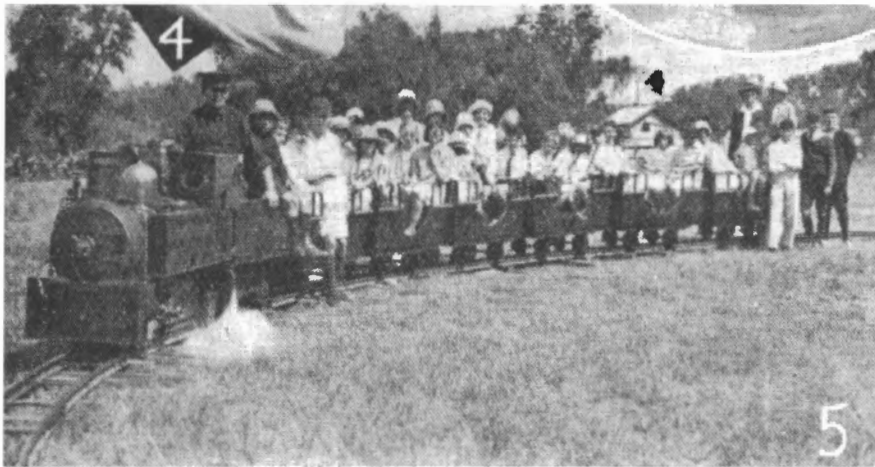
John Browning

Dear Sir.

Fairground Locomotive (LR 161, 184)

We can report that the somewhat mysterious 4-2-2 amusement park locomotive, in addition to its performance at the RAAF event, as submitted by Phil Rickard (LR 184), has appeared in another outdoor setting.

This time it is featured "at the recent *Electrical Branch picnic at Aspendale*" and is posed on the portable circular track with a capacity load of EB children packed in the open cars.



The miniature locomotive in action at the Victorian Railways' Electrical Branch picnic at Aspendale.

The photograph appeared in the March 1930 issue of that impressive but now long-departed publication, the monthly *Victorian Railways Magazine*. We were searching through the Magazine in preparation for our new book *Roaring Through the 20s*, which will appear, for the Puffing Billy Preservation Society, later this year.

David Burke
Burradoo, NSW

Vale Chris Rodakis

The Puffing Billy Preservation Society lost a stalwart when long-time member Chris Rodakis passed away in the Frankston Hospital on 2 June 2006. Chris was one of the key people who undertook track reconstruction work between 1958 and the early 1960s and was invariably involved with the volunteer track gang every weekend. John Thompson recalls that Chris was one of the first people he met when he commenced working at Belgrave in mid-1960 and he was always friendly, good-natured and had a passionate interest in the Puffing Billy cause. He also spent some time as manpower roster clerk.

Chris served on the Executive Committee of the PBPS for various periods between 1959 and 1981, both in elected and co-opted capacities, including the task of minute secretary. In more recent times he had maintained his membership but due to health problems had been unable to undertake any active involvement.

Bill Hanks and John Thompson

Where is it?

This postcard from the Ray Graf collection was sent from Broken Hill in 1908, so it is a fair bet that the scene shown is in Broken Hill, but can anyone provide further information about what is shown here?

The message on the back of the card is shown at right.

Police Barracks Broken Hill

20/1/08

Just a line to let you know I am still alive up here but the heat is something terrible

I like the Station well but would much rather be in Sydney

I spent two nights and one day in Ballarat but did not have time to go out to Brown Hill

TC

Miss O Dray
c/o White Bay Hotel
Balmain
Sydney



A selection of books from the LRRSA Sales Department ...

Furnace, Fire and Forge

Lithgow's Iron and Steel Industry 1874-1932
by Bob McKillop

To be published 15 September 2006

The story of Australia's first and only inland heavy industrial centre, from its beginnings with the opening of New South Wales' Great Western Railway into the Lithgow Valley in 1869 and the establishment of the first blast furnace there in 1874, to the final closure of the iron and steel works in 1932.

G. & C. Hoskins and its predecessors used twenty locomotives at Lithgow steel works and associated plants. The works railways, and those of the limestone quarries, iron ore mines, and collieries which supplied the raw materials, are described and illustrated in the book.

320 pages, hard cover, A4 size, over 250 photographs, 80 maps, plans and diagrams

Pre-publication price: \$49.00 [LRRSA members \$40.00] **for orders placed by 31 August 2006**

Price after publication **\$59.95** [LRRSA members \$44.96] Weight 1,500 gm.

Bellbrakes, Bullocks & Bushmen A Sawmilling and Tramway History of

Gembrook 1885-1985 - by Mike McCarthy
104 pages, soft cover, A4 size, 71 photographs, 17 maps and diagrams, references and index.
\$26.00 (LRRSA members \$19.50). Weight 500 gm.

Settlers and Sawmillers

A History of West Gippsland Tramways and the Industries they Served 1875-1934

by Mike McCarthy
168 pages, soft cover, A4 size, 96 photographs, 17 maps and diagrams, 6 graphs, one loco diagram, references and index.
\$31.90 (LRRSA members \$23.93) Weight 700 gm.

The Golden City and its Tramways

Ballarat's tramway era
by Alan Bradley.
Published by Ballarat Tramway Museum Inc.

Using the wealth of the 1850s goldrushes, the founders of Ballarat built a magnificent provincial city. This book is not a dry technical history but describes how the citizens of Ballarat used the trams in their daily lives. It brings to life the difficulties experienced in the second world war, when lights were dimmed and petrol severely rationed. The book also addresses the technology, economics, politics, working conditions, and competition from other forms of transport. Many wonderful photos dating back to the 1880s. 144 pages, A4 size, hard cover, 119 photographs (15 in colour), 4 maps, bibliography, index.
\$43.95 (LRRSA members \$39.56) Weight 900 gm

The Mapleton Tramway

The line of the diminutive Shay locomotives
By John Knowles, published by the author

The Mapleton Tramway was an 18 km long 2 ft gauge railway, which climbed the steep ranges, west of Nambour, about 110 km north of Brisbane. In many places the line was located on shelves in the mountainsides with magnificent views over the coastal lands to the sea. It used steep gradients and very sharp curves, and reached 380 m. altitude. It was operated by two small Shay locomotives. It carried sugar cane, logs and sawn timber, fruit, cream, small livestock, as well as passengers and mail.

Includes seven scale drawings of the rolling stock and locomotives.
92 pages, A4 size, plus card cover, 81 illustrations, references, and index.
\$28.50 (LRRSA members \$25.65) Weight 480 gm

Powelltown

A History of its Timber Mills and Tramways
by Frank Stamford, Ted Stuckey, and Geoff Maynard. 150 pages, soft cover, A4 size, 150 photographs, 22 maps and diagrams, references and index.

\$22.00 (LRRSA members \$16.50) Weight 550 gm.

The Innisfail Tramway

The History and Development of the Geraldton Shire Tramway and the Mourilyan Harbour Tramway

by John Armstrong & G.H. Verhoeven. 128 pages, A4 size, 99 photos, 22 maps/diagrams.
\$37.90 Hard cover (LRRSA members \$28.43) Weight 650 gm.
\$29.95 Soft cover (LRRSA members \$22.46) Weight 470 gm.

Mountains of Ash

A History of the Sawmills and Tramways of Warburton - by Mike McCarthy

Describes a network of over 320 km of tramways which linked 66 major mills to the Warburton railway. 320 pages, A4 size, 280 photos, (incl. 52 duotones), 50 maps/diagrams, (incl. 14 four-colour maps).
\$59.95 Hard cover (LRRSA members \$44.96) Weight 1500 gm.

Built by Baldwin

The Story of E. M. Baldwin & Sons, Castle Hill, NSW - by Craig Wilson

The history of Australia's most successful and innovative builder of industrial diesel locomotives. E. M. Baldwin developed the B-B DH locomotive now widely used on Queensland's sugar railways, 160 pages, A4 size, 148 photos, 16 diagrams, construction listing.

\$44.00 Hard cover (LRRSA members \$33.00) Weight 1000 gm.

Postage and packing: Within Australia, up to 500 gm: \$4.80; 501 gm to 3 kg \$9.00

Send to: LRRSA Sales, P.O. Box 21, Surrey Hills Vic 3127, Fax (03) 5968 2484.

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- If joining in February or March, pay \$16.00 (\$20.00/\$24.00 overseas) and receive 2 issues of Light Railways (Nos 194-195).
- If joining in April or May, pay \$56.00 (\$70.00/\$84.00 overseas) and receive 7 issues of Light Railways (Nos 195-201).

Application for membership of Light Railway Research Society of Australia Inc. P.O. Box 21, Surrey Hills Vic 3127

I, _____
(full name of applicant)

of _____

(address) _____

(postcode) _____

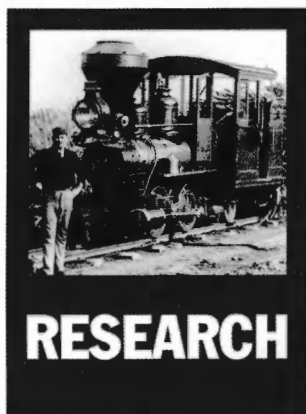
(occupation) _____

desire to become a member of the Light Railway Research Society of Australia Inc. In the event of my admission as a member, I agree to be bound by the rules of the Society for the time being in force. I enclose cheque/money order for \$48.00, or please charge my Visa/Mastercard No.

_____ Expires _____

Name on Card _____

Signature _____



Great Cobar Mine railways (LR 149 and 159)

John Shoebridge writes that many years ago, accompanied by the late Ken McCarthy, he spent a considerable time exploring railway formations and mine sites around Cobar in preparation for the article 'The Railways of The Great Cobar' which subsequently appeared in the *ARHS Bulletin* (No. 383) in 1969. Although John has long since moved on to further research, echoes of 'The Big Mine' will not be silenced and references are regularly unearthed. In 1965, on one of their sojourns in the scrub near Cornishtown, John and Ken were following the formation of the narrow-gauge firewood railway, which fed the Great Cobar smelters, when they came upon what we believed to be the site of the locomotive shed. All that was apparent at that time was two parallel timbers and some scattered coal and cinders, but their surmise was confirmed when they discovered several sections of burnt firebar. Time did not permit further investigation but John has always harboured a desire to return with a shovel to see what else could be unearthed.

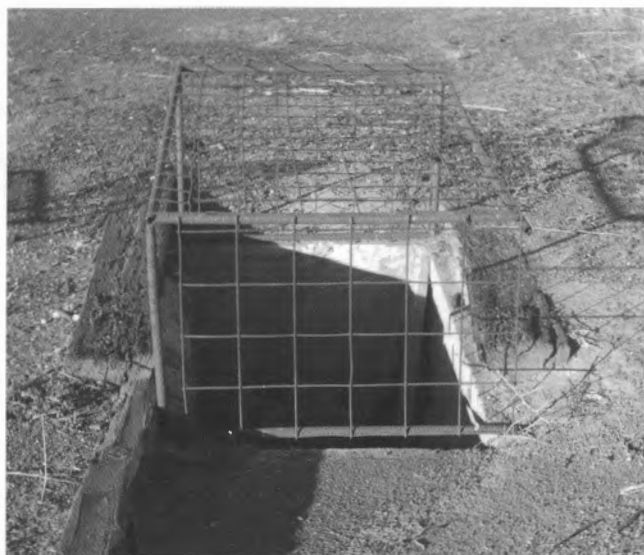
John visited Cobar in June 2006 and decided to check out the location of the locomotive shed site. John continues: "I was able to drive off the bitumen and down a rough track directly to the location. My self-congratulation regarding my navigation turned to amazement. Not only were the longitudinal timbers still there, but also someone had excavated between them, revealing a concrete-lined pit with a set of steps at one end, still in excellent condition. It is probable that its most recent use was for automotive maintenance...even so, it is quite surprising that such a relic should survive over 100 years after it was last in use."

A great deal of John's research dealt with the pioneer electric railway that served the Great Cobar copper smelter during its latter years. One minor matter that he was unable to determine was the manner in which the overhead wires were maintained. Another

was how the massive 'portable' side-bracket poles were moved. John reports: "Last year my daughter purchased a post card at a church bazaar captioned 'View of New Works Cobar Copper Mine' and bearing a view of the front of the Great Cobar furnaces. Taken

between and 1909 and 1912, it shows what appears to be a small wooden tower wagon. Thus one of my questions has finally been answered.

Of even more interest to social and military historians is the fact that the card was written mid-ocean by Sgt Ted Collins of the 6th Light Horse Regiment and addressed to a lady in Glen Innes, NSW. When it was eventually posted in Aden on 21 January 1915 the censor had obliterated the name of the troopship, but the card reached its destination on 11 February 1916. The choice of this card is interesting. It may be that Sgt Collins (who returned to Australia in 1916 with rank of WO II) had some connection with the Great Cobar mine. A more probable explanation is that the Comfort Funds purchased postcards of this type in bulk for the use of the troops, regardless of their origin."



The pit at the site of the Great Cobar Mine firewood tramway locomotive shed, as photographed by John Shoebridge in June 2006



The steam outline locomotive photographed by Colin Rough at Warragamba on 10 November 2005



The former CSR line car built by EM Baldwin (B/N 3092.1 10.69).

Photo John Petersen.

Amusement Park Railway at Warragamba

Colin Rough has provided photos of a steam outline locomotive and bogie tourist carriages on track at the corner of Warandale and Production Avenues, Warragamba taken in November 2005. The photograph of the locomotive is reproduced here. The track gauge appeared to be about 610mm (2ft). The owner of the property advised that the train had not operated for "at least eight years". Colin had surmised that this may have been the train built by John Dunlop that operated at Bullens Amusement Park at Warragamba, but a phone conversation with John has confirmed that this was not so. Can any reader provide any information about this train and its presence at Warragamba?

EM Baldwin line car

John Peterson advises that he is the owner of the former CSR EM Baldwin (B/N 3092.1 10.69 of 1969), which worked at Goondi sugar mill. A builder's photo appears on page 73 of the book *One for the Road* by Andrew Roberts. The line car was extensively modified by CSR. Powered by a Volkswagen engine, it has two speeds in either direction, with both axles powered. This Baldwin product served as the model for a series of line cars built by Hansen. To help with the rebuilding John is keen to obtain copies of any photos of the Baldwin line car in

service. In particular, he is keen to know how the bottom frame member was connected to the front/rear of the line car, as it is rusted away and it is not clear how it joins. John can be contacted at Cranbourne Secondary College, Stawell St., Cranbourne VIC 3977 or at peterjohn.j@edumail.vic.gov.au

WA light railway publications

Two new railway books recently received by Perth's Batty Library will

be of interest to *Light Railways* readers. They are:

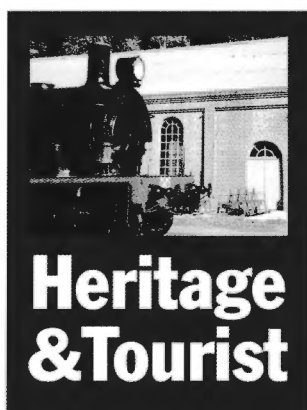
Reflections of the jetty: the story of Busselton jetty. Busselton Oral History Group, 2005. This book tells the story of Busselton jetty from before the time of its initial construction to the present day. It is not a detailed history and covers many other regional historical events and places, but it is an interesting guide to the jetty's history and character. Photographs

include steam locomotives and cranes working on the jetty.

Early woodlines of the Goldfields: the untold story of the Woodlines to World War II. Edited by Phil Bianchi, Peter Bridge and Ray Tovey, published by Hesperian Press, 2006. This book is a collection of newspaper articles and letters to the editor on the goldfields woodlines that appeared in WA newspapers, which give a clear understanding of issues such

as strikes, pay, dagoes, the company, bosses, life in the bush and so on. The articles are accompanied by never before published photographs from private collections and many illustrate railway operations including dismantling track, derailments, water wagons and moving camp. Many of the photographs are of the Kurrawang system but Gwalia and other centres are represented in the photographs and text.

David Whiteford



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NEWS

Queensland

BALLYHOOLEY STEAM RAILWAY, Port Douglas

610 mm gauge
A visit on 11 June coincided with poor weather but in spite (or maybe because) of this, the first train of the day from Marina Mirage Station was well loaded as it left at 11am with four cars in tow, hauled by Bundaberg Foundry 0-6-2T *SPEEDY* (6 of 1952). Turntables at each terminus, Marina Mirage and St Crispins, are used to turn the locomotive each run. The railway runs on Sundays and some public holidays with the first departure from St Crispins, on the west side of Port Douglas, at 10.20am, and the last at 3.00pm. Volunteers operate the line, with Graham Morris, the owner of the locomotives, rolling stock and infrastructure, and the Port Douglas Steam Train Company holding the access agreements for the line's operation.

In contrast, a second visitor on 25 June experienced the line in bright sunshine. 0-6-2T *SPEEDY* was again the operating locomotive for the three trips scheduled to leave Marina Mirage at 11am, 1pm and 2.30pm. Loadings were good if the first two trips were any indication, with 29 passengers on the 11am train and a similar number on the 1pm service.

The track seems to be in good order between St Crispins and Port Douglas, but the same could not be said about the line through to Mossman Mill's Mowbray branch near Craiglie. Although reasonably clear at the St Crispins end, the line at the Craiglie end has disappeared beneath the scrub. It clearly has not seen any traffic for some time. The 0-6-2T locomotive *BUNDY* and 0-6-0DM *MOWBRAY* were sighted in the railway depot near the Mirage Resort.

John Browning 6/06; Mike McCarthy 6/06; <http://www.ballyhooley.com.au>

RON LEONARD,

Redlynch, Cairns

610mm gauge
The rail equipment previously stored at Trinity Beach (LRN No. 121, p.14) has been moved to a private site on the Redlynch Intake Road adjacent to the Currunda Creek crossing.

The locomotives noted there in June were dismantled Hudswell Clarke 0-6-0 1653 of 1934, FC Hibberd 'Planet' 4wPM 3570 of 1952, and EM Baldwin 4wDH 4660.2 8.72 of 1972. There was also a quantity of track materials and rolling stock, including five four-wheel cars built by CSR for Sugarworld at Edmonton, some purpose-built bogie passenger tourist cars, and a variety of cane trucks and navy cars from Hambledon Mill. Not noted, and possibly stored elsewhere, was EM Baldwin 4wDH *ROD'S ROCKET* (4660.1 8.72 of 1972).

John Browning 6/06

SWANBANK RAILWAY, Ipswich

1067mm gauge Queensland Pioneer Steam Railway Inc.

After two years closure due to public liability insurance problems, the QPSR recommenced steam train operations between Swanbank and Box Flat in September 2005. Trains operate over a section of the Swanbank branch line, which is shared with QR coal trains to the power station. While the QPSR primarily operates ex-QR locomotives and rolling stock, the character of the line is industrial and the main operating locomotive is currently ex-Pioneer Sugar Mill 0-4-2T *KILRIE* (Perry Eng. 265 of 1925). A visitor on May Day May found *KILRIE* operating passenger trains between Swanbank and Bundamba Racecourse. The 2006 schedule has steam trains operating on the third Sunday of each month with additional operating days in May, June, July and December.

Brad Peardon 05/06; editor.

New South Wales

ILLAWARRA TRAIN PARK,

Albion Park 610mm gauge Illawarra Light Railway Museum Society

A visitor on 14 May 2006 found that train park well patronised by locals and visitors celebrating Mothers' Day. There was that familiar smell of coal and diesel in the air mixed with the aroma of people barbecuing their lunches. Our visitor was lucky enough to have a tour of the loco shed, which was well represented with both diesel and steam motive power from the cane fields, and also the local coal and steel industries. Items of historical interest are also hidden at the back of the shed. The trolley-wire electric tram was doing its share of work hauling children and adults, as was the 184mm gauge miniature railway.

The locomotives in action hauling passenger trains were 0-4-OST *KIAMA* (Davenport 1596 of 1917) on the main train and the recently reconditioned and immaculately presented 4wDM 'Green Ruston' on 'bay road' duties. The stationary engines were not in action as the operator had commitments at home.

Kevin Waid, 05/06

MAITLAND HERITAGE STEAM

PARK, East Greta 1435mm gauge Hunter Valley Training Company

Former SMR 2-8-2T steam locomotive No.18 (BP 5909 of 1915) was returned to Sydney on 27-28 June after its restoration at Bradken Rail's Mittagong workshops. It undertook a trial run from Mittagong to Moss Vale on 27th, then ran back to the base at Eveleigh workshops the following day. A 3801 Limited 49-class diesel locomotive was attached as 'insurance', as well as a crew van and water gin. Apart from a warm wheel bearing, the locomotive performed very well. No.18 is now owned by 3801 Limited, but will be based at East Greta.

Keith Audet, via John Kramer, 6/06

MENANGLE NARROW GAUGE RAILWAY

610mm gauge

Campbelltown Steam Museum

The Open Day and Steam Rally on 20-21 2006 May saw good crowds enjoying the fine autumn weather and the sounds and smells of steam and vintage IC engines of all shapes and sizes. The ex-Corrimal Colliery 0-4-0WT (Robert Hudson 1423/1923) again did a sterling job hauling the passenger train on the Menangle Narrow Gauge Railway. A new addition to the locomotive collection was the Hunslet 4wDM locomotive (B/N 8824 of 1978) offered in a disposal sale by Tristar Pacific at Redhead in August 2005 (LR 183, p.18), which had arrived at Menangle shortly before the Open Day.

Tasmania

IDA BAY RAILWAY

610mm gauge

Adding to the report in LR 188 (p.28) a visitor on 23 April 2006 travelled on a train comprised of an open-sided bogie passenger car and an enclosed passenger car hauled by Malcolm Moore 4wDM No. 3 (B/N 1056). The line now runs from the terminal on Lune River Road to Deep Point, a distance of 7.1 km. On the forward journey the train stopped at an intermediate station near Brick Point, where there are some historic pioneer graves, and the remains of the Brick Point wharf can be seen. Interestingly, you can also see the remains (mainly the boiler) of a steamship SS Victoria, which sank (or was sunk) at the wharf just before it was closed.

The journey is through scrubland and bush, with the trees forming a tunnel over the line and almost touching it in places. The line also runs along the edge of Ida Bay and Major Honors Bay for part of the distance. It is a very scenic trip over country where there is no road - the only way to see this area is by the train. At Deep Point, part of the wharf siding is still in place, as is some of the original yard trackwork. Walking tracks commence from Deep Point, so a walk can be taken and return on a later train. The speed limit on the line is 10km/h, and the round trip, including stops, takes about 2 hours - a very enjoyable 2 hours.

Cleverly, a (non-historic) balloon loop has been constructed at each end of the line, so instead of having to make a run around shunt, the train simply runs around the loop to reverse direction for the next trip. There is a safeworking system in place too, using train control by mobile phone for section occupancy. The train driver on the day of the visit had been heavily involved in restoring the track (mainly re-sleepering), returning the locomotives to service and their ongoing maintenance. He had worked in timber mills and with trucks all his life and never had any previous interest in railways, but since starting work for the IBR, much to his own surprise, he has

frames of two 2ft gauge side-tipping skips. The log bogies will eventually be displayed on the dual gauge track at the winch site. Another arrival on 15 April was an 8-tonne LeBlonde lathe, which will be the centrepiece of the new workshop at the museum site.

Timberline No.90, June 2006

COAL CREEK BUSH TRAMWAY

610mm gauge

Coal Creek Heritage Village

Our report on this operation in LR 188 (p.25) portrayed a heritage park with the well-maintained train operating on 2 January. Since then, events there have been more 'exciting'. At a special meeting on 23 May, the South Gippsland Shire Council considered the permanent closure of the 15-hectare park on the grounds that it could no longer subsidise the cost of maintaining the village without State Government assistance. Visitor numbers have dropped from 90,000 per year during the park's early period to 20,000 in recent years and maintenance of the buildings is claimed to cost ratepayers \$400,000 per year. In response to community pressure to keep Coal Creek open, the council decided to take over administration of the complex and it may provide substantial funding over a long-term continuing period.

Council decided that the village will be closed to the general public on 30 June 2006 for a six-month period, with the intention of re-opening as a sustainable and fully funded facility in January 2007. During the closure, a backlog of site maintenance work will be undertaken.

A visitor to Coal Creek on Saturday 24 June found the site divided in two, with the top section barely operating and the bottom section, which contains the railway, closed. There had been no trains for some time as the insurance had lapsed and the site was starting to show the lack of activity. The Council has given the various operating groups until October to get finance and all insurances in order. Council will make a final decision on the future of Coal Creek at its November-December meeting.

Given that a Victorian state election is pending, it would appear that the council is holding out for State Government assistance to keep the attraction open.

The Age, 22 May 2006 via Barry Blair; John Cleverdon and Peter Neve via LocoShed e-group, 06/06; Peter Newett, via John Browning, 6/06



The recently arrived Hunslet 4wDM (8824 of 1978) on display at the Campbelltown Steam Museum Open Day on 21 May 2006.

Photo: Peter Gambling

This locomotive had been in storage at Gosford for many years following use at the Gosford sewage works. Closer inspection of the locomotive on arrival revealed that that its description in the above report as "basically complete but requiring some attention to put into running order" was a generous one. Its appearance in a bold fresh yellow livery hid a number of problems, among them a missing fuel tank, rapid leakage of hydraulic oil and rough running. Nevertheless, the engine was run for short periods during the weekend.

Ray Graf, 6/06

SMOKEY MOUNTAIN & GRIZZLEY FLATS RAIL ROAD, Warnervale

305mm gauge
A group of NSW LRRSA members descended on the extensive miniature railway built by Arthur Birch at Warnervale near Wyong of the Central Coast on 14 May. Arthur, a marine engineer by profession, had worked as a locomotive driver at Eric Worrel's Reptile Park at Gosford until 1970, when he retired to establish the SM&GFR on his 25-acre property. Arthur died early this year at the age of 95 and left the railway to Len Gaut, who hosted the LRRSA group for the day. The visitors had a great time inspecting the six locomotives and riding behind the two in steam over the 3km line. The locomotives on display were: No. 12 *WASP*, a Baldwin replica 2-4-2 built by Arthur Birch in 1963; No.43 *CLIVE*, a 2-6-2 built by Jim Jackson, Brisbane, in 1967; No. 19 0-6-0T *EUDLO*, a half-scale replica of John Fowler 16207 of 1925 built

by Eric Evans, Brisbane, in 1977; No.37 *THISTLE*, a one-third scale model of a D&RGR 2-6-0 owned by Brett Roger; No.24, a 2-6-2 tender loco built by Eric Evans in 1981; and *ERIC*, a half-scale replica of the Rocky Point Sugar Mill 0-4-0WT, built by Colin Wear in 1990 and rebuilt by Eric Evans in 1999. This loco had been thought to carry a replica of John Fowler builder's plate 16249 of 1923 (as for the Rocky Point loco), but our reporter recorded it as 15910, the same as that on the Cockington Green locomotive (LR 184, p.28). Colin Rough, 05/06

Victoria

ALEXANDRA TIMBER TRAMWAY & MUSEUM

610mm gauge

The 2006 Easter Gala event was the most successful for years, with the Alexandra markets falling on Easter Sunday and adding to the patronage at the ATTM. A display of steam whistles was set up by the Society's former secretary, Rowan Millard, using the 8hp Marshall portable engine, which generated a lot of interest. The Society made a submission to the Murrindindi Shire Council on the extension of its line to the UT Creek Road terminus on 10 April 2006.

The remaining locomotives at Belgrave South, a 3ft gauge TACL-type rail-tractor frame and the frames, wheel sets and gearbox of the 4wDM Kelly & Lewis loco *FLORA* (LR 185, p.28) arrived at the museum on 8 April 2006. Also delivered were three 3ft gauge steel frames log bogies and the

Heritage &Tourist

become a railfan, especially of historic equipment.

With the main summer tourist season over, there was only a handful of passengers for the train on the journey described, but Meg Thornton advised that scheduled trips would be run, even if there were only one passenger. The reporter's four year-old nephew is already a train nut, and thoroughly enjoyed the entire time spent at the Ida Bay Railway. It is well worth a visit and ride to anyone visiting, or living in, Tasmania.

Chris Miller, 05/06

MAYDNA LOG HAULAGE PROJECT

In May 2004, the Premier of Tasmania launched "an exciting, unique tourism project to be located at Maydena and it will set a new benchmark for the way in which Tasmania markets its unique brand values." Given the preliminary title of 'Maydena Haulage', the \$6 million Forestry Tasmania project would re-create the Risby family's mill at Risby Basin, establish a nearby Visitor Centre and offer visitors a stunning three-tier rail journey to the top of the Maydena range. The rail component would afford visitors a unique perspective on Tasmania's forest types as they travel over wooden trestle bridges during the 1100 metre climb to the summit. The announcement appeared to offer something that industrial railway enthusiasts could hardly have ever imagined. Those who treated the announcement with traditional Australian scepticism have largely been vindicated as the project concept has evolved. The rail component has been eliminated from the project and plans seem to indicate that the journey from Maydena will consist of a four-kilometre drive in a road vehicle before a two-kilometre cable car ascent to the look out. Another casualty in the scheme has been the abandonment of the proposed replica sawmill. Although originally announced in May 2004 work had not been started in January 2006. We await further developments with interest. Phil Rickard 05/06; Ken Milbourne 05/06

WEST COAST WILDERNESS RAILWAY, Queenstown

1067mm gauge

Federal Hotels Limited

The winter timetable is in effect again for the WCWR from 1 June to 13 September. Trains run one way only from Queenstown to Strahan on Saturday, Monday and Thursday, and from Strahan to Queenstown on Sunday, Tuesday, Wednesday and Friday. There is an empty return

working on Tuesday evening from Queenstown to Strahan to reposition the train for Wednesday's working. The bonus that comes with this at this time of the year is the trains are steam hauled for the entire journey. Abt 0-4-2T locomotive No.5 (NBL 24418 of 1938; see LR 186, p.28) has finally made it into service and ran for the first time on scheduled trains during the first week of June.

Rob Bushby, 7/06

Coming Events

AUGUST 2006

5-6 Redwater Creek Heritage Museum, Sheffield, TAS. Weekend running with narrow gauge steam trains 1100-1600. Phone: (03) 6491 1613 or 6424 7348.

6 Australian Sugar Cane Railway, Bundaberg, QLD: Former sugar cane railway locomotives operate in the Botanic Gardens every Sunday, public holidays and on Wednesdays during school holidays. Information at (07) 4152 6609.

6 Durundur Railway, Woodford, QLD: Narrow gauge steam train operations from 1000-1600 with barbecue and picnic facilities available. Also on 20 August – and 1st and 3rd Sunday of each month. Phone (07) 3278 9110 for information.

13 Alexandra Timber Tramway & Museum, VIC. Steam-hauled narrow gauge steam trains (1000-1545) and museum displays. Also diesel trains operate on 27 August. Information: Bryan 0407 509 380 or Peter 0425 821 234.

13 Cobdogla Irrigation Museum, SA. Operating day with narrow gauge diesel-hauled train. Phone (08) 8588 2323.

13 Illawarra Light Railway Museum, NSW. Operating day with two train operations, electric mining tramway and miniature trains at Albion Park from 1030-1630. Phone (02) 4256 4627 or www.ilrms.com.au

SEPTEMBER

2-3 Redwater Creek Heritage Museum, Sheffield, TAS. Weekend running with narrow gauge steam trains 1100-1600. Phone: (03) 6491 1613 or 6424 7348.

10 Alexandra Timber Tramway & Museum, VIC. Steam-hauled narrow gauge steam trains (1000-1545) and museum displays. Also diesel trains operate on 24 September. Information: Bryan 0407 509 380 or Peter 0425 821 234.

10 Illawarra Light Railway Museum, NSW. Operating day with two train operations, electric mining tramway and miniature trains at Albion Park from 1030-1630. Phone (02) 4256 4627 or www.ilrms.com.au

15 Furnace, Fire & Forge Trail, Lithgow, NSW. Official launch of the LRRSA book, *Furnace, Fire & Forge: Lithgow's iron and steel industry 1874-1932*, by former Premier Bob Carr at 11.30am. For further details please contact Tourist Information Centre (02) 6353 1859.

16-17 Richmond Vale Railway/Hunter Valley Training Company, NSW. 'Friends of Thomas' Day – come and see 'Sir Topham Hat', the Fat Controller and many of Thomas' Australian friends at Richmond Vale. Phone: (02) 4937 5344 (weekends).

17 Cobdogla Irrigation Museum, SA. Operating day with narrow gauge diesel-hauled train celebrating 50th Anniversary of the 1956 Flood. Phone (08) 8588 2323.

OCTOBER

1 Bennett Brook Railway, WA. Friends of Thomas the Tank Engine (FOTTE) Day with the Fat Controller keeping the train on time, unlimited train rides and amusement games and rides for all. Enquiries & bookings: (08) 9381 9648.

1 Cobdogla Irrigation Museum, SA. Operating day with Humphrey Pump and narrow gauge steam train. Phone (08) 8588 2323.

1 Illawarra Light Railway Museum, NSW. Operating day with two train operations, electric mining tramway and miniature trains at Albion Park for long-weekend from 1100-1700. Phone (02) 4256 4627 or www.ilrms.com.au

7-8 Alexandra Timber Tramway & Museum, VIC. Steam-hauled narrow gauge steam trains (1000-1545) and museum displays for 'Woodies Gala' on 7th. Also diesel trains operate on 22 October. Information: Bryan 0407 509 380 or Peter 0425 821 234.

7-8 Redwater Creek Heritage Museum, Sheffield, TAS. Weekend running with narrow gauge steam trains 1100-1600. Phone: (03) 6491 1613 or 6424 7348.

14-15 Puffing Billy Railway, VIC. Day Out with Thomas, featuring THOMAS and DANIELLE in steam preforming in Emerald yard and THOMAS hauling special steam trains to Nobelius or Clematis and return. Also on 21-22 and 28-29 October. Bookings (03) 9754 6800.

21-22 Menangle Narrow Gauge Railway, Campbelltown, NSW: Narrow gauge steam and diesel locomotives operating, together with traction engines, stationary steam and vintage engines, machinery, etc. Information: 0417 215 513.

NOTE: Please send information on coming events to Bob McKillop – rfmckillop@bigpond.com - or The Editor, *Light Railways*, PO Box 674, St Ives NSW 2075.

South Australia

NATIONAL RAILWAY MUSEUM, Port Adelaide

457/1067mm gauge

Former Port Pirie smelters industrial 0-6-0T locomotive *PERRONE* (Andrew Barclay 1545 of 1919) played a significant role in the 150th Anniversary of the Port Adelaide Railway celebrations. The locomotive had been displayed in steam at Rundle Mall from 6 to 8 April in a joint promotion with other railway heritage organisations of the 'State of Steam' 2006 heritage rail steam season. It then returned to the museum to haul passenger trains during the Anniversary activities on Sunday 23 April. The 457mm trains were also in action for this event, which also saw the official opening of John Ford's art exhibition, 'Just the Ticket', which depicts railway scenes in South Australia.

Catchpoint No. 173, May 2006

Western Australia

YARLOOP WORKSHOPS inc.

1067 mm gauge

The replica Baldwin steam tram built by Colin Puzey at Gelorup (LR 186, p.28) underwent its first trials at the Yarloop Workshops in March 2006. Colin ran his cute little engine up and down the yard getting the feel of it until it had a derailment on some track that had not seen service for some time. Due to loose spikes, the 45lb rails simply spread, allowing the wheels to drop onto the sleepers. With the aid of two hydraulic jacks, the tram was re-railed in a short time. Following attention to various sections of disused track, the tram was able to venture further into the historic workshops.

The steam tram now provides an additional attraction at these unique workshops that maintain the history of Western Australia's extensive timber industry railways. The tram operates every second Sunday of the month between 10am and 4pm, providing rides to visitors. On these days, the steam room is also in action, with a world-class collection of steam engines operating from a central boiler. Keith Watson, 06/06

Overseas

Darjeeling Himalayan Railway, India

610mm gauge

Updating the report in LR 185 (p.30), the weekend steam excursion trains from Siliguri to the attractive gardens



Top: On 25 June, Bundaberg Foundry 0-6-2T SPEEDY (6 of 1952) brings a 4-car train into the Mirage Resort platform on the Ballyhooley Steam Railway. Photo: Mike McCarthy. **Above left:** The ex Hambledon Mill Hudswell Clarke 0-6-0 (1549 of 1924) preserved at Hambledon Gardens at Edmonton was last reported in LR 187 (p.27). John Browning photographed the locomotive in its new livery and now sheltered from the elements on 10 June. **Above right:** The second former Emu Bay Railway B-B DH 1003 (Walkers 578/1963) at the Zig Zag Railway was photographed by Peter Gambling on 8 April 2006. This locomotive was still in Tasmania when last reported in LR 171 (p.28) in 2003. **Left:** Former SMR 2-8-2T No.18 (BP 5909 of 1915) poses with its crew at Eveleigh on 28 June, following its return from a major overhaul at Bradken Rail's Mittagong workshops. Photo: Keith Audit

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and viewing area at Agony Point have proved so popular with Indian tourists from Siliguri that the service, now marketed as 'DHR Safari Specials', ran daily from April until 15 June 2006. Four of the original B-class 0-4-0ST steam locomotives are to be overhauled by 2008, with work commencing on No 792 at the Golden Rock Works, located at Trichy in southern India, in mid-May. In addition, a third new B-class oil-fired steam locomotive will be built at the Golden Rock Works for delivery in 2007-08. With the arrival of two more NDM6 locomotives (Nos 601 and 602) on temporary loan from the Matheran Railway, the second daily return service between New Jalpaiguri and Darjeeling has been reinstated. About 20 new air-braked carriages are being built, five of which were completed in 2005. One of the original 1917 carriages, 'Himalayan Princess', is to return to service for use on special charters. An additional 15km of track will be relaid using heavier ballast during 2006 and the whole of the 88km line will be relaid by 2008. The recent appointment of Shri M Srinivas as Director of the DHR is a move to increase direct local control of the line. His stated first priority is to improve the line's record of reliability. The 'Joy Train' Darjeeling-Ghum tourist train now runs daily during the tourist seasons, while the daily 9D/10D 'School Train' service between Kurseong and Darjeeling continues to be steam-hauled and now has a first class carriage added. Additionally, reserved tickets on the service can be booked on the Indian Railways Passenger Reservation System (PRS). In 2004-5, 82 steam charters ran compared with only 18 in the previous year. Indian Railways has quickly delivered on its recent promise to give the DHR its own dedicated web site. The site at www.dhr.in already has much useful information about train services, timetables and fares, whilst other sections cover the locomotive fleet, carriages and the historic workshops at Tindharia.

Dhiraj, via Peter Ralph, 05/06



Some of the LRRSA tour group to the Smokey Mountain & Grizzley Flat RR at Wamervale on 14 May 2006 admire the 2-6-2 locomotive No.24 in steam.

Photo: Colin Rough



Loading the 3ft gauge steel frames log bogies at Belgrave South on 8 April 2006 for transport to the Alexandra Timber Tramway & Museum.

Photo Peter Evans



The new face of rail enthusiasts! Chris Miller's nephew Alex demonstrates his joy with his Ida Bay Railway experience as he runs towards Chris' camera on 23 April 2006.



Above: Having suffered some teething problems following its rebuild, West Coast Wilderness Railway's 0-4-2T No.5 (North British 24418 of 1938) is now operating in regular service. Rob Bushby photographed it at the head of a three-car train at Halls Creek in June 2006. **Left:** Colin Puzey poses proudly with his Baldwin replica steam tram on the occasion of its first track run at Yarloop Workshops, in March 2006. Photo: Keith Watson **Below:** The DHR 'Joy Train' hauled by 0-4-0ST locomotive B779 (Sharp Stewart 3882 of 1893) at Ghurkha memorial on Batasia Loop en-route from Darjeeling to Ghum. Photo: Peter Ralph





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