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LIGHT RAILWAYS

Australia's Magazine of Industrial & Narrow Gauge Railways



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Imperial to metric conversions:

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



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Contents

A close run thing – flooding at Aberdare Extended Colliery	3
Ash disposal light railways in NSW	6
Knox Brothers' Quarry, Leongatha	11
Tom's job	17
DH Lawrence and the Bulli Coal Company jetty	22
Jetty shunter ventured far inland	24
Industrial Railway News	26
Letters	32
Field Reports	34
Heritage & Tourist News	36
Looking back	39

Editorial

Over the last 18 months or so it has been very pleasing to have a number of new authors contributing to LR. They have all brought a new and refreshing perspective to presenting light rail history. I always encourage new authors to submit material and I look forward to seeing more in the future.

If you are contemplating preparing and submitting draft articles for consideration, be assured that there is a lot of help available to provide assistance – if you would like to discuss this, or submit material, please send me an email at editor@lrrsa.org.au

There is a lot of resource material available, most of it online. In particular, the LRRSA use the Australian Government Style Guide to provide guidance and consistency in our publications, and there is much material in this document that can assist potential authors. Also, the Society has some guidance notes for contributors on our website that may assist in preparing an article. The notes are included under the 'Publications' tab and give guidance on such things as photos, maps, reference materials, how to express measurements, providing acknowledgement to sources and so on.

So, if you have a pet light railway subject that you are considering doing some research, or you have an article in progress, consult the above documents, or contact me for some further assistance. *Richard Warwick*

Front Cover: A visitor to Statford Barn in the UK on Enthusiasts Day on 8 September 2018 was the War Office Locomotive Trust's Hunslet 4-6-0T number 303 (1215 of 1916), which after serving with British and Imperial troops on the western front enjoyed a long career hauling sugar cane at Bingera and Invicta mills in Queensland. It underwent a long and painstaking restoration by volunteers in the UK before returning to steam just in time to celebrate the centenary of the "war to end all wars". Photo: John Browning

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

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

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Articles, letters and photographs of historical and current interest are welcome. Contributions should be



A SMR locomotive hauls a loaded train from Aberdare Extended Colliery across Vincent Street Level Crossing. Photo John Shoebridge

A close run thing – flooding at Aberdare Extended Colliery

by John Shoebridge

Author's Note: Although I worked at Aberdare Extended for a short time, and indeed knew most of the principal persons mentioned in the article, I was employed elsewhere at the time of this incident and have relied heavily on what I have been told, in the preparation of this article.

Recently (October 2018) I purchased a copy of the American Magazine *Trains* and noted an article entitled 'Mine Flood vs River = Railroad Disaster'. On reading through this account, (set out below) I was drawn to recall tales related to me, of an incident on the Kalingo branch railway on the South Maitland Coalfield which took place on 17 June 1949.

On 25 June 1957, in the Lehigh Valley Railroad's Coxton Yard, in Northeast Pennsylvania USA, a Baldwin diesel switcher was propelling a rake of loaded coal hoppers, with Conductor Embleton riding a side ladder, four cars from the lead, his swinging lantern beckoning Locomotive Engineer John Saur onwards. Suddenly Embleton felt the ground shudder and jumped off the train swinging "washout" to the engineer, who "Big Holed" his Westinghouse handle. By the time the consist had ground to a stop, the four leading cars had derailed and fallen straight down a gaping subsidence hole opening beneath the track, the switching crew ran, the locomotive was reversed but 11 more cars became detached and followed the original four down the hole.

Emergency spotlights were rigged to inspect the damage. A crevasse then estimated to measure 200 ft in diameter and 300 ft deep was

revealed, with the loaded cars at the bottom. With nothing more they could do, the loco crew had the foresight to move all cars and coaches from adjacent tracks as the damage soon expanded to undermine the whole of Coxton Yard.

Now to our local story: Aberdare Extended Colliery was owned and operated by Caledonian Collieries Ltd. The pit top and main haulage tunnels were close to the southern end of Vincent Street, Cessnock and the mine was served by the continuation of the South Maitland Railways (SMR) main line via a level crossing at the end of Cessnock passenger station.

The mine had been opened in 1906 and by the end of the 1940's had developed extensive workings reaching several kilometres from the outcrop of the rich Greta Seam, employing more than 250 men and producing some 1,400 tons of coal per day.

One section known as 'The Slants' lay to the south of the main haulage roads. The furthest workings in this section approached the outcrop and the district was difficult to work with a tender roof, requiring extensive timbering. It was decided by Mr N J Clark, the then Superintendent of Collieries, that this would be a suitable area to work by opencut methods and a contract was let to pre-strip the area, leaving a thin cover of conglomerate and shale. This cut was to be named Caldare No2.

A very small watercourse, dry most of the year, was led under Cessnock Collieries Ltd Kalingo branch railway, through a narrow timber culvert. Mr Bert Palmer, Manager of Aberdare Extended, ordered that this be widened with concrete walls and floor and an earth bund wall be run along the south side of the cut. The Kalingo railway embankment would protect the other side from any flooding.

The work was put in hand by the colliery surface foreman, and when the job was done, with the Company truck elsewhere,

unused bagged cement, along with the mixer and forming timbers were left in the culvert itself, effectively blocking it!

Overnight on Thursday 16 June, Cessnock, along with the whole of the lower Hunter, experienced torrential rain, and just on daylight, Manager Palmer drove out in the continuing downpour on public roads and across the Cessnock Golf Course to see how things were at the open cut area. He could see the extended rail culvert was not handling the water, floating debris was adding the already present obstruction in the new culvert and a huge lake was forming up onto the golf course greens.

As he watched, the water overtopped the Kalingo Railway embankment in a wave, which he estimated as 30 yards wide and six feet deep. Rails and sleepers vanished and within minutes the open cut itself was full, and the weight of the water broke through the thin overburden layer, forming a massive whirlpool draining straight down into the mine below. The flood ran straight down 2 West roadway at a rate later estimated at 100,000 gallons per minute.

No SMR trains were scheduled on the Kalingo branch, indeed they would have had trouble leaving East Greta Junction where the water was in places ten feet over the track.

Then Mr Palmer reversed his car up the hill and was very soon bogged, and without wasting time to extricate it, he ran to the Golf Club House where one of the greenkeepers had just arrived. Now with a telephone available, communication could be made to the colliery.

But at Aberdare Extended, the clerical staff had not yet commenced work and as was normal practice, the phone was left switched through to the Manager's Residence .

Meantime just inbye (towards the coal face) the tunnel portal, most underground workers had boarded the narrow gauge man-transport train. This collection of vehicles was motivated by a reversible endless rope but driven from the front or rear car via an overhead wire and a small pantograph. Other workmen were crowding into the lamp cabin where

Tom Barrett the Colliery Undermanager, was at his desk, answering questions and giving out his instructions for the day. Right on 7.00am the pit whistle sounded, and the transport set off.

At the same time, the Cessnock Phone Exchange plugged through to the Palmer residence, and the younger of his two daughters answered the phone:

"Run Love and fast as you can.. tell Mr Barrett the mine is flooding and he must stop the men going down !"

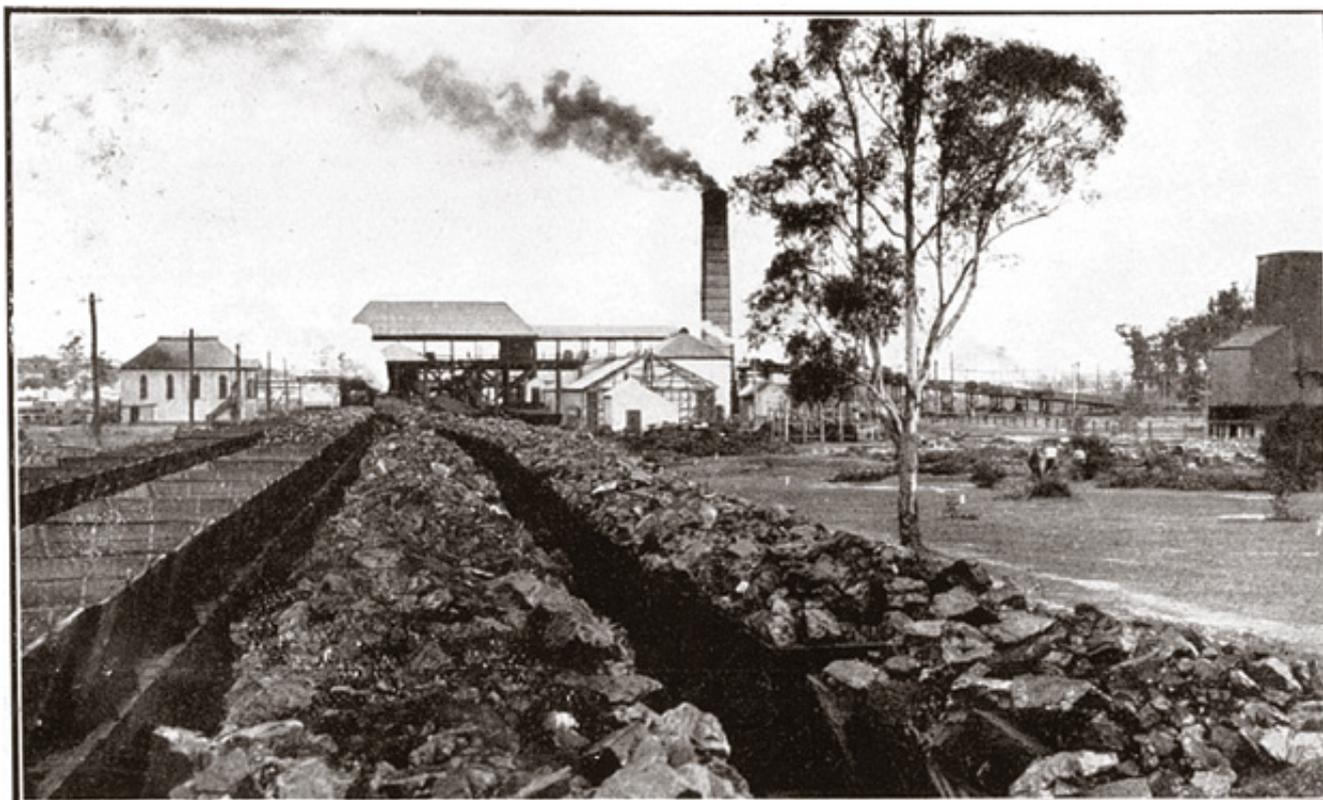
"But Daddy I'm not dressed !, I've only got my nightie and slippers on !""Run Love, Run ! Please ! it is very important !"

So this small girl ran in the mud and rain, shoving through the mass of men crowding around the lamp cabin to tug at Undermanager Tom Barrett's trousers and give the vital message. Without hesitation, Tom Barrett flung himself next door and pulled the main switch of the transport haulage motor, then in the same motion, ran down the tunnel, lamp in hand, shouting to the riders to clear the pit .

As the transport train slowed to a halt just clear of the West Slant, three men leapt off to run ahead. They soon realised their folly and headed back out, battling along the rib-line against the even-increasing current, loaded with props and other debris.

The Abermain Mines Rescue Station had been alerted and a team quickly arrived. Mr James Pitkeathly the local Mines Inspector, who was to later document the occurrence, was also very soon on the scene.

Once a check of the returned cap lamps had been made, eleven men were unaccounted for. In case they had been trapped in the lower roadways, the Rescue Brigade donned their breathing apparatus, and went below to search. One of the missing was a Pumper who had been at his usual work further inbye. He emerged, having travelled up the return airway. Tom Barrett and Deputy Mc Kinnon went back into the mine via this route and eventually came across a further eight men. This group comprised the Hostler and his assistants



The high quality Greta Seam coal glistens in the loaded coal hoppers in Aberdare Extended yard.

Photo: Galloway c 1930



Surveyors on the line. Alan Sykes and Kevin Wakeman stand clear as SMR 30 wheels a loaded train from Kalingo Colliery. The bare space behind them is portion of the site of the ill-fated open cut. Photo John Shoebridge

who had taken the pit horses from their surface stable to their wheeling flats. When located they were perched up near the roof on a pile of wrecked skips. Barrett led them across into the return and safely to the surface.

Lastly, battered and bruised, the two impatient riders who had leapt off the transport, managed to drag themselves up along the side timbers and electric cables past the stalled transport cars and stagger back up the travelling road.

By 10.15am, with everyone safely out of the mine, full attention could be turned to reducing the inflow. With rain still falling, and a large section of the township flooded, a gang was left to build a bund wall of cement bricks and sandbags across the tunnel portals, while the majority of the work force set off towards the inrush site.

By evening, the flow had been partially stemmed when six loaded coal wagons, from under the screens at Cessnock No 2 Colliery had been manhandled up the main line and sucked onto the vortex, bales of straw were then used to pack around them and finally a bulldozer made good the repairs to the embankment. The dozers worked all night, and explosive was used to remove a further section of the rail embankment. No doubt many retired wearily (and thankfully) to their beds that night.

Next day with only a trickle of water entering the mine, it was time for some exploration and inspection. There had been 62 horses underground ready to work, of these 22 had been caught in the inrush and drowned, the bodies twisted and broken in a grotesque fashion.

Arrangements were made to bring in feed and water and efforts were intensified to clear mud and debris to allow the survivors egress to the surface.

The open cut itself was filled in, the embankments raised and strengthened and a second culvert built beneath the railway. By 1 July 1949, the Kalingo branch line had been inspected by the SMR officials and deemed fit for traffic.

Caledonian Collieries replaced the six coal hoppers that it had commandeered, with identical vehicles from its own fleet.

Presumably the horse feed and the loads of coal were also taken into account.

Two coincident occurrences make the date at which the mine was once more ready to produce, difficult to determine. The heavy weather spread throughout the district cutting the SMR in several locations. Its locomotives and its crews trapped by the flood, worked trains over the Weston link line, then via the Richmond Vale Railway to Hexham.

Then, having served notice upon its employers, demanding Long Service Leave, the Miners Federation went ahead with a pre-planned general stoppage. During this time many idle mineworkers, volunteered their services to assist residents in the West Maitland, Morpeth and Lorn areas.

At the Aberdare Extended, Colliery Staff and Deputies continued with underground reclamation and repairs, a long, unpleasant and tedious job. Rescue team members wearing heavy gloves and breathing apparatus, dismembered the remains of the dead horses and dragged them into disused roadways, where they were covered with quicklime and sealed between brick stoppings.

On 15 August 1949, the strike was settled and (presumably) Aberdare Extended recommenced production. Most of the underground men were employed by working the accessible coalfaces on a double shift roster, whilst others were found jobs at Aberdare pit.

Due to a small amount of good luck and a great deal of courage and quick thinking, in the end no human life was lost, nor were there any serious injuries, but as the Grand Old Duke would say "Dammed Sir.. It was a close run thing!"

Author's note; As far as I know, the only inrush of surface water into a working mine in NSW took place at Cobar Colliery in Lithgow, but as there were no railways involved this is not the venue in which to document it.

I gratefully acknowledge assistance from my friends Messrs Brian Andrews, Gerald Bailey, Tom Barrett (*Deceased*) Robert Driver and Allan Sykes (*Deceased*)



*Looking into the portal of the ash tunnel at Valley Heights, showing the 3ft 9in gauge rails along which ran the ash truck, 27 September 2010.
Photo: John Parker*

Ash disposal light railways in NSW

by Jim Longworth

Burning coal to boil water to produce steam in railway locomotives produced a lot of coal ash that had to be disposed of. Sometimes the ash was collected and reused as fill in an embankment or track ballast out along the line. Sometimes it was just dumped to waste at locations where locomotives were dumping it along the line. At some locations across the NSW government railway network, narrow gauge light railways were used to move the ash away to be dumped. Such was the case at the following locations but there may have been others.

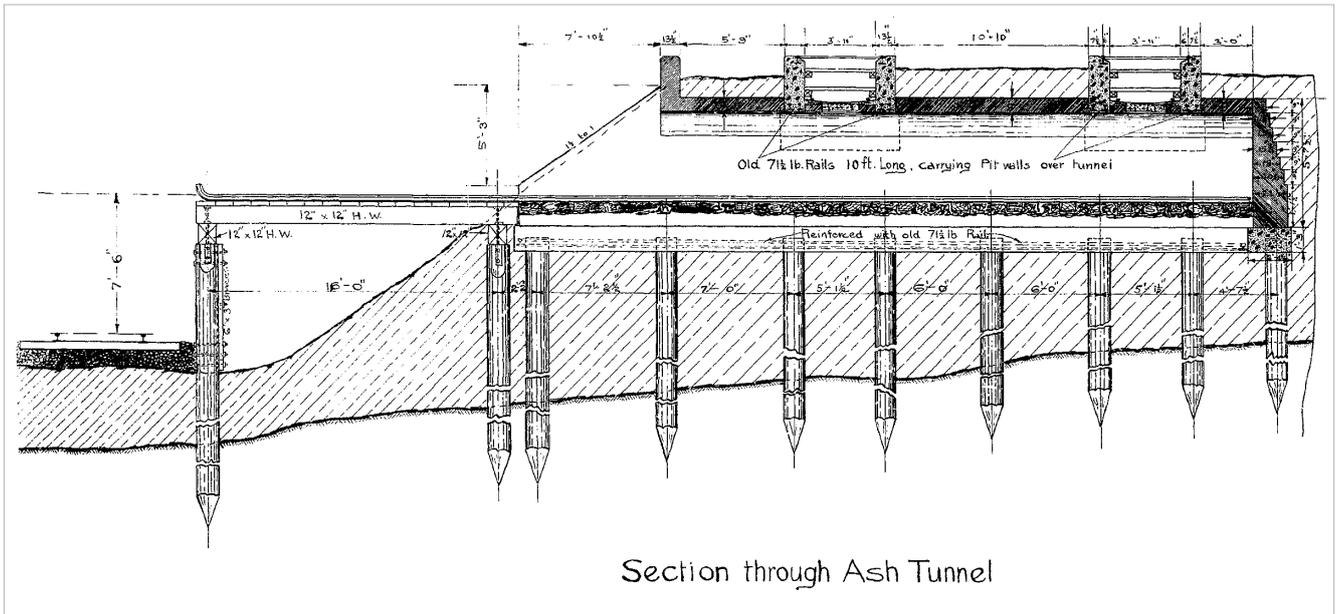
Valley Heights Locomotive Depot

Valley Heights is located at the top of the eastern side of the Blue Mountains. The depot provided steam locomotives to assist with pulling trains up the eastern side of the Blue Mountains. The locomotive depot was located on a steep slope on the Down side of the mainline just east of the Valley Heights station.

The ash handling facility at Valley Heights¹ was a direct descendant from a similar facility that had been designed for the Eskbank locomotive depot a few years earlier.



*Looking along one of the ash pits at Valley Heights, showing the hole in the floor of the pit through which ash was dumped into the ash tunnel below, 27 September 2010.
Photo: John Parker*



Taken from a drawing 'N.S.W.R. Valley Heights Loco Accommodation – details for ash handling', April 1913, ARHS RRC collection

Eskbank Locomotive Depot

Eskbank is located in the Lithgow Valley at the bottom of the western side of the Blue Mountains. The depot provided steam locomotives to assist with pulling trains up the western side of the Blue Mountains. The locomotive depot was located on the Up side of the mainline in an excavation beside the mainline just beyond the unique over-the-mainline coaling stage and accompanying ash pits in both mainline tracks.

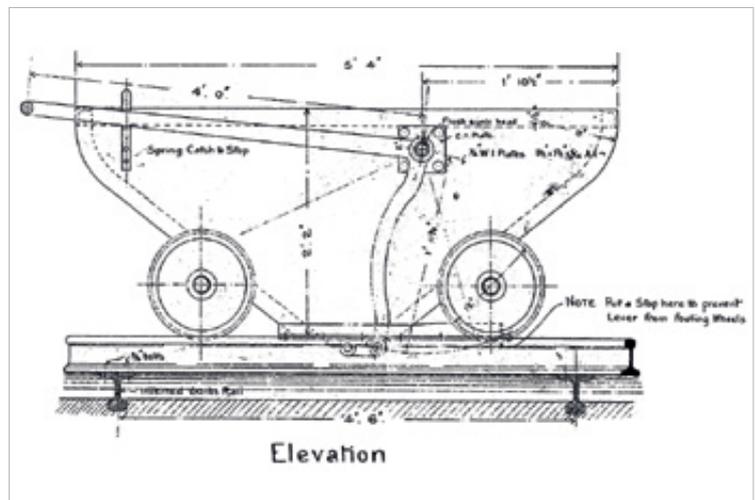
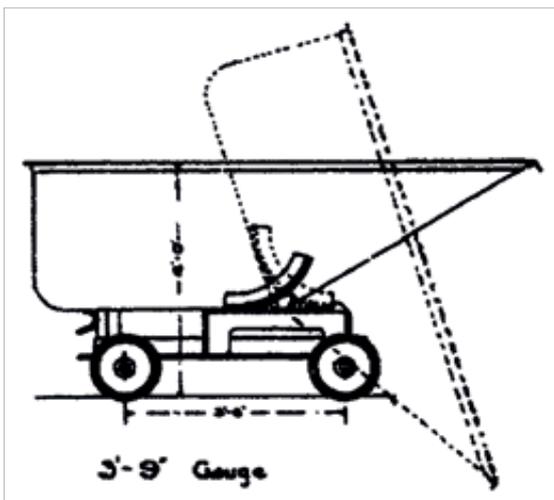
At the Lithgow end of the pits a subterranean ash tunnel was constructed that connected both pits and ran out through the wall of the excavation at a level above the floor of the excavation cradling the locomotive depot. An ash truck ran on narrow gauge rails which were embedded into, and along the length of the floors of both pits. Ash from the locomotive ash pan would be dumped into the receiving ash truck sitting in the pit, which would then be run along its track until it was over a square hole in the floor of the pit. Then the ashes would be dumped, through the hole, into a second ash truck parked in the ash tunnel directly underneath the hole; but running perpendicular to the line of the ash pits. The ashes would then be taken out along the ash tunnel across a timber

stage and dumped into a waiting standard gauge open wagon parked on the Ash Siding beside the Engine Shed.

Cullen Bullen

Located between Lithgow and Mudgee on the single track line to Gwabegar, Cullen Bullen was a small wayside station with a junction to a short branch line from the Invincible Colliery.

The ash pit in the main line was located in the excavated floor of a deep rocky cutting at the Sydney end of the station. Thus the ash line, even though of narrow 2ft gauge, could not simply diverge away out into the corridor. Rather, space for the line had to be found by running it along between the turntable road and loop line to near a per-way gang shed, where the line could curve away out into the corridor. The ash pit was provided in 1936 and the turntable in 1939, so the ash disposal line may have been installed around then. The ash disposal line did not abut the pit in the main line, because of the intervening crossing loop. Presumably the ash was carried by shovel, bucket, or wheelbarrow from the ground level pad beside the pit, across the loop line, to the waiting ash disposal skip.



Above left: Taken from a drawing 'Eskbank Ash Truck (No.4 Req'd)', 10 September 1907, ARHS RRC collection. These trucks were to run along the floors of the ash pits. **Above right:** Taken from a drawing 'N.S.W.R. Eskbank 42 cubic foot Ash Truck', 15 July 1907, ARHS RRC collection. This truck was to run along inside the ash tunnel



At the Up end of the Up platform the line was notable for its kinked alignment, 18 June 1965. Photo: NJ Simons, ARHS RRC 60478

Tarana

Located on the Main Western Line between Lithgow and Bathurst, Tarana was the junction for the short branch line to Oberon and provided servicing facilities for steam locomotives operating trains on the main western line. The main line was originally single track, later duplicated and more recently single tracked.

Tarana could boast of having had two discrete ash disposal lines. One of the ash lines was located just past the Sydney end of the platform beside the Up main line. The original ash pit in the Up line had been provided during 1918, and was extended by 15 ft in 1938 to cater for 36 Class engines. The ash disposal line was a short single track tramway, on which ran a single, side-tipping, V skip, pushed by hand. The line ran from beside the locomotive ash pit out to along the top edge of the ash dump that gradually accumulated along the embankment that supported the mainline where it crossed a small hollow. The track was progressively slewed across as the hollow was filled with ash from the dumping. Some of the ash from the dump was used by the Department of Main Roads to de-ice roads in winter. Another ash line ran from another ash pit that was located closer to Sydney on the Up side of an intervening road under bridge.

During one memorable NSW Rail Transport Museum steam train tour of the 1960s, while the locomotive took on water, some of the 'lad' enthusiasts on the tour took the skip for a joyride. Unfortunately the skip picked up momentum and they could not stop it at the far end of the short track. The skip careered onwards, off the end of the track, tumbling down the far side of the ash dump all the way to the bottom of the small valley. With no time allowed in the timetable to recover their charge, the skip was left where it lay as the red-faced joy riders scurried back to board their train. The local Railway Inspector was not amused. In the very worst tradition of railway bureaucratic pomposity, the Secretary for

Railways wrote to the Museum accusing it of vandalising railway property. The Museum had a hard time convincing railway staff that there would not be a repeat of the incident on subsequent tours. To the best of my knowledge there was not, and relations resumed to normal.

Main line steam was removed from the west in July 1967 and both the ash pits and ash disposal lines had gone by 1979.

Oberon Locomotive Depot

Located at the country end of the short single track branch line from Tarana, Oberon was a small country terminus opened in 1923 and closed in 1973. Of diminutive size, the locomotive depot could nevertheless once boast a narrow gauge ash disposal line. Otherwise the depot consisted of an ash pit, turntable, storage shed and windbreak against the blistering cold winter winds. The ash line at Oberon was short, straight and ran from the ash pit down a sharp grade between the locomotive depot and the branch line from the junction at Tarana. A local history museum now occupies the station building and yard.

Meranburn

Located on the single track line between Molong and Parkes, Meranburn (now closed) is perhaps best known for its 20,000 gallon circular water tank on a similarly circular brick base.² Up goods trains stopped at Meranburn to take water and have their fires cleaned after working hard up a long climb further west.

Meranburn had arguably the longest ash disposal line in NSW. The line ran from the Parkes end of the station platform along the Up side of the main line. Running around the back of the water column, the line then ran beside the main line for a considerable distance. The longer length was needed at this site to reach a place where the ground dropped away enough to allow for forming an ash dump out into a low spot. The gauge of the ash disposal line was presumably 2 ft.



Above: Oberon locomotive depot was a minimalist affair, protected along its rear by a windbreak fence. Nevertheless, it did contain an ash disposal line, undated.

Photo: R Clarke, ARHS RRC 351208

Below: Dwarfed by standard gauge locomotive No.3638, the 2 ft gauge ash disposal line threaded its way along beside the mainline at Meranburn, 7 December 1968.

Photo: HJ Simons, ARHS RRC 59769





Running of the first standard-gauge Spirit of Progress attracted much more interest amongst mainline enthusiasts than did the ash disposal light railway at Yass Junction, 15 April 1962.
Photo: ARHS RRC 46229

Yass Junction

Yass Junction is located on the Main Southern Line between Goulburn and Cootamundra. Facilities for servicing the locomotives that operated the branch line to the town of Yass were located at the Yass Town end of the line. However, locomotive de-ashing and watering facilities were provided at Yass Junction for trains running on the mainline between Sydney and Melbourne.

The ash disposal line was located at the Sydney end of the platform beside the Up main line. The ash pit had originally been constructed as an Inspection Pit, but during 1952 the pit was converted into a 4 ft deep ash pit. By 1957 the ash pit had been extended into a double length pit to receive ash from double-headed trains while the locomotives took on water from a pair of water columns provided beside the main line. Because there were no Fuelmen at Yass Junction, cleaning up of the dumped ashes was left to the local Fettleers. Curving sharply away from the main line, the ash disposal line crossed over a back siding that ran from the stockyards around behind the Up platform, by means of a mixed-gauge diamond crossing.

With the passage of time, the Tarana ash-skip incident became mythologised and changed locations. It is now retold in some railway enthusiast folklore as the incident at Yass Junction.

Swan Ponds

Swan Ponds was located on the single track Blayney to Demondrille cross-country line. The line was constructed to serve the fertile area between Blayney and Young, and provide a cross-country route that would allow trains to bypass the Blue Mountains west of Sydney. Water tanks and columns were located at each end of the loop, with the Up line also containing a locomotive ash pit just beyond the water column.

This ash disposal line was laid out slightly different to the other ground level lines. The narrow gauge track at Swan

Ponds ran right up to abut the main line track, leaving the main line at right angles to the standard gauge track. As elsewhere, the line ran from the ash pit out onto the top of an ash dump that progressively grew out into a shallow depression out in the corridor.

The Rock

The Rock, on the main southern line, was a junction for branch lines to Westby and Oaklands. In the locomotive depot a narrow gauge 'light railway' wound its way from the ashpit that was located just outside the single track locomotive shed, around the end of the elevated coal road and out of the depot to a depression beside one of the yard tracks.³

Conclusion

Of the numerous locomotive ash pits once scattered across the NSW government railway network, several used narrow gauge industrial railways to dispose of the ash. Of these, two utilised an underground ash tunnel. Of these two, the facility at Valley Heights is arguably in the more complete condition, and has been incorporated into the museum presentation. The Valley Heights locomotive ash disposal ash tunnel is a rare archaeological relic from the once expansive and intricate support infrastructure needed to keep steam locomotives operating.

Acknowledgements

Help from the ARHS RRC, John Parker, and Bill Phippen is appreciated.

References

1. Longworth, J, Valley Heights' Ash Tunnel, *Roundhouse*, May 2007.
2. Booth, R.K, Circular Water Tanks, *Byways of Steam*, No.2, 1991.
3. NSW Department of Railways plan, 4-9-1945, The Rock Additional Ashpit and Water Column, ARHS RRC collection.



The Cornish boiler that started off the research.

Photo: Peter Evans

Knox Brothers' quarry, Leongatha

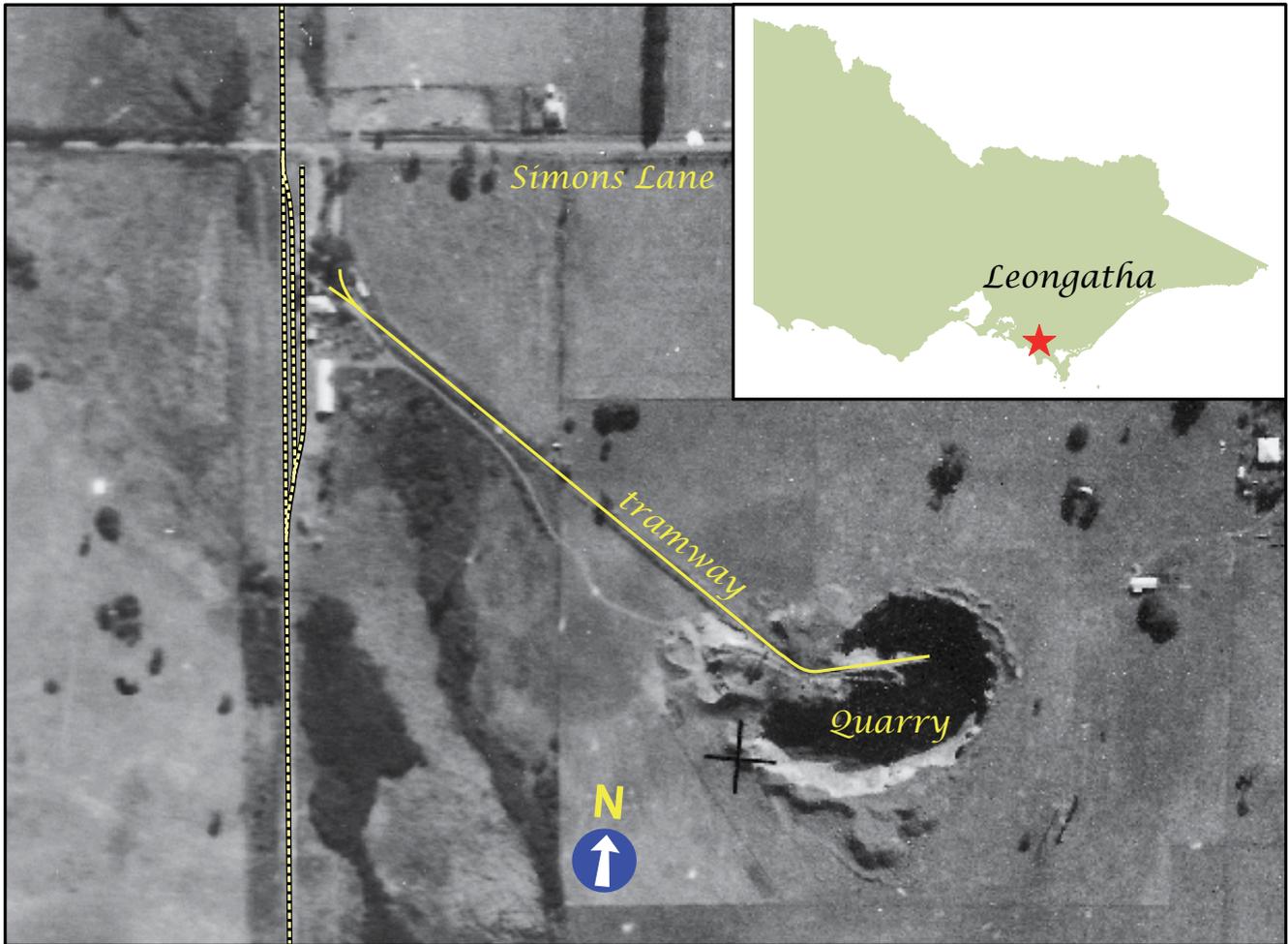
by Peter Evans

For many years a Roberts & Sons United Ironworks Cornish boiler lay beside the Great Southern Railway adjacent to a siding 1½ miles south of Leongatha, Victoria. The siding was situated on Simons Lane, and was in use by 1903 for ballasting purposes. It was also known as Rumpff's siding and was re-named Knox's siding in January of 1922, and closed to all traffic in June 1973.¹ The boiler had been turned out of Roberts' works stamped '163' on 29 November 1899, tested to 165psi and then embarked on a working career at 110psi. It received registration MD 44X on 4 April 1912, and was re-registered as BIA 5797 in September 1922 when in the ownership of Knox Brothers, Leongatha. It was then tested every year until 1936. With the railway now converted to a Rail Trail, the boiler has disappeared.²

A bluestone quarry situated on the hill above the siding (on land owned by Mrs Jane Bond) was opened around 1901 by the firm of Rumpff Bros & Ebeling, who had been road contractors since at least 1896.³ A tramway to link the quarry with the railway was also built, probably using 50lb/ yd rails purchased from the Victorian Railways in 1905.⁴ Contemporary mapping and aerial photography shows this to have been an incline rising westerly out of the quarry and turning north-west, then falling with a drop of some 100 ft over a distance of about 1500 ft and terminating at a stone crusher at the railway siding. The incline was presumably worked by a winch at the summit. (Progressive re-filling of the quarry means that any evidence of a winch site has

long-since been buried). There was no physical link to the railway system, so the gauge of the tramway is uncertain, but an advertisement for a small steam locomotive and trucks in 1924 (perhaps for use on the quarry floor) suggests 3 ft.⁵ A set of points at the lower end of the incline split the tramway into two unequal-length tracks, where a landing on the shorter of the two tracks delivered spalls to a crusher on the western side of the tramway. Crushed material was conveyed to a hopper over the siding for loading into railway trucks. On the eastern side of the lower tramway terminus were an office, store and blacksmith shop. Plans also show an engine house and stack (presumably housing the Cornish boiler) adjacent to the crusher. Next to this to the south was a concrete products factory.

Close to the railway, the tramway had to cross the land of farmer Martin Hassett (occupying about one-tenth of an acre and valued at £10), and Hassett entered into an agreement with Rumpff & Ebeling for a payment of 2 pence per cubic yard for all metal taken over his land. This was increased to 2½ pence per cubic yard in 1908, and the tramway was fenced-off around the same time as one of Hassett's cows had been killed at a crossing point. This arrangement appears to have been entirely satisfactory to Hassett (who earned around £1000 under the agreement for the loss of £10 worth of land) until December 1916, when John William Rumpff applied for a mineral lease over Hassett's land on the grounds that he suspected that bluestone was there, and the payments to Hassett then ceased. This may have been a move to make the quarry more appealing to a prospective purchaser as, around the same time, the quarry lease was purchased for the sum of £2000 by Albert Edwin Ekberg and James Thomas Knox (engineering contractors). After some 6000-8000 tons of stone had been taken across his land by the new owners without a single penny in payment, Hassett took legal action in September 1917.



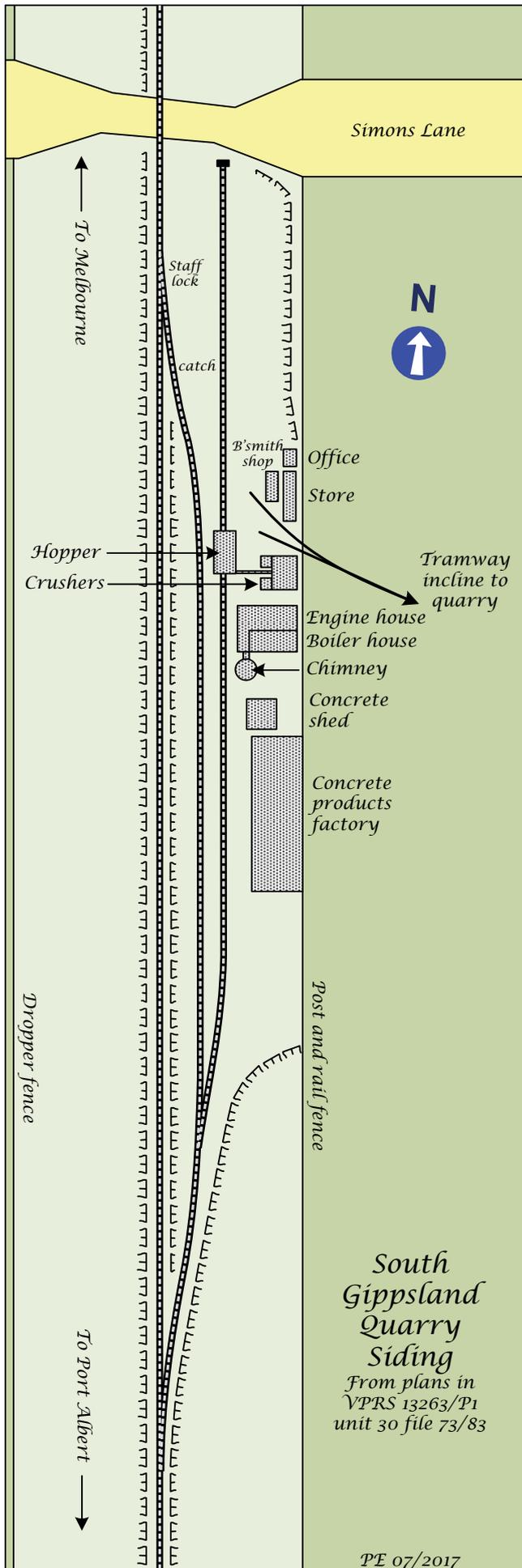
The tramway from the quarry to the siding superimposed on a 1946 aerial photograph (at a time when the buildings at the siding were still largely intact).

The action was for compensation for damage to the fences and paddock by the carting of wood (presumably for the boiler at the crusher), and for trespass, as it was argued that bluestone was not a 'mineral' and hence the application for a mineral lease was without legal foundation. Hassett won his initial case and received £30 in compensation for damages, but a rather delicate legal matter had been uncovered that would take some time to resolve. It was not until 1935 that Hassett was finally awarded £38 per acre for the land he had lost to the mineral lease.⁶

Trading as South Gippsland Quarries, the Simons Lane quarry supplied major quantities of crushed bluestone, with the Victorian Railways and the Country Roads Board being large customers for its output. The majority of the output was dispatched by rail, with the Victorian Railways unable to keep up a sufficient supply of trucks to keep James Knox happy.⁷ The siding from which all this stone was dispatched consisted of a simple loop with a stub extending north to the boundary of Simons Lane (all provided free-of-charge by the VR with Knox paying simply a nominal maintenance charge).



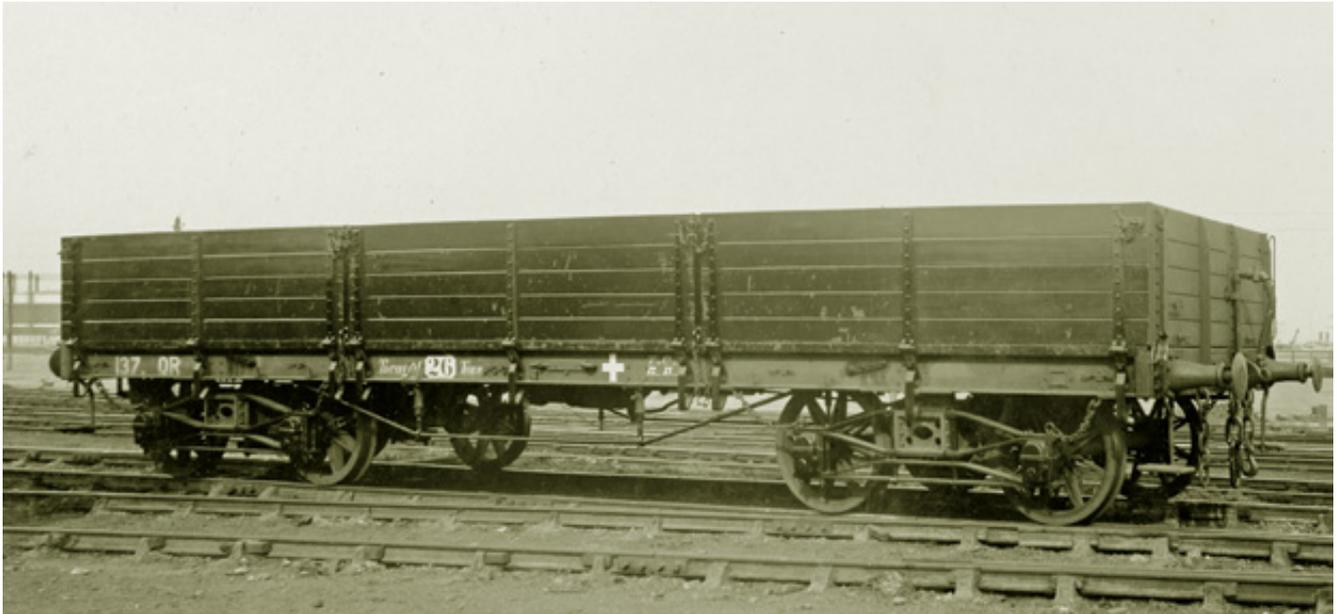
The formation of the tramway in 2018, running across the centre of the image. The mound at the top of the frame relates to the current use of the quarry as a tip site.
 Photo: Peter Evans



The difficulty of obtaining sufficient trucks for the output of the quarry resulted in Knox writing to the Victorian Railway commissioners in November 1925 requesting a radical re-arrangement of the siding and canvassing the purchase of six QR low-sided bogie wagons for his own use. A reply came in December 1927: the new sidings would cost Knox £3274 plus shunting charges. Knox was horrified. While he had been absent on a business trip to America and England the VR freight charges had been increased. Those extra charges had increased the price of stone to his customers to the point where he could no longer compete; the output of the quarry had diminished from an average of 37,518 tons per annum for each of the preceding four years to just 20,757 tons for 1928, a reduction of almost 50%. His current siding accommodation would do nicely for the reduced tonnage thank you. However, Knox had opened a can of worms: not only did the VR Commissioners now want him to buy the existing siding for £900, but they intended to levy a maintenance fee of £39 per annum plus shunting charges of 1s 11d per rigid-wheelbase trucks and 3s 10d for each bogie truck.⁸ The additional costs would be enough to break any business already in trouble, and more trouble was on the horizon in the form of the Great Depression of the early 1930s. Knox gave up his road contracting business in March 1930 and auctioned off his plant.⁹ South Gippsland Quarries Pty Ltd was registered on 3 February 1931 (perhaps in order to protect James Knox's personal assets), and took over quarry operations at Simons Lane, Leongatha, and at Berwick. The new Company had a capital of £50,000 in shares of £1 of which £30,000 was considered as paid-up, and its directors were James Knox and his wife Millicent. It survived Knox's death on 22 April 1967 at the age of 78, and continued trading until November 1977, at which point it had accumulated losses of almost \$50,000.¹⁰



James Thomas Knox, image courtesy Vicki Knox. Signature from VPRS 13263/P1, unit 30, file 73-83.



A Victorian Railways QR truck of the type Knox wished to purchase in 1925 for dispatching ballast from his siding.

State Library of Victoria image H28755/4

The Simons Lane Quarry continued in operation until at least 1933¹¹ and, as we have seen, the boiler was last tested in 1936, possibly indicating a closure date later than this. At some point, operations were transferred to a new quarry at Rockhill Farm.

James Thomas Knox was an interesting man. Born in Footscray in 1889 to a father of the same name (a boilermaker) and Sarah Martha Knox (née Dyson),¹² he became a civil and shire engineer of note, and a pioneer of concrete construction, especially modular construction using concrete block work.¹³

He was also an innovator in mechanical handling of materials. In 1923, following a trip to the USA to study the latest in construction techniques, he submitted an offer to the Victorian Government to build a railway from Bruthen to Ensay using two caterpillar-tracked steam-powered shovels,¹⁴ a technology not yet widespread in Victoria. He also applied for patents for appliances to mechanically mine brown coal.¹⁵ He had married Millicent Charlotte Grace in Leongatha in 1916, and had moved permanently to Leongatha South by 1924 with his wife and his brother Albert (a boilermaker).¹⁶



Knox's model farm 'Rockhill' near Leongatha, showing the concrete blockwork he pioneered at his siding on Simons Lane.

Victorian Railways photographer, State Library of Victoria image H91.50/60.



The derelict eastern wall of Knox's concrete products factory in 2018.

Photo: Peter Evans



Ruins of the overhead hopper system which discharged stone from the crushers into waiting railway wagons.

Photo: Peter Evans

In 1926 he constructed a model farm, 'Rockhill', at Nerrena Road south of Koorooman to demonstrate the latest farming techniques he had seen in America. The buildings were all of concrete block construction and were fitted out with the latest equipment purchased from the Loudon Machinery Company of Iowa, USA, for which he was an agent. It was not a commercial success and was reduced to a dairy-only operation in the Great Depression of the 1930s. His other commercial interests included a managing directorship of the Woodside Lime & Coal Company Pty Ltd (with works worth £30,000 at Darriman near Yarram), and the Gelliondale Brown Coal and Oil Company Limited, capitalised at £100,000.¹⁷ He was also associated with Australian Plaster Industries Pty Limited, and operated a siding at suburban Oakleigh under both his and the Company's name from July 1937 to June 1945.¹⁸

James Knox is buried in an un-marked grave in the Leongatha cemetery. In his will he left everything to his son James Millis Knox. This included land at 36 Jeffery Street in Leongatha on which stood the family home (made of concrete, of course), Rockhill Farm south of the township of Koorooman (with its now-obsolete buildings), the Rockhill Quarry, and some coal-bearing land adjacent to the railway at Gelliondale. Included were 29,900 shares of £1 in South Gippsland Quarries Pty Ltd, now deemed to be worthless.¹⁹ Perhaps his best memorials are the ruins of Rockhill Farm and the Strzelecki memorial in Long Street Leongatha (designed by James Knox), both included on the Victorian Heritage Database.²⁰ His substantial contribution of materials for Victoria's roads and railways is marked only by the abandoned quarry and the siding and tramway formations south of Leongatha.

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Vale Anthony 'Tony' Sedawie 1952 – 2019

Tony was a long time member of the LRRSA, having joined in the early 1970's and being allocated the membership number 417. Always keen to share his interest in tramways – and railways of all shapes and sizes – Tony was a regular contributor of field reports and articles to *Light Railways* from 1972 through to recent times. One of his earliest contributions was a Field Report shared in LR 46 on Feiglin's Narbethong tramway. His very detailed description of the tramway, which included maps, earned him a \$2 award from the Editor!

Employment with the then SEC as a High Voltage Linesman saw Tony and his family move from Melbourne to Northeast Victoria. Eventually Tony and his family settled in Bendigo and Tony soon became involved in the fledgling Castlemaine Maldon Railway Preservation Society (now Victorian Goldfields Railway). He continued this involvement up until October 2018, working as a part of the track gang.

A great model railway enthusiast, Tony had designed and built a superb VR themed HO railway, which featured a

narrow gauge timber tramway. More recently, Tony had built a substantial large-scale railway in his backyard.

Tony displayed a photo of the North Cascade Creek trestle from the FCV Thomson Valley Tramway on his wall. This very same photo can be found on the back cover of the Society publication *Tall Timber and Tramlines*. This book kindled my personal interest in light railways, and encouraged me to attend a tour to the Black Spur in 1986 with Tony. I later visited this same area as part of the LRRSA post Black Saturday bush fires survey team.

Tony was always an absolute gentleman who never had a bad word to say about anyone. He was quick to share a smile with everyone and with a shrug of his shoulder, would bring life to any conversation he joined.

We send our condolences to his wife Rita, his children Shanon and Talya, Mark, Luke, Naomi and Levi. Tony will be much missed by his eleven grand children, and his friends in the many walking, music, re-enactment, singing, railway and other groups of which he was a part.

Scott Gould



THE ROSE SERIES, P. 251

"LEAVING THE STATION," WARBURTON

TOM'S JOB

by C C Hutbush

"When you get out at the station," wrote Bleasby, of the sawmill, "cross the railway line, and you'll see a streak of misery pretending to be sorting timber or loading a truck. You can talk to him (he's always ready to talk) till Tom comes in with the trolley. I'm sorry I can't meet you myself, but have a terrible lot of orders on hand just now. However, you'll be quite safe and comfortable with Tom – he's a very careful driver, and the horses could go along the track blindfold."

Accordingly, when I alighted from the train I went over to the streak, and found him all that Bleasby had described, and a bit over. Immediately I spoke, he sat down and began to fill his pipe. He also discoursed at some length on the advantages of a city life compared with a country one. When I remarked that he didn't seem overworked just at present, he threw out his hands with unnecessary violence, I thought, and asked me to look at them. They certainly looked toil-worn, and were of a blue-black colour that made me feel sorry that I had spoken. I found out afterwards that very little handling of newly-sawn green timber will paint the hands that hue, and it isn't necessarily the brand of the hard grafter. Then he pointed scathingly at my paws, and said, "Soft as puddin'."

I turned away and looked at the bush. I sniffed in big draughts of air laden with the smell of gum leaves. It was grand after twelve months of city stinks. My eyes fell on a miniature railway that got lost round a corner two hundred yards away.

"The tram track?" I inquired, turning to the streak again.

"Ay! you'll be goin' out with Tom next trip, I suppose? He told me Bleasby was expectin' some Johnny from Melbourne to day."

"Yes," I said, modestly disregarding the latter portion of his speech.

Just then a trolley loaded with timber came round the bend of the tram-track. A man was sitting on top, with his feet dangling over the side. He appeared to be taking no notice of the horses, but was staring away into the bush, imitating the notes of various birds, and the birds seemed to be answering him. The streak must have noticed my look of surprise. "All the birds along the track try ter mimic Tom's whistle," he informed me confidentially.

When Tom arrived at the platform he awoke to activity. He jumped down, un-hooked the horses, pushed the loaded trolley on to a small siding, hooked on to the trolley the streak had just unloaded, and then came to where I was standing.

"Day! Bleasby's expectin' you. You'd better jump up – I got another trip to do yet." His manner was hearty, if a trifle gruff. I clambered up. Tom sprang beside me, whistled to the horses, and away we went at a pace of about three miles an hour. I was seated on a big plank that ran across the rear of the trolley. As the floor was only about six inches lower, I could rest my chin on my knees without the least difficulty. There was absolutely nothing whatever to hold on to but the plank on which I was seated. I don't like riding in a vehicle devoid of anything to clutch at in the event of a surprise. Tom didn't seem talkative – he was whistling to the birds again, and they were whistling back at him.

"They seem to know you pretty well, I ventured at last, pointing away into the scrub at nothing in particular. Tom gave a low chuckle.

"Aw, yes; I've got into their ways, I suppose. They're about the only company I get along here, and I know all their notes. That ghost you saw in at the station reckons the birds imitate me. He ain't got brains enough to discover I imitate them.

Here there was an interruption. We had come to low-lying ground, and the corduroy floor of the track was hidden under three inches of slush, and only the rails were visible. The leader didn't like the mud, and dodged off on to the side where it was cleaner. Instinctively I grabbed my plank, thinking the trolley would follow; but it didn't. It went on just the same.

Tom heaved a stone that landed fairly between the horse's ears, and brought him back between the rails.

"He's a fair cow, is that leader as partic'lar about his feet as a woman."

Tom had no reins, but he had a heap of small boulders lying on the floor of the trolley, and when he wanted to reason with either of his horses he threw one of these at the offender's head. Much practice had made him nearly perfect in his aim, and the missiles invariably dropped squarely between the horse's ears. When his ammunition gave out, he replenished at one of the many digger's holes that lay along the track.

The country was like a switch-back railway, and the bush encroached to such an extent on the track that several times it nearly brushed me off my perch. After a while we came to a trestle bridge, and a fearsome affair it was. I found myself looking down through fifty feet of space (with stones where the space ended), and thinking of my past. There is nothing makes you so sorry for what has gone before as to find yourself with only a horse's temper between you and perdition.

I began to picture to myself what my creditors would say if that leader stepped off on to the side as he did before, and



found no side there. As if in answer to my thoughts, just as we got about the middle of the bridge he stumbled, and nearly came down.

“Git up, you old cow!” came Tom’s voice. It sounded in my ear like Gabriel’s trump. Through a blurr I saw Tom stretch out his hand towards the boulders. I couldn’t stand it any longer – I clutched his arm tightly.

“You sha’n’t do it!” I hissed. “It’s suicide.”

He shook his arm free, and heaved the stone. Then he turned to me quietly.

“D’you think I dunno what’s best for ‘em? Don’t you be skeered, Mister; them horses know better’n to cut up any capers just about here.”

I didn’t want to get into an argument with anyone just then, so I only said I hoped they did. We got across the bridge safely, and crawled up another hill. At the top Tom unhitched the horses, waved his arm, shouted, “Off you go,” and they disappeared down a little path into the bush. I settled myself more confidently on my plank, and breathed freely.

“Going to wait here till they come back?” I asked.

“No blanky fear,” said Tom; “there ain’t any waitin’ gummed on ter this job. We’ll go along a bit on our own.” He took off the brake, and we began to descend into another gully. Faster and faster we went. I felt the atmosphere hitting against my face like whipcord; but I couldn’t keep it off – my hands were otherwise engaged.

“How d’you like it?” shouted Tom.

My thoughts were not to be interrupted by speech. I was cursing Bleasby. “You’ll be quite safe and comfortable, and Tom is a careful driver;” he had written. I wondered passionately what Bleasby’s ideas of comfort were, and what he called careful driving.

The trolley began to slacken as it crossed the gully, and began to ascend another rise.

“How did you like it?” asked Tom again.

“What wages do you get at this game?” I asked abruptly.

“What d’you think it’s worth?”

“Thirty quid a week,” I said recklessly. Tom gave that gurgling chuckle of his.

“Wish you’d try and make Bleasby think that; he gives me six bob a day.”

He put on the brake, and we stopped dead.

“Them cows ‘ll be along in a minute; I always send ‘em down there for a drink this trip.” He pointed back to the gully we had crossed at such break-neck speed.

Presently, the horses emerged leisurely from the bush, and we resumed the journey. Tom’s head went down between his hands, and he began on his bird-concert again.

“Ever have any accidents?” I asked, between the notes.

“The bloke who had this job before me had the biggest funeral ever celebrated in these parts,” answered Tom slowly. “He deserved it, too – he was a white man, was Jim Bates.”

“How did it happen?”

“He was going inter the station with a load of 4 x 2 when the trolley came off at Dog-leg Bend, an’ Jim got mixed up with the timber. The brake didn’t act, or some thin’.”

“Ever get hurt yourself?”

“Not yet.” returned Tom, with almost a flavour of anticipation in his tone.

I relapsed into silence until we rounded Dog-leg Bend. It was an awesome place where the tram track took a sharp curve round the side of a hill. On the upper side the hill ascended perpendicularly, on the lower it sloped steeply to a muddy little creek, fifty yards away. It looked as if the tram track had a desperate time of it in preserving its hold to the

hillside, and I could easily fancy that poor Jim Bates would find little difficulty in getting killed at such a spot.

Presently a song came floating out through the bush – a wild, weird song that would make a man shiver if he met it on a dark night. It was the circulars tearing their prey.

“Nearly there now, Mister,” said Tom; “guess you’re not sorry?”

A moment later a voice I knew well came to me. It held the same domineering power that it had when we were kids together. “Come on, now, you lazy beggar! Get this log cut down before crib.” It was Bleasby, and I was at the mill.

Tom’s job is doubtless a very good one for a person fond of excitement and uncertainty. There’s no hard work about it; plenty of fresh air, and any amount of company for a good whistler. But – well, in my opinion, it has drawbacks.

Comment

The short story, TOM’S JOB, appeared in *The Australasian*, Melbourne on 30 March 1907 and is reprinted here exactly as written – neither spelling, grammar nor language has been altered. The author, ‘C C Hutbush’, is surely a pseudonym – I have not been able to locate any person of that surname in Australia. Hutbush wrote many short stories in the period 1907 to 1914, usually on subjects to do with rural life, its trials and tribulations but not forgetting its poignant and funny moments.

The story of Tom and his work as a horse-tram driver at a bush sawmill must have been written from the author’s own experience of such a journey. The story is set in Victoria, in one of the mountainous areas where sawmilling existed at the time. The mention of arriving by train limits it to a score of railway stations. Presuming the story was fairly recent restricts possible locations further. A number of mountain areas were still to get a railway in 1907 so they can be discounted.

In 1906, the Warburton line was only five years old and sawmilling was in full swing at Yarra Junction, Richards’ Siding (later Britannia Siding); West Warburton (later Wesburn), Millgrove and Warburton. Lack of any mention of going through a town or crossing a large river on the journey may be due to the author choosing not to mention such features. Outside of the upper Yarra district, possibilities include Cheviot, Healesville, Woori Yallock, Wandong, Whittlesea, Longwarry, Nar Nar Goon, Gembrook, and several stations along the Beech Forest narrow gauge line. Should anyone reading this know of someone called Bleasby, who worked at a sawmill around 1906, please let me know. If you wish to read the original story online at Trove the link is <http://nla.gov.au/nla.news-article139334589>

By Phil Rickard

The Photographs:

Page 17: Warburton – ‘Leaving the station’ Rose Postcard P251 Empty log bogies head back to the bush – probably the Mississippi Sawmill Company’s mills

Page 18: Rubicon – State Library of Victoria H2005.88/244 photographer: Lindsay G Cumming

Centre Spread: Rubicon – ‘Timber Tram’ – SLV H2005.88/24 photographer: Lindsay G Cumming







The Bulli Coal Company jetty at Sandon Point showing the elevated section at the end to load ships.

Photo: State Library of New South Wales (IR240032)

DH Lawrence and the Bulli Coal Company jetty

by John Browning

In 1923, DH Lawrence, the English novelist, published *Kangaroo*, set in Australia. The novel appears to be semi-autobiographical, based on a three-month visit by Lawrence and his wife Frieda, in mid-1922. A significant location in the novel is a rented house – named *Wyeuwuk* – overlooking the sea at Thirroul, in the northern part of the Illawarra district. During his stay at Thirroul, it appears that Lawrence enjoyed walks exploring the surrounding area. Thirroul was an industrial village and the Bulli Coal Company's jetty was close by. The following extracts from the novel describe operations on a coal loading jetty and the industrial railway that served it.

At the south end of the shallow bay was a long, high jetty straddling on great tree-trunk poles out on to the sea, and carrying a long line of little red coal-trucks, the sort than can be tipped up . . . the lines from the jetty ran inland for two hundred yards, to where a tiny colliery was pluming steam and smoke from beyond a marsh-like creek . . . (Chapter 5)

As a rule the jetty on its poles straddling a little way into the sea was as deserted as if it were some relic left by an old invader. Then it had spurts of activity, when steamer after steamer came blotting and hanging miserably around, like cows to the cowshed on a winter afternoon. Then a little engine would chuff along the pier, shoving a string of tip-trucks, and little men would saunter across the skyline, and there would be a fine dimness of black dust round the low, red ship and the end of the jetty.

One of these afternoons . . . when the boats were loading coal on the moderately quiet sea, he noticed the little engine standing steaming on the jetty, just overhead where he was going to pass under. . . .

He had come to the huge, high timbers of the tall jetty. There stood the little engine still overhead: and in the gloom among the timbers underneath water was dripping down from her . . . He looked up. There was the engine-driver in his dirty shirt and bare arms, talking to another man. . . .

The two men stood still in the cold wind that came up the sands from the south-west. To the left, as they faced the wind, went the black railway track on the pier, and the small engine stood dribbling. On the right the track ran curiously past a little farm-place with a corrugated iron roof, and past a big field where the stubble of maize or beans stood ragged and sere, on to the little hollow of bush, where the mine was, beyond the stagnant creek. It was curious how intensely black, velvety and unnatural, the railway-track looked on this numb coast-front. The steamer hooted again. (Chapter 7)

It is obvious that the descriptions are of the Bulli Coal Company's Jetty at Sandon Point, which was in plain view to the south from the house rented by Lawrence. The novelist's mastery of language is particularly evident in his wonderful description of distant coal loading operations.

However, Lawrence does not paint a completely accurate picture of the scene as he observed it. His placement of the colliery was misleading, as Bulli Colliery was some distance from the coast and about 120 metres above it, reached by a self-acting incline. The description of a *tiny colliery pluming steam and smoke from beyond a marsh-like creek* corresponds to the coke works situated east of the NSWGR on the line to the jetty where coal and coke were loaded onto vessels, and the creek is named 'Tramway Creek'.

As Lawrence was the son of a coal-miner from a Nottinghamshire pit village, and the coke works was within easy walking distance, it seems clear that his misplacement of the colliery was not based on mistaken identity. He also completely omits any mention of the Vulcan Firebrick Company's works, which would also have been clearly visible between the coke works and Thirroul township. In short, he

makes the scene appear less industrial than it actually was. The 'unnatural' blackness of the railway would of course have derived from the coal waste from which its formation was built, and the accumulation of coal and coke dust dropping from the wagons. More than dust dropped from the wagons, for Lawrence describes locals collecting lumps of coal from the beach beneath the jetty.

The jetty was originally built in 1863 and had an elevated section at the sea end where ships were loaded. The railway that ran along it extended about 2.5 kilometres inland to the foot of the incline leading to the colliery. Locomotives were used on the jetty line from 1867. The 200 metre jetty was subject to the fury of the seas and suffered significant storm damage on numerous occasions, for example in 1864, 1867, 1907 and 1912. It had been reconstructed multiple times before falling out of use during the 1930s.

The *little engine* observed by Lawrence was almost certainly one of the Baldwin 0-4-0ST tram motors used on the line. Built for the NSW tramways, this was number 62, Baldwin 6983 of 1884, obtained in 1907, and it continued in use until 1928. It had been fitted with a new body by the colliery carpenter, having previously been involved in an accident

that had destroyed the original while in tramways service. The wagons were simple end-tipping wooden box wagons of about 4 tons capacity.

Acknowledgements

Thanks to Joseph Davis, whose research cited below answered many of my questions on this topic, and to Chris Stratton for pointing me in the right direction through his local knowledge.

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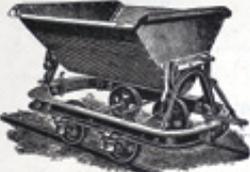
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Lever, Box, Weight and Connecting Rod extra unless specified.

Specification Standard Sets Stocked.

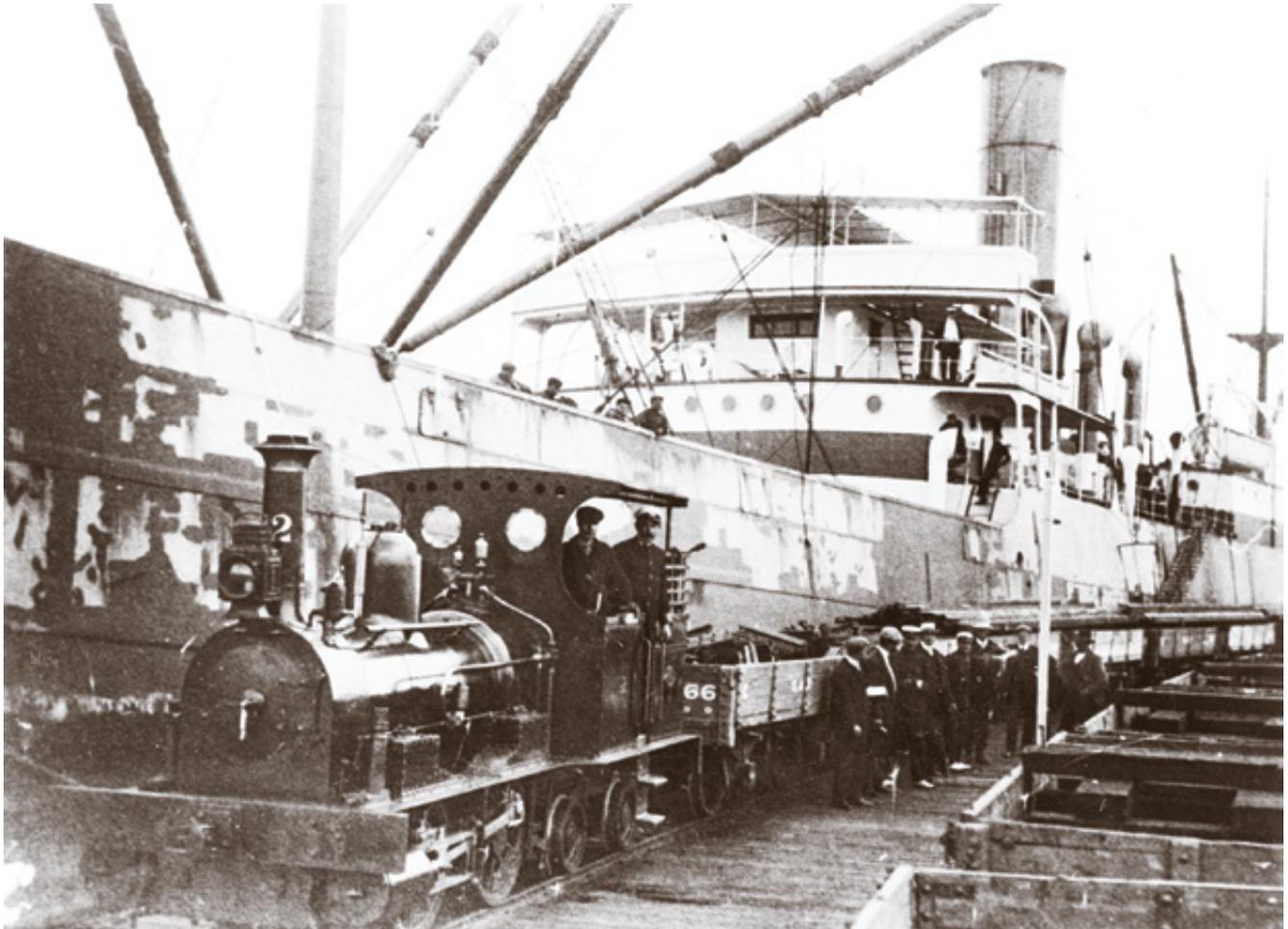
40 lb. Sets.—Blades, 6 ft. long; Stock Rails, 8 ft.; Guard Rails, 5 ft.; Frog Rails 4 ft. and Wing Rails 5 ft.; Angle, 1 in 5; Weight about 7 1/2 cwt.

30 lb. Sets.—Blades, 5 ft. long; Stock Rails, 7 ft.; Guard Rails, 6 ft.; Frog Rails 4 ft. and Wing Rails 6 ft.; Angle, 1 in 5; Weight about 3 1/2 cwt.

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7

Extract from a 1927 catalogue from machinery merchants Cameron Sutherland Seward Pty Ltd showing some of the light railway material that it had available. The company had stores in Melbourne and Sydney and supplied equipment to many State and Federal government departments engaged on construction projects at that time. Mike McCarthy collection (from the Victorian Public Records Office).



V12 shunting on Kirton Point Jetty at Port Lincoln. A load of rails and fishplates for the Minnipa Hill and Darke's Peak extensions has just been unloaded from the ship. Eyre Peninsula Railway Preservation Society archives 16-1345.

Jetty shunter ventured far inland

by Peter Knife

When the Port Lincoln railway first opened, a contractor's horse was used for shunting in the yard and on Kirton Point Jetty. In 1909 the Superintendent requested a small shunt locomotive to cope with busy periods. The locomotive V12 was the eventual result of that request.

The V Class 0-4-4T locomotives were tiny, weighing just 16 tonnes, with only half the tractive power of the also-small W Class 2-6-0 locomotives. The V Class were introduced in 1877 to replace horses on the Kingston–Naracoorte line in the South East, as detailed in Frank Stamford's recent articles in *Light Railways*.¹ V12 later went to Port Germein, Port Pirie and back to the South East before being condemned in 1904.

In March 1910 the Resident Engineer and Superintendent at Port Lincoln (JD Somerville) requested a small shunting locomotive for the following year, commenting that 'horse shunting is rather slow'. Within weeks, commenting on V12 as the likely candidate, the Chief Mechanical Engineer (BF Rushton) related that:

When the engine was about to be broken up (1906) it was thought that in all probability a small tank engine would be required for the Port Broughton line and I therefore kept the engine intact. The engine was not required for Port Broughton.

Rushton authorised the rebuilding of V12 two weeks later, in anticipation of it being sent to Port Lincoln.

Early in 1910 the new Superintendent (FE Hayman) wrote to the CME requesting reconsideration of the choice of locomotive:

I would respectfully suggest that a class W engine be sent for this shunting, which very often will be completed in the morning, and the same engine can run a load to Wanilla. I understand the cost of running a V class engine is very nearly the same as a W and two men required on either engine. It is very probable the [horse] shunter would throw up his contract if we did the work on the busy days. Then I would recommend that the department should have a shunt horse, to be used where there is not sufficient work for an engine.

Rushton equivocated, deciding initially to wait for the rebuild of three Wx locomotives for the extensions then under construction and send V12 to Wallaroo instead. But five days later he decided that V12 should in fact go to Port Lincoln, and ordered its transfer.² Reinstated and repaired, V12 arrived in Port Lincoln in June 1910.

Up to now (given the paucity of documentation on the Port Lincoln Division) it had been assumed that it spent its remaining life around Port Lincoln, possibly also visiting the workshops that were located at Cummins.

Documents recently unearthed in State Records show that V12 was hired to Smith & Timms to cover a contractor's locomotive shortage during its construction of the Minnipa Hill and Darke's Peak lines. Four locomotives owned by Smith & Timms were used at various times on these contracts: Jung 0-4-0WT No. 690/1903, two ex-South Australian Railways W Class (W53 and W54), and Dubs 2-6-0 No. 3385/1896.³

In March 1912 the Smith & Timms wrote to the CME alerting him to the deteriorating condition of one of its W Class,

requesting urgent shipment of new boiler tubes and asking for loan of an SAR locomotive in the event of a breakdown. The next recorded communication was on 25 September after Mr Teesdale Smith phoned the Superintendent at Port Lincoln (Hayman) asking for a locomotive. Hayman was reluctant to release one of his W Class, and referred the matter to the CME. On 7 October the SAR Commissioner received a telegram from the contractors at Yeelanna:

Will you kindly arrange to let us have the small engine on Saturday next at Yeelanna. Please reply.

The CME duly instructed the Superintendent to let Smith & Timms have the use of “engine No. 12, that is the small shunting engine”. V12 was handed over at Yeelanna on 12 October 1912, and not returned to the SAR until 5 February 1913.⁴

While with Smith & Timms it was based at its work camp at Tooligie, and was reported as working water and materials trains each day to the head of the line. By February 1913 construction had reached somewhere between Yaninee and Minnipav, so this tiny little engine certainly covered a surprising amount of Eyre Peninsula track, far from its normal home at Port Lincoln.

Six years later V12 had another unique brief involvement. The wheat ship *Alice* was loading bagged grain at Port Lincoln jetty (a process which typically took around six weeks) when the boiler that drove its derricks failed. V12’s boiler was hired

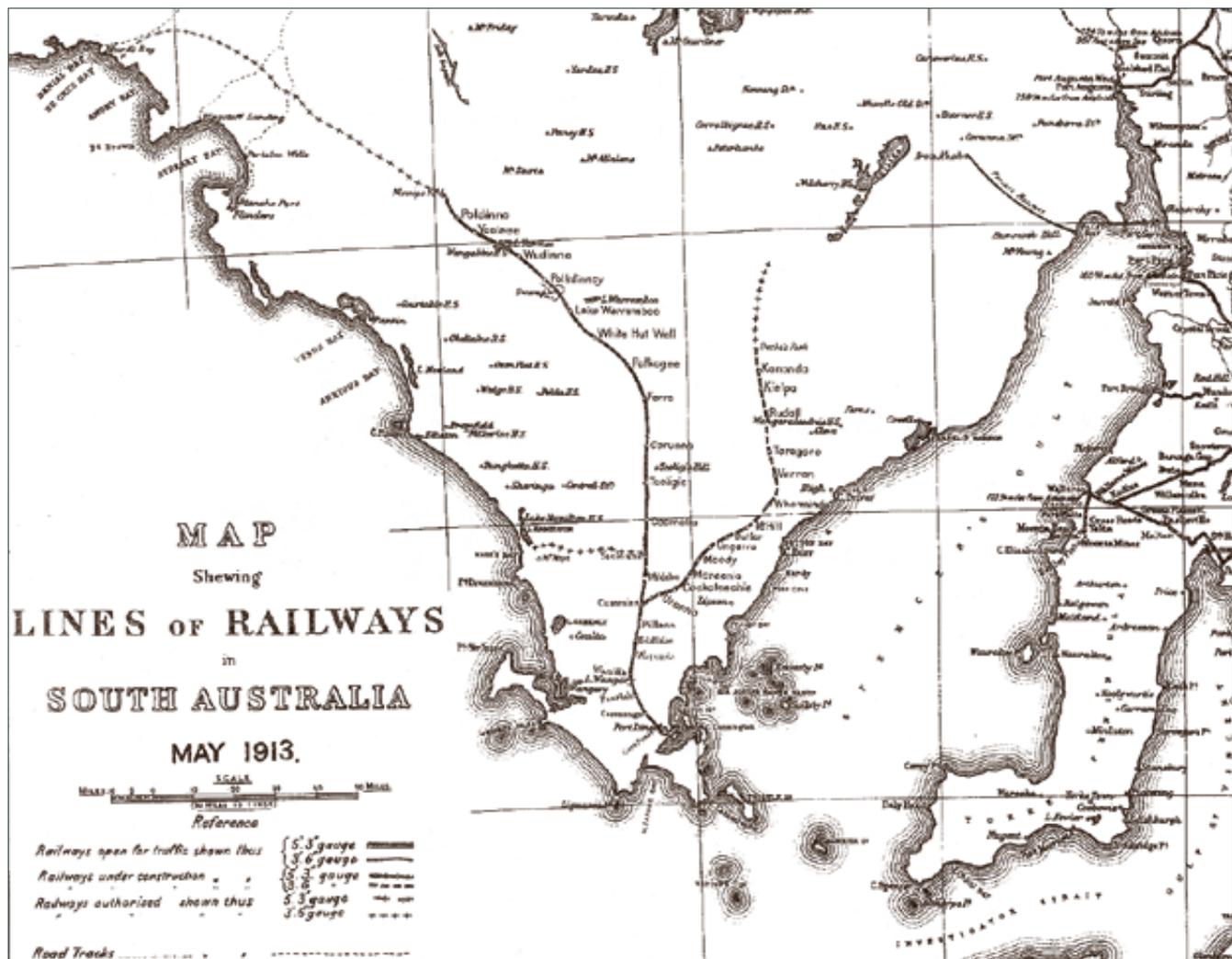
to the ship from 12 June to 1 July 1919 ‘without inconvenience to us’, according to the SAR Superintendent at Port Lincoln.⁶

V12 was finally condemned in March 1940, although it may have been out of service well before that.

Rushton’s mention of retaining V12 for the Port Broughton line brings to mind a link with another curious episode in Port Lincoln’s railway history. Experimental internal combustion locomotive 259 had a brief, unsuccessful career at Port Lincoln (1913–16). Rushton had also nominated the Port Broughton line as a potential use for this locomotive. Ultimately the horses on the Port Broughton line were replaced by a TACL tractor in 1926.⁷

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This 1913 map shows the Minnipa Hill and Darke’s Peak lines which were then under construction. V12’s “home away from home” at Tooligie is included, along with a number of planned sidings which actually opened under different names than those shown on the map.





Please send contributions to:
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Special thanks to contributors to the *Sugar Cane Trains/Navy Pics 2ft* Facebook page.

QUEENSLAND

Austube Mills, Acacia Ridge

(see LR 176 p.21)

1435 mm gauge

This site was formerly Smorgon Steel and on 28 November 2003, Goninan 4wDE (030 of 1972) was obtained from ComSteel, Waratah Works, NSW. It has not been mentioned in these pages since January 2004 and has since received the identity GEME08. It is used for shunting at the firm's private

siding and was seen positioning coil wagons for unloading on 25 October. This loco has a 250 hp Cummins NS743 motor and weighs 32.5 tonnes. Bob Gough 11/03; Ben Francis 10/18

DOWNER EDI, Maryborough

(see LR 265 p.23)

1067 mm gauge

Walkers B-B DH DH73 *Hugh Boge* (718 of 1974) has been hauling Queensland Rail Citytrain EMU sets to the factory from Maryborough West and was seen doing this on 9 and 16 January. Greg Kepper 1/19; Eric Perkins 1/19

ISIS CENTRAL SUGAR MILL CO LTD

(see LR 265 p.23)

610 mm gauge

Walkers B-B DH 2 (598 of 1968 rebuilt Walkers 1994) was hauling the poison train in February and was seen stabled for the weekend at Mamminos line on 8 February. Brian Bouchardt 2/19

MACKAY SUGAR LTD, Mackay mills

(see LR 265 p.23)

610 mm gauge

EM Baldwin B-B DH 17 *Langdon* (9562.2 6.81 of 1981) was in use hauling the ballast train early in February. On 12 February, it was announced that German firm Nordzucker had signed a deal to acquire 70% of Mackay Sugar. The transaction is subject to the approval of Mackay Sugar's shareholders and other conditions including the sale of one of its four mills.

Mitch Zunker 2/19; Foodbev Media website 12/2/2019

MACKAY SUGAR LTD, Mossman Mill

(see LR 265 p.23)

610 mm gauge

As of early February, Mackay Sugar still owned this mill. Neither the federal government nor the Queensland state government had released funds promised to cane growers' group Far Northern Milling for purchase of the mill. The federal government was still working through how the funds would be spent and the state government would not release its funds before the federal government made a similar commitment.

Cairns Post 22/12/2018; *North Queensland Register* 28/12/2018; *Newsport* 2/2/2019

MSF SUGAR LTD, Mulgrave Mill

(see LR 265 p.23)

610 mm gauge

Clyde 0-6-0DH 13 *Hambledon* (64-316 of 1964) was seen with an ex *Hambledon* Mill ballast hopper in the Aloomba area on 22 January. Gregorio Bortolussi 1/19

WILMAR SUGAR (HERBERT) PTY LTD, Herbert River Mills

(see LR 265 p.25)

610 mm gauge

Clyde 0-6-0DH *Canberra* (65-433 of 1965) has been in use with the navies at Macknade Mill this slack season so far up until mid February. Macknade Mill's 12 went to Victoria Mill for slack season navy use early in December. Kalamia Mill's EM Baldwin B-B DH *Selkirk* (6750.1 8.76 of 1976) was still at Victoria Mill on 7 February. Victoria Mill's Walkers B-B DH



Left (page 26): Macknade Mill Loco 14 making its way through Cordelia just before crossing the Herbert River with a brake van and rake of empty sugar bins, 17 September 2018. Photo: Luke Horniblow **Above:** On 25 October, Austube Mills Acacia Ridge, Brisbane Goninan 4wDE GEME08 (030 of 1972) is seen positioning coil wagons for unloading while PN's Acacia Ridge shunt loco 8112 looks on. Photo: Ben Francis



Above: Mossman Mill Com-Eng 0-6-ODH multi-unit locos Faughy (AL4190 of 1965) and Douglas (AL2562 of 1963) prepare to take a rake of full 13 tonne bins off the stands at the Cassowary road/rail interchange on 7 September. Photo: Gregorio Bortolussi **Below:** Mulgrave Mill Clyde 0-6-ODH 19 Redlynch (65-435 of 1965) and Clyde 6 wheeled brake wagon 19 (CQ1319 of 1969) head north along Mt.Peter Road, south of Edmonton on 15 November. Photo: Gregorio Bortolussi



Herbert II (612 of 1969 rebuilt Walkers 1993) is supposedly to be fitted with RSU remote control gear this slack season.

Luke Horniblow 12/18; Editor 12/18, 2/19

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

(see LR 265 p.25)

610 mm gauge

Kalamia Mill's Com-Eng 0-6-0DH *Chiverton* (C1030 of 1958) was seen with Invicta's ballast train at the Clare navy depot on 19 January. Walkers B-B DH *Cromarty* (708 of 1973 rebuilt Bundaberg Foundry 1996) is being rebuilt at Pioneer Mill this slack season and had been stripped down to the frames by late January.

Grant Giachin 1/19; Luke Horniblow 1/19

WILMAR SUGAR (KALAMIA) PTY LTD, Kalamia Mill

(see LR 265 p.25)

610 mm gauge

Com-Eng 0-6-0DH *Chiverton* (C1030 of 1958) was seen with Invicta Mill's ballast train at the mill's Clare navy depot on 19 January. By 7 February, EM Baldwin B-B DH *Selkirk* (6750.1 8.76 of 1976) had not returned from being on loan to Victoria Mill.

Luke Horniblow 1/19; Editor 2/19

WILMAR SUGAR PTY LTD, Pioneer Mill, Brandon

(see LR 265 p.27)

1067 mm gauge

Walkers B-B DH *Jerona* (647 of 1970) and Invicta Mill's Walkers B-B DH *Cromarty* (708 of 1973 rebuilt Bundaberg Foundry 1996) are being rebuilt this slack season and by late January, both had been stripped down to the frames.

Grant Giachin 1/19

WILMAR SUGAR (PROSERPINE) PTY LTD, Proserpine Mill

(see LR 265 p.27)

610 mm gauge

EM Baldwin B-B DH 9 (6626.1 7.76 of 1976) was seen with the ballast train at Cams Loop on 2 January.

Tom Badger 1/19

WULGURU STEEL, South Yard Workshops, Townsville

1067 mm gauge

The Wulguru Group has taken on the long-term lease of the rail yards in South Townsville along with restoring and upgrading the workshop facilities therein for the receipt and maintenance of rail wagons. This began in March 2018 with

the receipt of a rake of GATX acid tankers from Incitec Pivot Ltd. Since then, OSZY acid tankers have also been seen here. A Linmac ST150 road/rail shunting unit with the identity RRS 42 is in use for moving wagons around. It appears to be ex Queensland Railways/ Aurizon and may have been built in the nineties.

Arthur Shale 12/18; Wulguru Group Facebook page accessed 2/19

NEW SOUTH WALES

BORAL LTD, Wauchope

1435 mm gauge

An ex FreightCorp Aresco Track Chief road/rail shunt tractor crane is used here to position cement wagons and was seen on 12 November. It was built by Com-Eng-Aresco in South Australia.

Mark Bennett 11/18

MANILDRA FLOUR MILLS PTY LTD, Manildra

(see LR 258 p.28)

1435 mm gauge

Goodwin Co-Co DE 44208 (G-6045-08 of 1971) is now here after leaving Manildra's plant at Bomaderry on 24 December.

Leslie James Partelle 12/18



Mulgrave Mill's Com-Eng 0-6-0DH 17 Deeral (AD1453 of 1962) with cane from the south as it heads into the climb up to the mill from the Mulgrave River bridge on 24 September. Photo: Gregorio Bortolussi

**MANILDRA, SHOALHAVEN STARCHES
PTY LTD, Bomaderry**

(see LR 265 p.27)
1435 mm gauge

Walkers B-B DH 7315 (674 of 1971) and Goodwin Co-Co DE 44209 (G-6045-09 of 1971) were seen stabled on a siding in the car park on 4 January. Goodwin Co-Co DE 44208 (G-6045-08 of 1971) went to Manildra Flour Mills at Manildra on 24 December.

Leslie James Partelle 12/18; Glen Greathead 1/19

OVERSEAS

FIJI SUGAR CORPORATION

(see LR 265 p.27)

610 mm gauge

Thought is being given to connect Raki Raki and Rarawai Mill by rail to lower transport costs of cane from the former Penang Mill area. Cost by road is \$30 per tonne and by rail would be \$6 per tonne. Cane farmers have been asked to refrain from bribing cane cutters and FSC field staff to have their cane cut first and transported

to the mill. Bribes have included kava given to loco drivers by farmers for their cane trucks to be picked up first. The theft of cane truck stanchions has become an issue with wooden stanchions going missing on outbound trips to the farms. Farmers then have to cut down tree branches for the trucks so their cane can be loaded. Steel stanchions were used at one time but the mills found them too expensive to replace. 20% to 35% of cane is now being cut mechanically.

The Fiji Times 28/1/2019; *Fiji Sun* online 15/1/2019, 29/1/2019



Above: Prof B-B DH 22 Aloomba (P.S.L.25.01 of 1990) up on stands with bogies removed outside the Mulgrave Mill loco shed on 26 January. Photo: Luke Horniblow
Below: Clyde 0-6-0DH Canberra (65-433 of 1965) with the Herbert district's ballast hoppers at the Macknade Mill navy area on 8 December. Photo: Luke Horniblow





Above: Proserpine Mill's Plasser KMX-12T tamping machine (413 of 1995) and EM Baldwin B-B DH 9 (6626.1 7.76 of 1976) with the ballast hoppers at a relay on the Cannon Valley line on 2 January. Photo: Luke Horniblow **Below:** The Com-Eng Aresco road/rail shunt tractor used to position cement wagons at Boral Ltd., Wauchope on 12 November 2018. Photo: Mark Bennett





LETTERS

WW1 Surplus and memorialised locomotives (Letter LR 264)

I would like to clarify some comments made in the letter regarding First World War locomotives (LR 264 December 2018).

The Hunslet locomotives mentioned should not be associated with the Railway Operating Division (ROD). While the ROD had some involvement with establishing the systematic use of light railways by the British on the Western Front in late 1916, the light railways were then placed under the control of the Directorate of Light Railways, and were typically lettered WD, not ROD.

To the best of my knowledge, the Broken Hill Associated Smelters (BHAS) locomotives from Andrew Barclay Ltd were not built for the Western Front. I have British references to 3' 6" gauge being used, but these have been shown to be an approximation and were actually metre gauge rural tramways. Both France and Belgium had networks of metre gauge side-of-road tramways serving their rural areas. The ROD used some of them for military purposes, but this was very limited and used the existing rolling stock.

While Andrew Barclay Ltd supplied 25 0-6-0 locomotives to the Western Front, these were 600mm gauge well tanks (works numbers 1518-1542, WDLR numbers 601-625). I would be very interested to see any primary references that directly connect the four locomotives obtained by BHAS to the British war effort.

Trevor Edmonds
via email

The Cheetham Chronicles: Part 6 (LR 263)

I can add some clarity re the tractors used at the Cheetham Salt Works. It was at my suggestion that the Belmont Common Railway acquired the two from Moolap. Convincing fellow committee members that they should be saved took some doing, as they were ugly, not steam and the wrong gauge. I did not make any friends in getting them but this should be seen in the light of attitudes at the time and not of those of today. I had a similar battle in securing ex QGR railmotor RM76 but that is another story.

After I moved to Tasmania the "complete" tractor went to Menzies Creek and the engineless one was dispatched to the local scrap merchant. The two from Laverton

were acquired, again at my instigation, by the Van Diemen Light Railway at Don, Tasmania. I spent a couple of days alone in sweltering heat sorting out a track to the loading ramp at Laverton to get them away. As with Belmont Common, the Tasmanians were generally unimpressed (understatement) with the Days tractors. The "complete" one quickly lost its motor to the scrap merchant and later the two running chassis were bulldozed down to the riverbank. Several attempts by me to rescue them fell on deaf ears but they were eventually given to a local enthusiast. I presume that he passed one on to Sheffield who in turn gave it to Alexandra. The other went on to Peter Fell in Hobart for possible use at Ida Bay. I was later given this one as compensation for expenses related to volunteer work on the Ida Bay Railway. I stored it at my home until I sold it to Gary Barker. From photographic evidence it was possible to establish whether Gary's was the complete or the engineless one from Laverton.

David Beck
Midway Point, Tasmania
via email

Robb & Co's Cudgen Sugar Operation (LR 265)

The caption for the photograph on the bottom of page 9 of LR 265 contains one minor error. The driver's attention might be on his load, but the locomotive is actually running in reverse, as shown by the position of the slide block on the Joy valve gear.

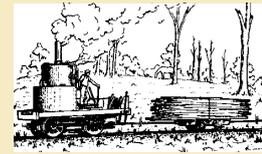
Peter Evans
Mt. Waverley, Victoria
via email

Robb & Co's Cudgen Sugar Operation (LR 265)

This letter is an addendum to the discussion in the 'Cudgen Ruling Grades' section of my article, which compared ruling grade loads. The article attempted to identify the Cudgen locomotive, either the Fowler or the Krauss, mentioned in Sydney's *Evening News* of 6 December 1892. This reported the Cudgen trucks are drawn by what the newspaper termed as a locomotive of 8hp, weighing six tons, and capable of hauling up the incline 20 tons at the rate of 15 miles an hour.

Bruce Macdonald's *Krauss Locomotives in Australia* in LR 153 June 2000, noted the Cudgen Krauss as 6.5 tons. John Browning has kindly supplied the following extra material. In *Cane Train* Peter Dyer said the equivalent Fowler in Fiji weighed 8 tons in working order, so it would be logical to assume that the 6-ton Cudgen unit was the Krauss. Bruce noted the 30hp Krauss cylinders as 160 mm x 300mm stroke (6.3" x 11.8") with 175 psi pressure. As the Fowler had 8½" x 12" cylinders, John suggested neither could reasonably have been classified as 8hp.

Peter Cokley
via email



LRRSA NEWS

MEETINGS

ADELAIDE: "Movies on Tasmanian railways"

After the usual business, we will view recent movies by John Meredith of the West Coast Wilderness Railway and other Tasmanian railways. News of light rail matters will be welcome from any member. Intending participants would be well advised to contact Les Howard on 8278 3082 or by email lfhoward@tpg.com.au, since accommodation is limited.

Location:

1 Kindergarten Drive, Hawthorndene.

Date: Thursday 4 April 2019 at 7.30pm

BRISBANE: "No meeting in April"

Due to the meeting date falling on Good Friday, it has been decided not to have an April meeting. The next meeting will be on 21 June and details will be provided in the next *Light Railways*.

MELBOURNE: "To be advised"

At the time of publication the meeting details were not finalised. Full details are given in the members supplement posted with copies of the magazine. Details will also be given on the LRRSA website (www.lrrsa.org.au) and the Facebook page *Light Railways of Australia*.

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

Date: Thursday 11 April 2019 at 7:30pm

SYDNEY: "Railways of the Pilbara region of West Australia"

The heavy rail operations of the arid Pilbara region provide examples of industrial "railroading" at its best. A multitude of railways link the inland iron ore mines with the coastal ports. A good selection of photos will be featured on the night but members are invited to contribute any of their own photos as well.

Location: Woodstock Community Centre, Church Street, Burwood. Free Council car park behind building (entry via Fitzroy Street) or close-by street parking. Only 10 minutes easy walk from Burwood railway station.

Date: Wednesday 24 April 2019 at 7:30pm

SEQ Group – Mike Loveday photo competition 2018

Each year the SEQ Group conducts the judging for the Mike Loveday photo competition at its December meeting. This year Bob Gough won the competition with his photo (below) of BFC No. 3 at the platform at the Bundaberg Botanical Gardens Railway, taken on 1 May 2017.



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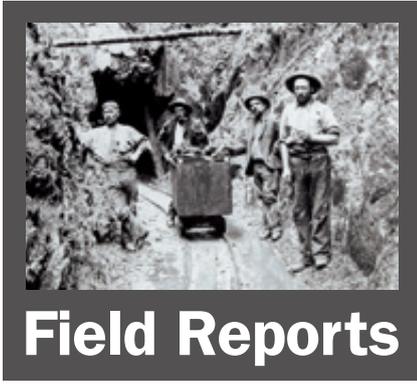
Have you joined the LRRSA's email discussion group yet?

See: <https://groups.io/g/LRRSA> and click on "Sign Up"!

and the

Light Railways of Australia Facebook Group?

You will find the group here: <https://www.facebook.com/groups/LightRailwaysAustralia/>



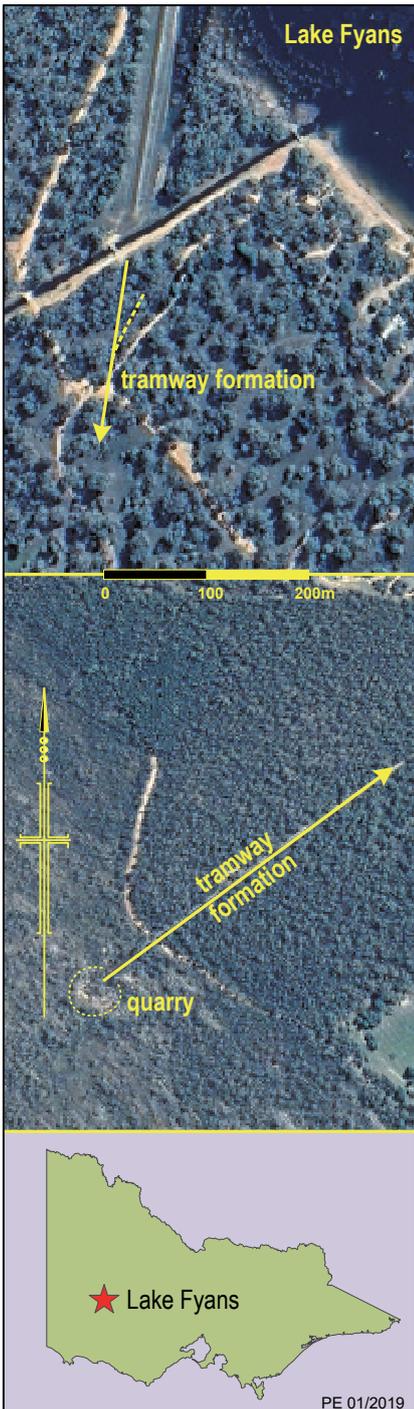
Field Reports

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

SR&WSC tramway, Lake Fyans, Grampians, Victoria Gauge 610mm

Lake Fyans is located 8 km east of Halls Gap in Victoria's Grampians, and supplies water to Ararat, Great Western and Stawell. The lake enlarged a natural wetland known as 'Black Swamp'. A dam wall to impound a greater volume of water was constructed by the State Rivers & Water Supply Commission, preliminary work beginning in September 1914. The project was estimated to cost £12,000.¹ About 5 km of 610 mm gauge tramway² laid largely in second-hand rail and employing one cubic yard side-tipping trucks³ brought beaching stone for the reservoir wall from a quarry on the Mount William Range. The quarry was located 5 km south-west of the Lake and 4.5 km north-west of Pomonal.

Placement of the stone was underway by April 1916.⁴ Photographs show stone being delivered downhill from the quarry via a balanced incline. From the foot of this incline the trucks were most likely hauled by horses. The storage was filled by October 1916⁵ and today is used for recreational purposes as well as water supply. The quarry end of the line was investigated after a fire in 2006, and revealed scattering of metal artefacts as well as what may have been foundation bolts for the lowering gear on the incline. On Monday 19 November 2018 (on the way home from the LRRSA Grampians tour) I had a look at the south end of the main Lake Fyans wall. The tramway formation is visible leading south from the wall and it is similar to following the Torrumbarry tramway, except the trail is Grampians freestone instead of Carisbrook gravel.



The head of the outlet tramway from the quarry feeding stone to Lake Fyans. Two trucks laden with rock broken to size wait to descend on the right-hand line and, in the process, pull up the returning empties (out of sight) on the left-hand line. Note the wire ropes and the double-wrap around the central pulley mechanism, which incorporates a lever-operated brake to control the speed of the trucks. An earth-return telephone line strung along the left-hand track provides communication between the top and bottom of the incline. Unknown SR&WSC photographer, State Library of Victoria image *rwg-u469*



View from above the Pomonal quarry along the tramway formation in 2006, with Lake Fyans in the distance. Photo: Colin Harvey

There may have been a siding leading off to the north-east (shown as a dotted line on the map). The route of this tramway (especially where it passed through a large patch of remnant bushland in the middle) would definitely repay further investigation.
Colin Harvey 11/2018



Trail of Grampians freestone marking the route of the Lake Fyans tramway near the dam wall in 2018. Photo: Colin Harvey.

References

1. *The Ararat Advertiser*, Tuesday 30 June 1914, page 3; Tuesday 29 September 1914, page 2; *The Age*, Wednesday 8 July 1914, page 14.
2. *The Age*, Thursday 13 April 1916, page 9.
3. PROV, VPRS 6009/PO, unit 74.
4. *The Horsham Times*, Friday 14 April 1916, page 5.
5. *The Argus*, Saturday 7 October 1916, page 5.

Esperanza research station tramway, Antarctica Gauge 610mm

Tramways have been used in many and varied places throughout the world, but the last continental frontier must surely be Antarctica. I have recently returned from an Antarctic cruise, prior to which I was subject to a number of good-natured suggestions about looking for timber tramways. It turns out that I have the last laugh, as there is/was a tramway in Antarctica! In 1930, the Argentine Government established a naval post near the tip of the Antarctic Peninsula at Hope Bay. This was expanded to become a scientific base called Esperanza over the summer of 1951/1952 and further enlarged in 1978 to become a year-round base with resident families and a school. It can accommodate up to 100 residents of whom 20 are children. (The penguin population, mainly Gentoo, numbers in the thousands,). Thirteen family residential units (chalets) are provided. Other facilities include a post office, infirmary, gravel soccer field and graveyard. The first child born at Esperanza arrived in January 1978 and there have since been 10 more births.

With the building program in full swing in 1951, a 2 ft gauge tramway was constructed. It ran from the wharf up through the village, a distance of several

hundred metres. Motive power is unknown, and may have been either mechanical or animal. The gradient from the wharf to the base is quite steep, so human propulsion would have been inadequate. Gravity would have returned the empty trucks quite efficiently to the wharf. A short section of about 100 m of track (using pressed-steel sleepers) remains, along with two four-wheeled flat-top trucks. The remnant tramway is approximately half way between the wharf and the base. I was unable to discover when the tramway was last used. Without extensive clearing, the tramway would only have been available for traffic for three or four months of the year, being covered with snow for the remainder. Only December, January and February have average maximum temperatures

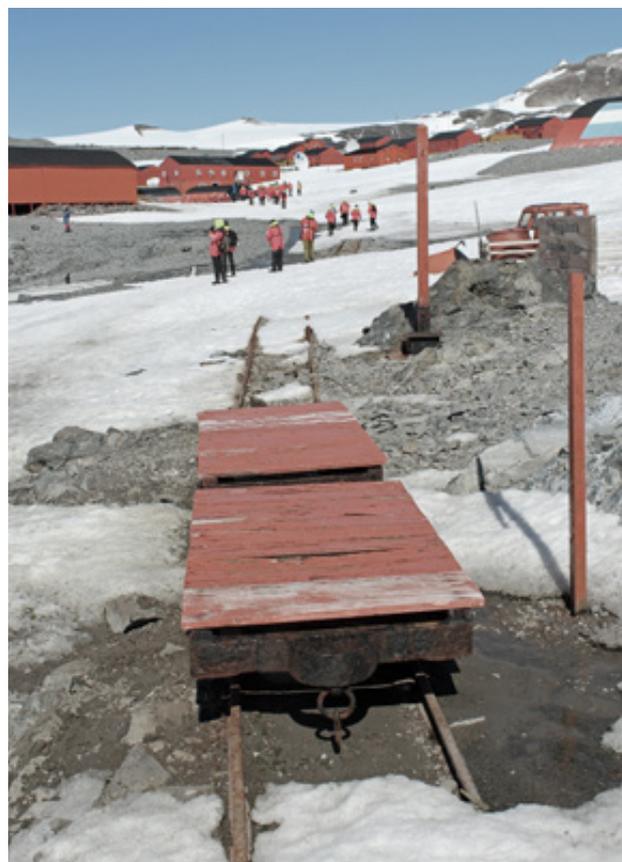
above freezing. The coldest recorded temperature at Esperanza is -38.4°C.

Andrew Hennell 01/2019



Above: General view of the Esperanza Research Station in December 2018. Photo: Andrew Hennell

Right: The remaining section of tramway and its two flat trucks. Photo: Andrew Hennell





Heritage & Tourist NEWS

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

QUEENSLAND

FRIENDS OF ARCHER PARK STATION AND STEAM MUSEUM INC., Rockhampton

1067 mm gauge

The Purrey tram went back to service on Sunday 20 January 2019. French-built Purrey steam trams provided municipal transport in Rockhampton from 1909 until they were replaced by buses in 1939. Queensland Railways used two Purrey cars for suburban trains to Lakes Creek and Parkhurst from 1922 to 1930, when buses took over. The restored Rockhampton Purrey tram is unique, as none of the other 190 trams built by the Purrey works in Bordeaux, France, appear to have survived. The restored tram was recommissioned on 5 June 1988 and was later (1999) moved to Archer Park, where it operates most Sundays.

Tram Tracks: Volume 13 Number 1 1 February 2019

Munro Tramway Historical Group Inc. Ravensbourne

762 mm gauge

Members of this Group have been active over the past three years relocating the remains of the two old Munro tramway Shay locomotives, and recreating one locomotive to an appearance similar to when it was first assembled at Palmtree in 1904. A shed has been built over the locomotive to protect it. An official opening ceremony was scheduled to be performed on 30 March 2019. The display is located at the Ravensbourne Recreation Reserve, not far from where the locomotive operated. A very fine initiative on the part of this Group.

Light Railways of Australia Facebook Group, 14/2/2019, Chris Tait, Frank Stamford

BUDERIM – PALMWOODS HERITAGE TRAMWAY INC. Buderim

762 mm gauge

This group took part in Buderim's annual Australia Day parade again this year. It was one of 46 local organisations taking part and marched with their locomotive cut-out banners and train whistles.

Frank Stamford commented – in Facebook – that this group has gone to a great deal of effort to restore the original locomotive as a static exhibit which is kept on a property close to Buderim. It is now trying to convince the civic authorities in Buderim that it would be a good idea to display the locomotive in a secure location in the town. So far the civic authorities do not appear to have been very receptive, which, considering the contribution the locomotive and the tramway made to the town, seems to show a sad lack of appreciation of history.

Light Railways of Australia Facebook Group, 27/1/19

DURUNDUR RAILWAY, Woodford

610 mm gauge

Over the years, the painted distance markers along the mainline have deteriorated. New markers

have now been made and installed. Marker plates to identify the points have also been fabricated and await installation. These markers help in recording track work condition and identifying the location of defects. This aids in reporting defects and ensuring that maintenance is directed to the correct location. Future track days will concentrate on renewing defective timber sleepers in steel or concrete. It is proposed to continue these renewals with the monthly track work parties.

There has been a concentrated effort on the by-pass track to reconnect it to the compound area. The points from Nambour Sugar Mill have been refurbished and the rails bolted to the steel bearers. The panels of concrete sleepered track assembled using ex-Ingham round-hole sleepers have now been completed and the rails connected through to the compound. On Saturday 15 December 2018 track jacks were used to lift the pointwork and track to their final levels. A back hoe was used to carry ballast from the stockpile behind the ex-QCWA cottage and place it over the completed track and pointwork. Over the coming weeks, workers plan to pack and shape this ballast to finish off this section of track. Once this work is completed, final testing and commissioning can be undertaken. The point throw lever still remains to be fitted. However, until the track from the curved lead is constructed, these points will remain clamped for use on the through track only.

Durundur Railway Bulletin 40:355 January/February 2019

NEW SOUTH WALES

ILLAWARRA LIGHT RAILWAY MUSEUM SOCIETY, Albion Park

610 mm gauge

For Australia Day a special "Dinkum Diesel Day Run" was held using only diesel power for the day. John Fowler 21912 of 1937 was used for all main line duties, and Seymour ex Victoria Mill was on standby if required. A very successful day was had by all members and visitors.



The restored Munro Tramway Shay locomotive at Ravensbourne, incorporating parts of Lima 906 of 1904 and 2097 of 1908. The Munro Tramway Historical Group Inc has carried out the restoration. Photo: Chris Tait

The Society is in the very early stages of planning for the fiftieth anniversary of establishing the museum at Albion Park. The celebrations will be held in 2022 and it promises to be a huge event, but there is much work to be done before that time. Brad Johns, ILRMS, Light Railways of Australia Facebook page

VICTORIA

WALHALLA GOLDFIELDS RAILWAY,

Walhalla

762 mm gauge

The very good news from Walhalla is that although the recent bushfires came very close to the town of Walhalla and actually burnt a cottage in Maidentown, just up the hill from Walhalla, no damage was done to any of the railway infrastructure. The road to Walhalla is open again and trains were running in the second weekend of February. This is very different from the 2007 fires when bridge 7 was completely destroyed, the communication cable was breached in several places and the fire was fought back from Happy Creek station by a collection of railway volunteers. Any Australian tourist railway which is in an isolated place can be subject to bushfires as was shown with the recent Zig Zag fire which caused extensive damage.

On the railway, preparation work is being done on bridge 8 (the Thomson River bridge) for sleeper replacement. Using the protective cage (aka The Playpen) hauled by the Greenbat electric motor trolley, the work will require closure of the bridge. To minimise this time, the new panels of rail and new sleepers will be prepared away from the bridge and lifted into place as complete sections.

On the DH locomotives, a design review has indicated that to reuse the existing wheels is going to require manufacture of totally new axles for the locomotive which would be a major expense. As an alternative, Hardchrome Engineering in Yallourn can now offer a new laser build-up process which may enable re-use of the existing axles, a potential huge saving. ADRA Group Pty Ltd (Traralgon) is presently finalising production drawings for the new axle design for the conversion.

An additional source of funding will be required particularly for the conversion of the wheelsets. An application for such assistance is presently being prepared which hopefully would see DH37 available for service within six to twelve months.

On the X1 Tram/Rail Motors, the four tram bogies have now been modified by JBI Engineering and are stored at Erica awaiting assembly with the axles/wheelsets. Hardchrome Engineering was the successful tenderer for construction of the Rail Motor underframe. ADRA Group has now provided production drawings, and materials for the construction have been ordered. The project manager has commenced discussions with commercial painters with a view to the internal stripping of paint back to the original shellac finished Australian hardwood finish. The removal and replacement of the painted canvas

roof will be reviewed at the same time.

The trolleys which previously supported DH 72 at Yallourn have now been modified at Thomson in readiness for the first tram body to be mounted on them and allow movement in and out of the W&W shed. This is becoming urgent to fit in with the project milestones agreed with Regional Development Victoria. Design work has been completed to reduce overall height of the diesel engines by relocating the cooling water outlet to the side of the engine.

Hardchrome Engineering (opposite the Yallourn facility) has pressed the wheels off the tram axles and has now received drawings from ADRA Group to enable the modification, re-gauging and assembly of the wheelsets as driving axles for

the hydraulic drive units. Design investigation revealed new wheel hubs were needed which have now been cast at IXL Engineering in Geelong. The Puffing Billy Railway has advised that the wheel rims are available for immediate pick-up and will be collected at the same time as the wheel castings. Bogie completion will occur prior to completion of the underframe which will be mounted on the bogies once all under floor equipment has been fitted. Clearly, progress is being made with the DH conversion and the construction of the rail motor.

In July 2017, the Railway applied to TSV for an Accreditation Variation to restore its accreditation status as a Rolling Stock Operator and Maintainer to include "Design, Construct,



ILRMS Davenport Works locomotive 0-4-0ST Kiama sporting its Christmas decorations at Albion Park. Photo Brad Johns



On 10 February 2019 John Fowler 0-6-0T 11885 of 1909 simmers in the morning sun at Alexandra prior to commencing passenger duties for the day. The vehicle behind the loco is a fuel tender riding on two Bochum Union bogies and modelled on an illustration of just such a vehicle shown in an old Bochum Union catalogue. The frame for the body came from the former J L Gould sawmill at Alexandra, where it was used for the removal of hardwood offcuts. Photo: Peter Evans

Commission, Modify, Maintain, etc. Rolling-Stock” (Which WGR has been doing since its rebirth), and it has now been provided with the pages, which it required as additional information in support of the application. A further meeting is planned for 5 February to resolve the issue.

TSV has now approved the use of the MTV trolleys for passenger conveyance but has specified that the trolleys cannot run in multi-unit trolley train configuration, as it considers the trolleys are not designed for that purpose. This is in spite of other railways operating in that manner, and that the trolleys comply with Australian Society of Section Car Operators’ requirements, and are fitted with towing points on each end. Each trolley has been used as a works trolley, regularly pulling works trolleys weighing up to one tonne up the 1 in 30 grade. At present WGR can only use the trolleys for WGR internal (maintenance and emergency) use or as single trolleys to carry passengers.

Dogspikes and Diesel January 2019

PUFFING BILLY RAILWAY, Belgrave

762 mm gauge

The status of some of the Railway’s key projects at present are:

The Emerald office extension construction is essentially complete with only minor jobs such as asphaltting the car park extension and fit out with curtains and furniture required. As originally planned, the office will be ready for its first occupants by the end of January.

Construction of the Lakeside Signal Box has been completed. It now enters its commissioning period as the frame is installed and connected to the Lakeside operational precinct.

The new Belgrave Way and Works office building is progressing well. The roof and cladding are due to be fitted in January and the overall building completed in February 2019.

The Lakeside Discovery Centre continues to progress well. Overall, the town planning reports have been well received and responses are now being made to relatively minor queries and

information gaps including additional arborist and ecology assessments. Information for the building tender process is being finalised to be ready to go to market in February. Carpark design and traffic management is undergoing engineering assessment for feedback to the local Council. The project remains on target to commence construction in the second quarter of 2019.

Concept and feasibility evaluation for the Belgrave Locomotive Running Shed, Fuel Stage, Undergear Inspection and Workshop precinct is underway. A blank sheet, multi-discipline approach is being taken to determining the future needs of the area and how best to incorporate a number of Masterplan projects into a co-ordinated response. Design for the Belgrave Signal Box is almost complete and the railway is waiting on sign off. Construction remains targeted for this calendar year.

The Planning Permit for the Cockatoo Historic Station rebuild has been issued and the reports and additional information to comply with this are underway. Workers are now assessing construction methods for this 1924 building recreation.

Design of the new two-road, double-ended locomotive running shed at Emerald will move from concept to construction drawing stage in early 2019, with the drafting company to be briefed in January. This will be a key project to facilitate the operation of the second half of the line in future years.

The Wright railway station rebuild has been completed. This Heritage inspired, and Puffing Billy Preservation Society funded project, has transformed the station to a true representation of how it looked 100 years ago.

Monthly News February 2019

TASMANIA

TASMANIAN TRANSPORT MUSEUM, Glenorchy

610 and 1067 mm gauges

The museum is hoping that 2019 will be the year it finally turns a wheel on the former suburban line. There is still a lot to do and accreditation is far from assured, but the team is continuing to meet on a regular basis and work on the main Safety Management System document.

Sadly, locomotive M5 will possibly make its final run, for some time, in March. The reason for this is that its 10-year boiler inspection is due and workers are aware of other looming problems, so a full assessment of its condition will need to be made and of the costs involved to restore the loco to operating condition. Some considerable fundraising may be required if it is considered cost effective to repair M5, and access to the non-operational line will be a key factor in the final decision.

Tasmanian Transport Museum Newsletter January/April 2019



Two views of Wright station on the Puffing Billy Railway. The top one was taken circa 1956, about three years after the last train passed, and the station building has started the disintegration process. The bottom one was taken on 14 February 2019 and shows the newly reinstated platform. The building dates from about 1997. Both photos: Frank Stamford



The former convenor of the SA Group (the late Arnold Lockyer) had an extensive collection of light railway related materials that was donated to the National Rail Museum in Adelaide. The entire light railway portion of the collection is being digitised and is managed by the NRM with the LRRSA able to publish its contents.

In this edition of Looking Back we feature a photo of a 'home-made' locomotive called 'Mabel' that may have been built at Lock 7 on the Murray River by the Irrigation and Reclamation Department. This is yet to be specifically confirmed, and if any reader has further information to add it would be appreciated – just let the Editor know. The locomotive is said to have been used at at least two locations around South Australia - at the Lock 7 works and on the Tauwithchere barrage east of Goolwa.

The first photo was taken of *Mabel* working on the embankment at Tauwithchere near Goolwa. It is thought it was given its name whilst working there. Arnold Lockyer copied the photo from the Harold Beaney collection.

The second photo is thought to have been taken in about 1933 on the Torrens River in the parklands west of Adelaide where the river was being realigned and improved. The locomotive (details not known) and its train are being used to move earth to re shape the river. It would appear that the river had recently flooded, as there are panels of track in the riverbed being recovered. Note also the car on top of the embankment, which was probably owned by either the photographer or the works supervisor.

If any reader has further details about either photograph the Editor would be pleased to hear from you at editor@lrrsa.org.au.





***Above:** Mulgrave Mill's Com-Eng 0-6-0DH 26 Meringa (AK3675 of 1964) crosses the Mulgrave River bridge near the mill on 24 September. Photo: Gregorio Bortolussi **Below:** Kalamia Mill's Com-Eng 0-6-0DH Chiverton (C1030 of 1958) with the Invicta Mill ballast train at that mill's Clare navy depot on 19 January. Photo: Luke Horniblow*

