

LIGHT RAILWAYS

Number 123

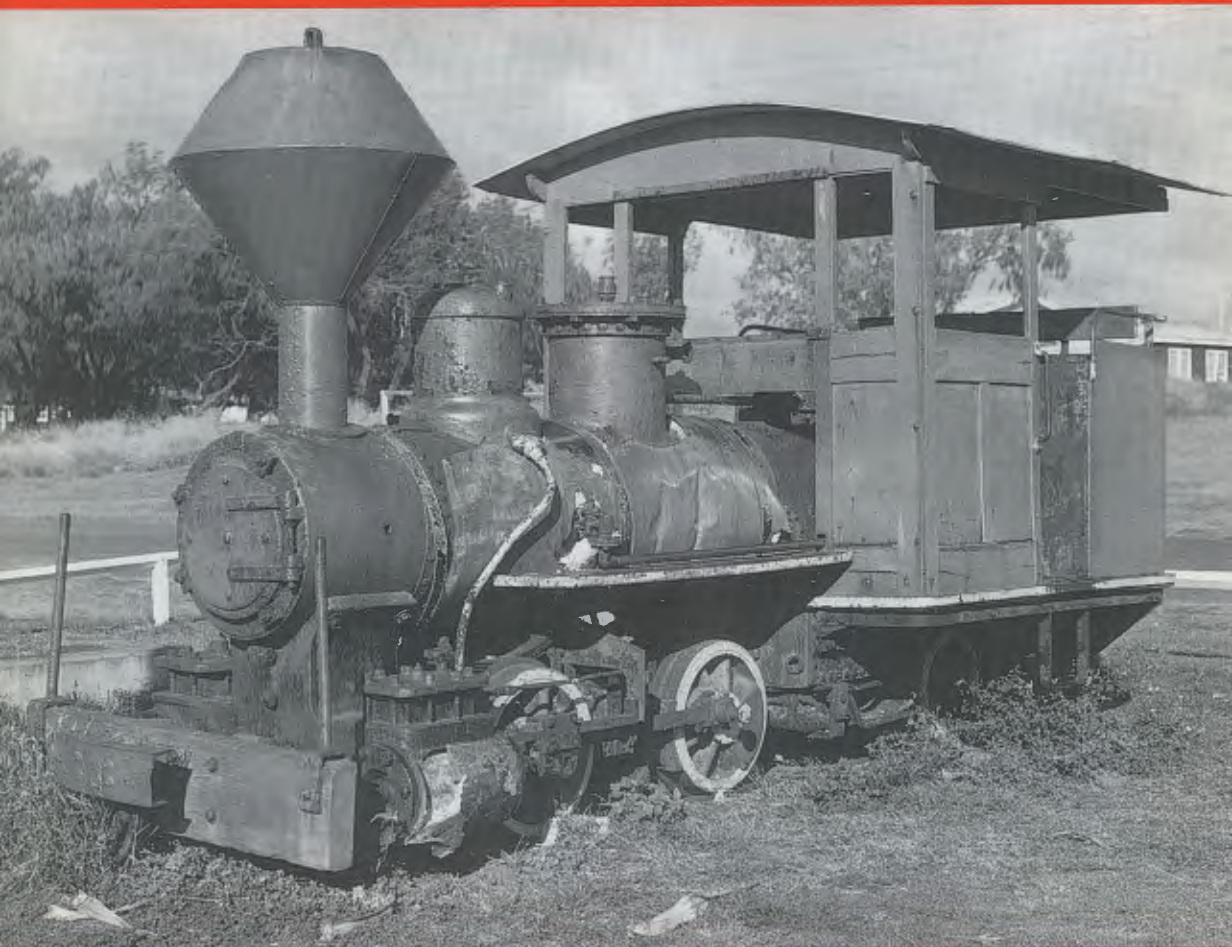
January 1994

Fairymead No. 1 Loco

Somerset Dam Reminiscences

Leyland Bros. Tourist Railway

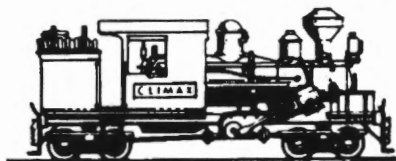
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Cover Photo: Former Fairymead Sugar Mill No. 1 Loco rusts away in Christen Park, Bingera, Qld., 21 September, 1971.

Photo: Peter Neve

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EDITORIAL

Over the years the Society has developed its distinctive feature of presenting history through both theory and practice. Many members and contributors to these pages have combined documentary research with site archeology and mapping or the practical rehabilitation of equipment. The leading article by Bruce Belbin on the rebuilding of Fairymead No. 1 Loco is such an example.

First hand reminiscences by those associated with light railway operations always add another dimension to the technical side of things and Joe Burrell's account of his first job at the Somerset Dam project makes interesting copy.

Harry Wright's piece describes the Leyland Bros Tourist Railway and his re-acquaintance with a loco from another place.

Norm Houghton

FAIRYMEAD No.1

by Bruce Belbin

On Christmas Eve 1889, a small plantation locomotive left the Baldwin Locomotive Works in Philadelphia, USA to begin the long journey to far off Queensland, Australia.

The diminutive 7 ton 0-4-2T was the 10,533rd locomotive built by Baldwin and the 28th member of the 6-8½C class. It had been ordered by A.,H. & E. Young for their Fairymead Sugar Mill at Bundaberg as their number 1, FAIRYMEAD.

Arthur, Horace and Ernest Young were three brothers who, with their father Henry, arrived from New Zealand in 1878. The following year they began growing cane at Fairymead and placed orders in Great Britain for mill machinery.

The Young's cane was initially crushed at Richard Palmer's Sharon Sugar Mill, but in 1882 construction of their own mill began, and by 1884 it was fully operational, with cane transported by horse power.

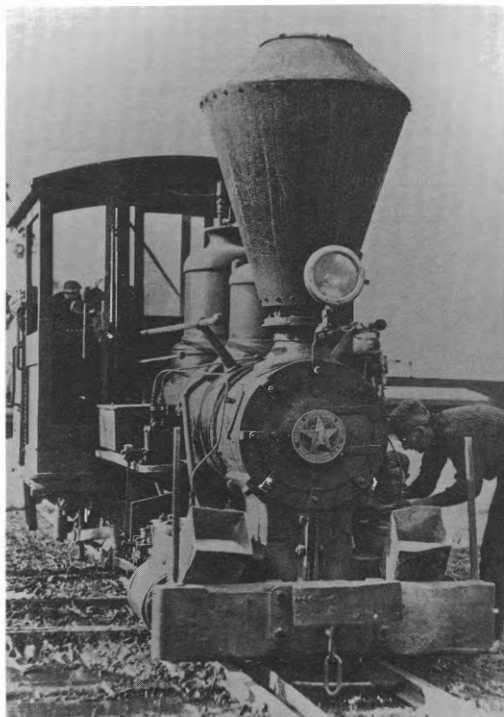
Five years later they prepared to enter the new age of cane transport technology by ordering the small steam loco for their new Avondale Estate, 13 miles to the north-west, where a second mill was planned.

By the time number 1 arrived in Bundaberg, around April 1890, the Youngs had other ideas. Construction of the Queensland Government Railways line to Rosedale, authorised four years earlier, was to begin in a few months time. This would pass close to both Fairymead and Avondale, so the second mill was now considered unnecessary. The line at Avondale was built to 3'6" gauge and a dual-gauge line was constructed connecting Fairymead Mill with the QGR line at Meadowvale, 6½ miles distant.

This became number 1's stamping ground as, fitted with buffers and hooks, it hauled the broad gauge wagons filled with Avondale cane from Meadowvale to the mill. In 1892, former QGR No. 132 took over this duty, running right through from Avondale Estate to Fairymead, and number 1 went to work full time on the expanding two foot gauge network.

It obviously proved its worth, as two other Baldwin locos of the same class were subsequently purchased. Number 2 was BLW 32105 of October 1907 (No 63 of its type) whilst number 3 was 58286 of March 1925 (No 72 of its type). All three were constructed to Drawing 10, though they differed in many details.

In 1922, the Vancouver-Fiji Sugar Co. Ltd closed its Tamanua Mill at Navua, in Fiji, and Bundaberg machinery dealer Jack Brady purchased some of the redundant plant for resale in Australia.



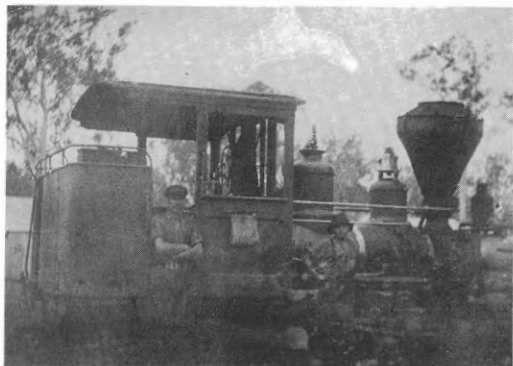
Number 1, equipped with 6 volt electric lighting, receives some attention from driver Charlie Fourro, in 1937. The kerosene tins leaning on the buffer beam provided an extra supply of sand. On difficult sections, the unfortunate pointsman would perch between them, scooping the contents onto the rails with a tin can. Photo: Bruce Macdonald Collection.

Fairymead took a number of the cane wagons and, during 1923, trialled one of the steam locomotives. This was the former number 2, a 6 ton 0-4-0T which carried Decauville's B/N 38 (though it was actually built by Couillet, B/N 811 of 1885).

The loco failed to impress, and was returned to Brady, sometime before early 1924. Several years later, it was sold to Gin Gin Mill, at Wallaville.

The "Navua trucks" or "iron trucks", as they were known, remained in use at Fairymead, though they were universally unpopular, being rather prone to buffer-lock and derailment.

About the same time, number 1's driver, Bill Meikle, fashioned a five-pointed copper star which he attached to its smokebox number plate, giving it a similar appearance to that of some QGR locos of the period. This remained a distinctive feature of the little engine for the next twenty years.



This battered old print is the earliest known view of number 1. Taken in 1916, it shows tramsmen Paddy Joyce (left) with 14 year old Norm Martell, who later worked at Fairymead. The loco still has its bell and, whilst the box headlamp has given way to more modest apparatus, the large support bracket remains in place. Photo: Noel Martell, via Lyn Unsworth.

Although it had not been required to haul Avondale cane since 1891, number 1 and its siblings made frequent excursions along the dual-gauge line to Meadowvale. Coupled to a 500 gallon water tank, as the district had no supply, they hauled their loads from an area of cane farms, served by a short branch line which diverged five miles out from the mill.

The problem of night visibility was tackled in a novel way in 1927, when number 1 received a carbide headlamp, taken from a motorcycle. It had lost its original oil headlamp many years before, and common practice in the 20's, was to hang a hurricane lamp on the front (or rear) of the loco, as needed.

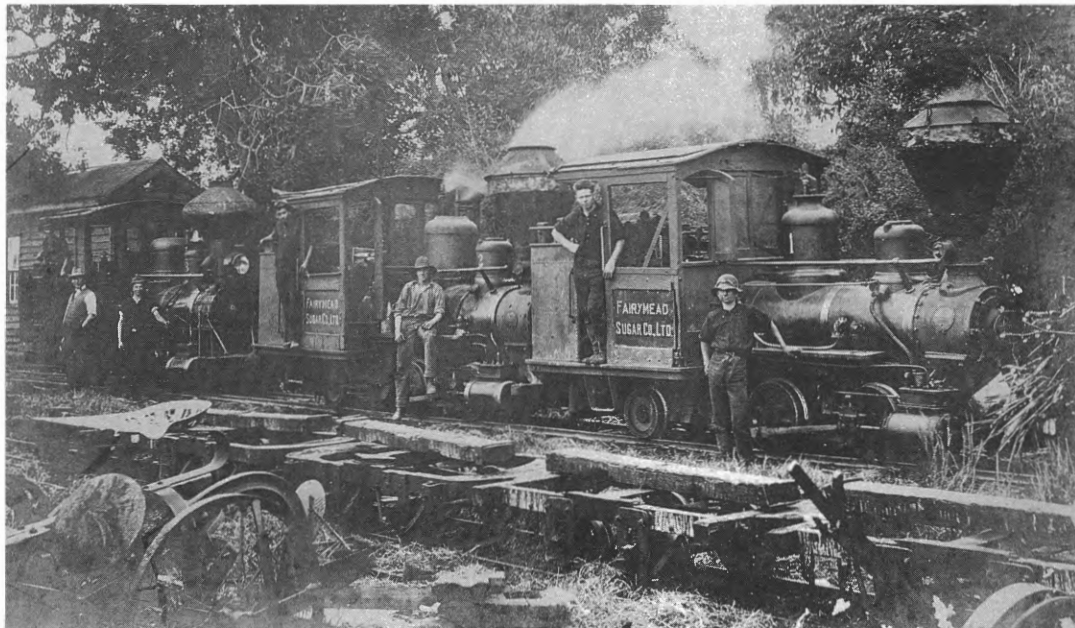
An edict had been in place for some time requiring pointsmen to take over firing duties when on night shift, as drivers had found that looking into a bright firebox made them 'blind as bats' for several minutes. The carbide lamp gave a marginal improvement, but was never considered to be really satisfactory.

In 1929, the Baldwins were joined by a 10 ton Krauss 0-4-0T (B/N 5945 of 1907) purchased from Sydney machinery dealer E.A.Sloman, ex the Burrinjuck Dam construction railway. One of four identical locos to operate there, it carried the name JACK from 1908 until its disposal.¹ At Fairymead, it became number 4, though its Teutonic origins led to it, in time, becoming known as HITLER.

The same year, number 2 journeyed 25 miles south, to work the isolated Goodwood Plantation tramway. This plantation, and its mill, had been purchased by Fairymead twelve years previously. The mill was closed, but the horse-operated tramway was retained to bring cane to the QGR siding at Woodspring. There, the cane was transhipped into 3'6" gauge QGR 'H' wagons, for transport to Fairymead Mill, via Bundaberg and Meadowvale (see map).



Prior to number 1's arrival, and for several decades after, horses were used as motive power at Fairymead, a practice known as "tramming". In this early 20's scene, a "sextuple-header" hauls a lengthy train, under the supervision of Bernie Lovett, Norm Martell and Vince Keating. Photo: Mrs H. Dennings, via Lyn Unsworth.



In 1925, "the toy engines", as they were collectively known, line up for a portrait. Crews (left to right) are: Driver Bill Larsen, traffic manager Mr Brierley, pointsman Herb Dennings, driver George Krueger, pointsman Jim Pidgeon, driver Artie Neill and pointsman Percy Fourro. Fairymead Sugar Co. Ltd was formed in 1912, when the old firm of A., H. & E. Young went public. Photo: Bill Cunningham, from Lyn Unsworth Collection.

Number 2 made its annual sojourn for a further nine seasons, then returned to Fairymead for good, leaving Goodwood's tramway to the horses once again.

In the mid-thirties, the Baldwins were equipped with battery-powered electric lighting, and their various Detroit displacement lubricators were replaced with twin-feed Delvac mechanical units.

Another Baldwin product arrived at Fairymead in 1940. FELIN-HEN, a 2-6-2T, (B/N 46828 of 1917) had begun life working for the US Army in France, as their number 5104. After the war it was sold, with two others, to the Penrhyn Quarry in North Wales, where it acquired its name. After failing in service in June 1927, it was stored at Port Penrhyn until its sale, in January 1940. It took the number 4 on the roster, with HITLER becoming number 7.²

Locomotives 5, 6 and 8 were 3'6" gauge machines. Number 5 was an Avonside 4-6-0 (B/N 1393 of 1899) purchased in 1935 from the North Mt Lyell Railway, in south-west Tasmania.³ Numbers 6 and 8 were ex-QGR, the former the 2-4-0 A10 class (Ipswich 1 of 1877), purchased in 1892, and the latter a 2-4-4T 4D10 class (Neilson 1211 of 1867).

A second Avonside 4-6-0 (B/N 1394 of 1899) came from the Emu Bay Railway in 1950, for spare parts.

During World War Two, the ageing number 1 received a major rebuild, including a new Bundaberg Foundry boiler and new tank, cab and stack.

By 1957, all three of the little Baldwins had been withdrawn and, although numbers 2 and 3 were scrapped, number 1 was retained by the Mill Engineer for sentimental reasons.

Over the next few years he tried, without success, to find it a good home. Finally, in the early 60's, it was placed in a seaside park at Barga.⁴

In March 1972, it was rescued from the salt air by Bruce Macdonald, proprietor of The Museum of Historic Engines, and taken to Goulburn NSW for restoration. Bruce had been offered the loco fifteen years previously, during a visit to the mill, but could not accept at the time, as the Goulburn project was far too uncertain.

Here it joined a large number of two foot gauge locos, including old stablemate JACK, waiting to be restored or operating on the Museum's railway.

As with most such projects, resources were stretched thin at Goulburn, and restoring number 1 represented a major undertaking. Nevertheless, a good start was made, with the loco stripped to main components, and many parts assembled to aid rebuilding.



In 1935, locos 1 and 3 double-head a loaded train into the mill yard. By the late 30's, this practice had become quite commonplace, but virtually disappeared with the arrival of the "big" Baldwin (FELIN-HEN) in 1940. Nevertheless, there were recorded instances up until the end of steam. Photo: Sandy Arthur, via Lyn Unsworth.



Number 1 is sporting a carbide headlamp, as pointsman Jim Pidgeon and driver Artie Neill take time off to pose for a photograph, in the spring of 1927. Photo: Lyn Unsworth Collection.

Unfortunately, various factors forced a severe rationalisation of the Museum's aims and, during the mid 70's, many exhibits were disposed of.⁵

Graeme Belbin had long been fascinated by the tiny Baldwin, and made several approaches over the years, regarding possible acquisition. In January 1977, his persistence was finally rewarded.

The dismantled loco was brought to Sydney and stored for nearly fourteen years until circumstances permitted restoration to recommence.

The decision was made to place the major part of the project with the NSW Rail Transport Museum at Thirlmere, under the supervision of Jim Martin. Various components would then be farmed out to specialist engineers, built by Graeme or Bruce, or sourced and purchased off the shelf.

The first obstacle was the lack of any original drawings. Although some useful drawings of renewable components (bearings, tyres, brake shoes, firebars) had been located at the Bundaberg Foundry, no other drawings of the class had survived.

To make matters worse, at that time, only one photograph could be found showing number 1 prior to its rebuild, and this was taken in the late 1930's, when many original features had already disappeared.

However, early shots of numbers 2 and 3 were available, and a builder's photo of sister loco number 20, which went to the Ramal Dumont in Brazil, was found in the Broadbelt Collection.

Gerald Best and Ward Kimball were also very helpful, sending information and photographs of their restored Hawaiian plantation locos.

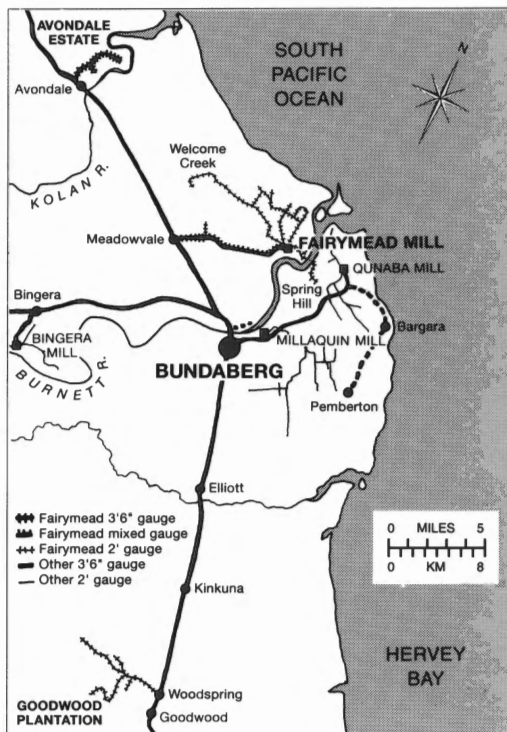
So armed with with a small pile of photographs and a large pile of American railway books, we began the daunting task of preparing new general arrangement and component drawings.

Number 1 was basically complete and in reasonable condition, considering the years spent by the ocean, at Bargara, but restoration to working order still presented a formidable challenge.

The boiler barrel, front tubeplate and firebox proved to be in good order. Some washout plug sockets and both handhole pads needed replacing, due to corrosion, as did a number of firebox stays and rivets. Severe localised pitting forced the renewal of all 42 tubes.

The outside dome flange fitted to the 1943 boiler had to be scrapped and replaced with an American pattern inside one, so that a correct Baldwin dome cover could be fitted.

One major drama was the discovery of hairline fractures around the tube holes in the firebox tube plate, apparently caused by the indiscriminate welding up of leaks during the loco's final season.

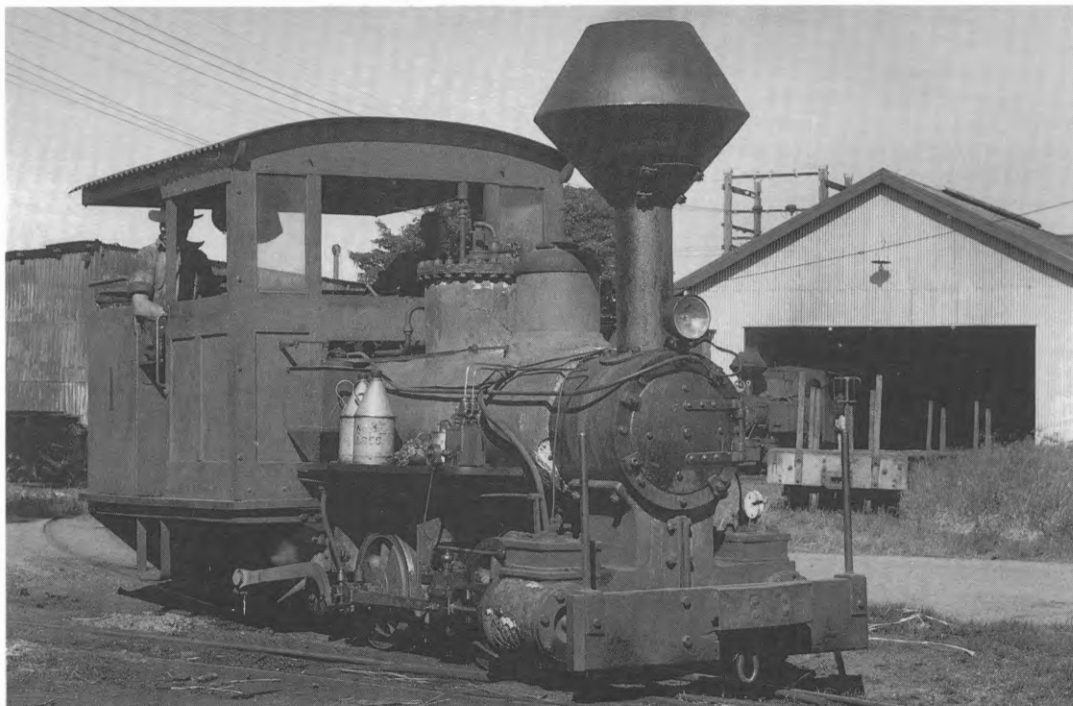


Fairymead Mill's tramway system, as it was in 1950



Locos 7, 3, 4 and 2 relax by the shed in December 1950.

Photo: Ken Rogers via George Bond.



*A post-war view of number 1 in its rebuilt form. Number 4 FELIN-HEN, is in the background. December 1948.
Photo: Ken Rogers via George Bond.*

This had the potential to scuttle the whole project, and many nervous days ensued until ultrasonic testing confirmed that the cracks were superficial. Work soon proceeded on overhauling the frames, running gear, spring gear, bearings and journals. The bearings and journals proved to be in surprisingly good condition.

The trailing truck assembly, although apparently rusted into a solid block, responded well to treatment and was soon in working order.

A local craftsman, Stan Martyn, constructed a brand new cab, to the original style, in western red cedar. It looked so impressive we decided to bend the rules of authenticity a little and give it a stained and lacquered finish, rather than a coat of paint.

Many other parts were constructed new including the water tank, oil headlamp, Radley and Hunter stack and steam dome cover. Some other items, such as the bell, handrails and pressure gauge, were modified to the correct Baldwin style.

The list of parts constructed or purchased was truly enormous for, although the basic locomotive was there (boiler, frame, cylinders, wheels), nearly everything else had to be replaced.



*Number 1 contemplates its future as it rests between Baldwin 45215 of 1916 and Bundaberg Fowler 4 of 1952 at The Museum of Historic Engines, Goulburn, in February 1973.
Photo: Bruce Belbin.*



March 12th, 1977; Pat Savannah applies some elbow grease to the rust on number 1's smokebox, during a working visit to Goulburn. Photo: Graeme Belbin.

Keeping number 1's restoration as historically accurate as possible was certainly not an easy task. For example, we could find no surviving record as to the style of headlight originally fitted.

Although early photographs showed locos 2 and 3 with 10" Lima pattern lamps, the available evidence suggested that the majority of Baldwin plantation locos built during the 1880's were equipped with large box headlights, of two quite distinct patterns. Unable to pin it down further, we simply chose the more attractive of the two types.

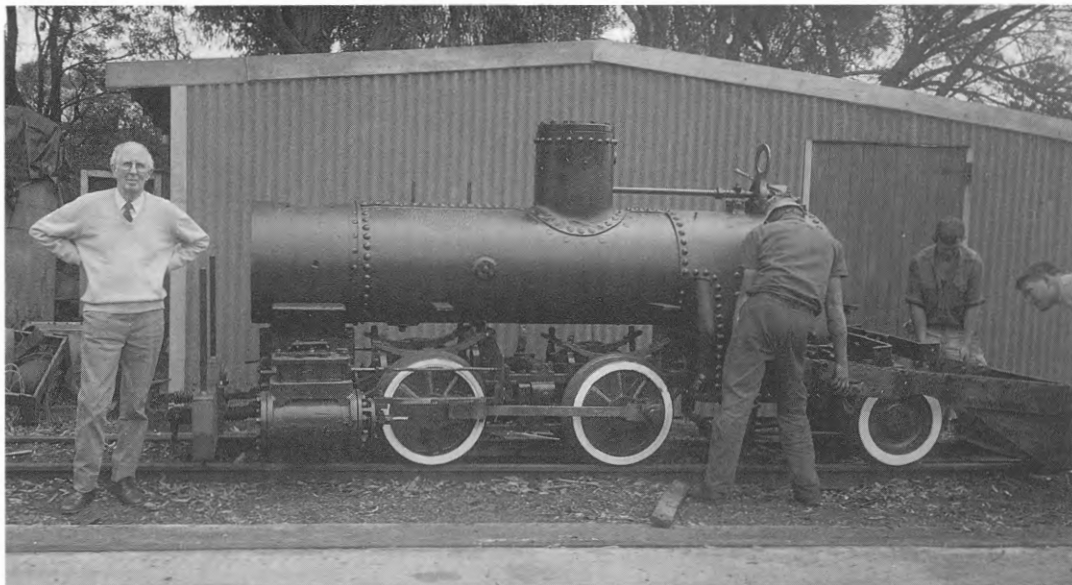
Whilst 1991 brought slow, but steady progress, 1992 saw the project become almost comatose.

The main reason for this was the boiler, and more specifically the need for each stage of its rebuild to be supervised by the relevant government inspectors.

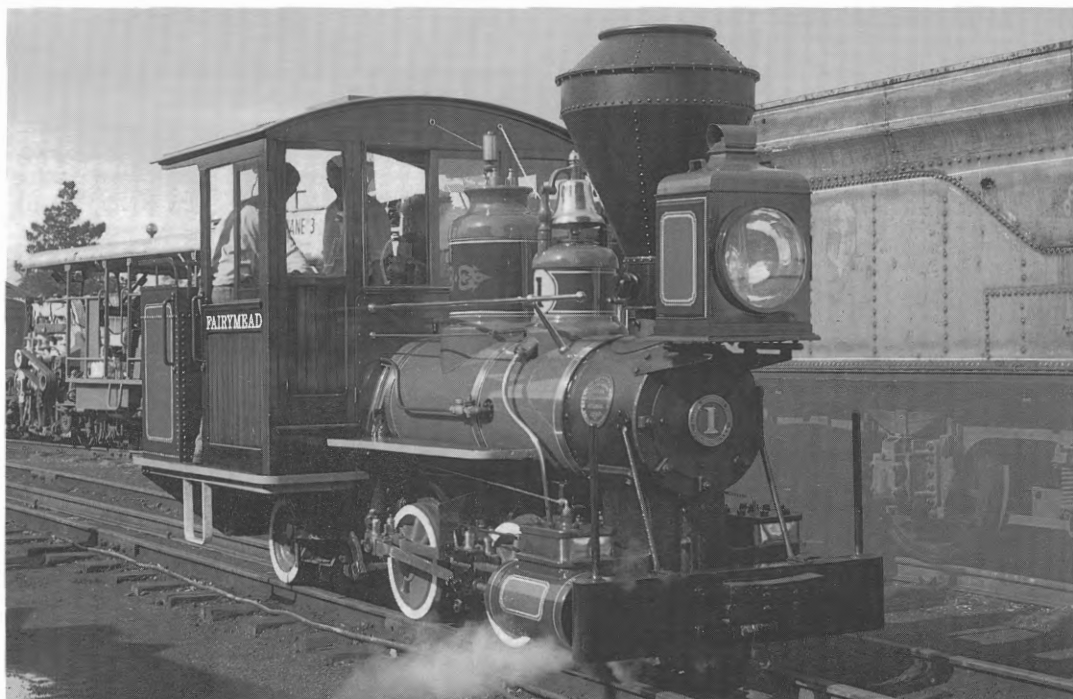
Unfortunately, due to the Forney design, where the boiler supports the sub-frame, on which rests the cab and water tank, there was a limited amount of new work that could be undertaken until the boiler was ready to be fitted.

It was with great relief that we received the news, on Wednesday November 18th 1992, that the boiler had passed the last of its tests and was now approved for 180 psi (1240 kpa).

On Thursday December 3rd, after many years of separation, number 1's boiler was reunited with its frame, and the best part of any restoration began: Putting it all together!



December 3rd, 1992; at Thirlmere, a jubilant Phil Belbin poses with the newly installed boiler, as Jim Martin and his crew begin fitting the left-hand sub-frame. Photo: Cecily Belbin.



March 27th, 1993; number 1 steams along the test track at Thirlmere, with Graeme Belbin at the throttle. When the little Baldwin last moved under its own power, Bob Menzies was Prime Minister, Paul Keating was in short pants and Graeme was not even born.
Photo: Gaye Cozens.

"Steam-up Day", Saturday March 27th, was warm and sunny and, from mid-morning, a crowd gathered around the engine shed apron where the immaculate little Baldwin sat glistening in the morning sun.

As midday approached, scrap timber and kerosene-soaked rags were gathered and placed in the firebox, ready for light-up. There was a short delay as, this being the "Quit for Life" era, no one in the crowd possessed a match! Finally, a bystander produced a disposable lighter and, at 11.40am, the fire was lit.

One hour, forty minutes later, the pressure reached 140 psi, the safety valve lifted, and we prepared to move off. Graeme Belbin took his place at the throttle, Phil Belbin manned the whistle cord, and Bruce Belbin took charge of the bell rope.

At 1.28pm, with a loud hiss from the drain cocks, number 1 moved off along the test track, as an enthusiastic group, reminiscent of a steam excursion photo line, recorded the event on film and video.

Graeme and Bruce changed places for the return run, and the little engine charged back along the short dual-gauge section. As it ground to a halt outside the shed, the crowd erupted with spontaneous applause.

Number 1's restoration was a prolonged affair. In the 37 years since its retirement, a number of people played a part in keeping it out of the blast furnace.

But the greatest debt is owed to the late Vic Warrell, the sentimental engineer who, in the prosaic fifties, did his best to give an historic little engine a future.

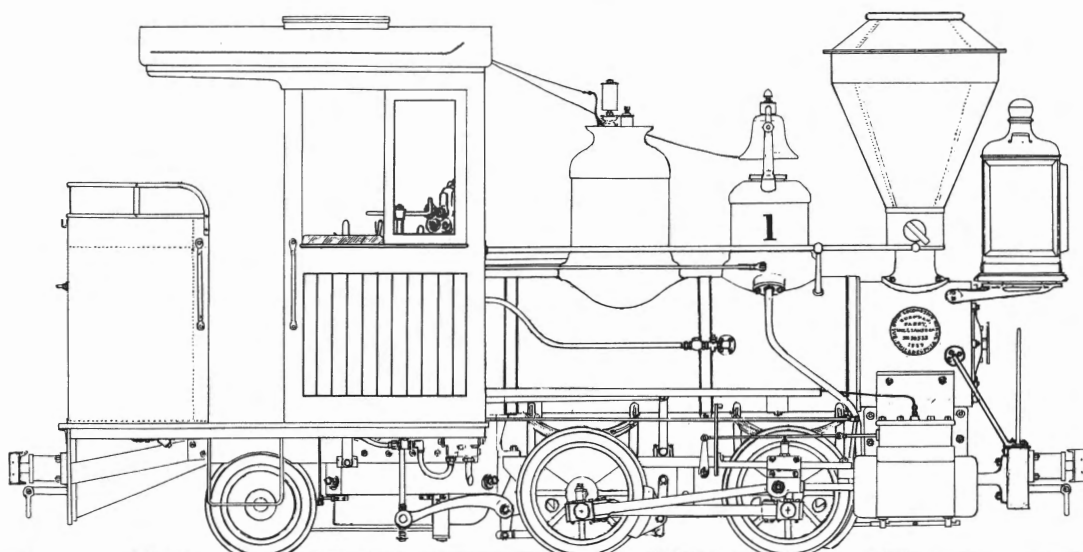
If he looked down at us on Saturday, March 27th, we hope he was pleased.

Sources

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The Locomotives that Baldwin Built- Fred Westing.
Railways of the Burnett River District- C.C. Singleton, J. Buckland, G. Bond.
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The Railway News- Vol 16, No 11, Dec 1964 (1973 reprint). Article by J. Martin.
Narrow Gauge in No Man's Land- Richard Dunn.
Southern Sugar Saga- John Kerr.
Narrow Gauge Railways in North Caernarvonshire Vol 2- J.I.C. Boyd.
Correspondence and/or conversations with: Gerald Best, Dave Thompson, George Bond, Bruce Macdonald, John Buckland, David Burke, David Mewes, John Browning, Kel Pierce, Jim Fleming, Gordon Salzman, Jim & Kate Pidgeon, Lyn Unsworth, Harry Fourro, Rod Young, Tom Zillman, Bob Truscott, Peg Leonard, The Bundaberg and District Historical and Museum Society.

Notes

1. See *Light Railways* No 70, cover shot of JACK at Goulburn.
2. See *Light Railways* No 34, page 27, FELIN-HEN in service and in park.
3. See *Light Railways* No's 105, 106, 109, series on the North Mt Lyell Railway.
4. See *Light Railways* No 33, page 2, number 1 "preserved" at Bargara beach.
5. See *Light Railways* No 69, cover story on the Goulburn Steam Museum.

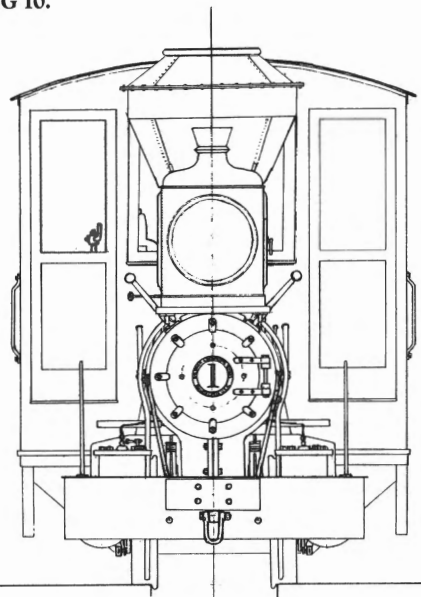
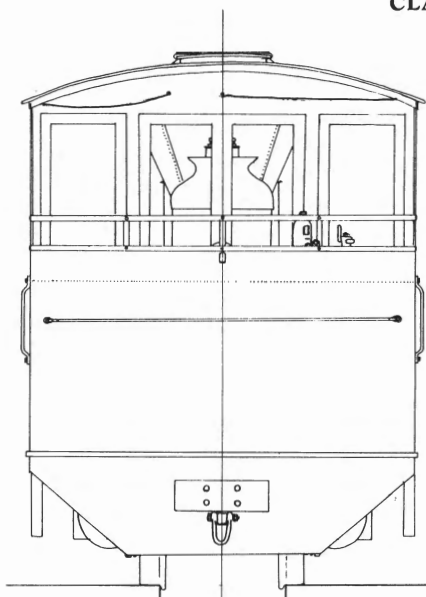


A.H.&E. YOUNG, FAIRYMEAD MILL, No. 1
BALDWIN LOCOMOTIVE WORKS 10533/1889
CLASS 6-8½C, 28. DRAWING 10.

Drawn from photographs
 and components for
 purpose of restoration.
 B. Belbin Jan. 1991

GENERAL SPECIFICATIONS

Gauge	24 inches
Cylinders	7" x 10"
Working Pressure	140 psi
Tractive Effort	2286 lbs
Dia. of Boiler	24 inches
Dia. of Tubes	1½ inches
Grate Area	4.5 sq ft
Fuel	Wood
Heating Surface:	
Firebox	19.5 sq ft
Tubes	112 sq ft
Total	131.5 sq ft
Tank Capacity	150 gals
Driving Wheels Dia ..	24 inches
Trailing Wheels Dia ..	18 inches
Wheel Base, Rigid	3ft 8ins
Wheel Base, Total	8ft 6in
Weight (w.o.) Drivers ..	4.7 tons
Weight (w.o.) Total	7 tons



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 FEET

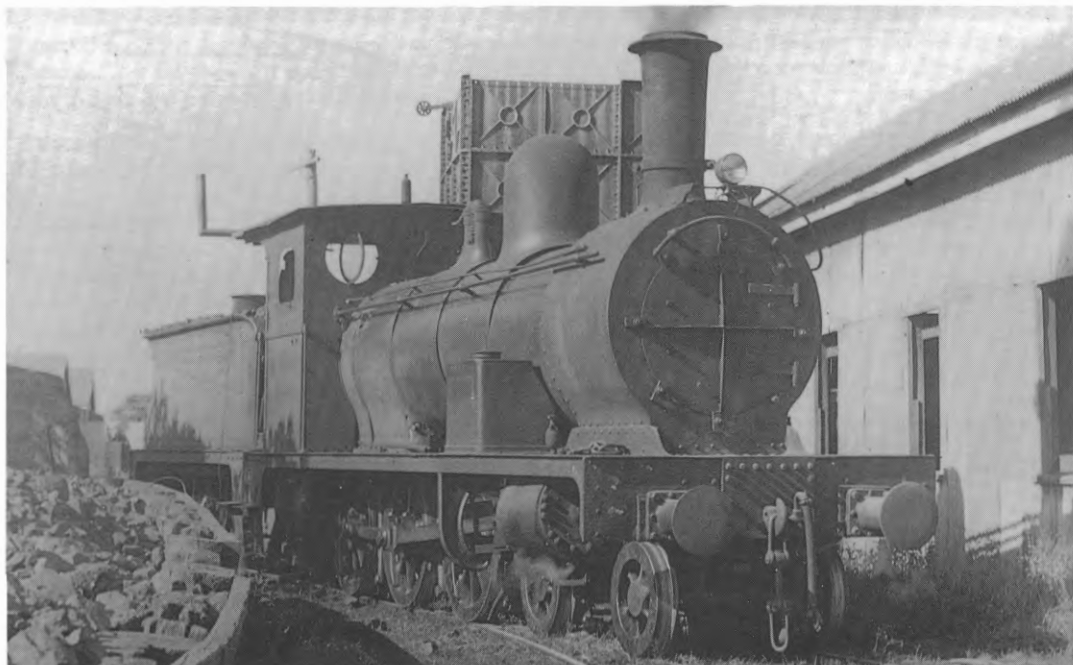
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 METRES

New general arrangement drawing, January 1991. The specifications listed refer to the locomotive as built.

FAIRYMEAD GALLERY



Fairymead's second loco was the former QGR No.132, purchased in 1892 and seen here at work not long after. Known as LIZZIE, it was later numbered 6. Photo: Qld Dept of Agriculture from George Bond Collection.

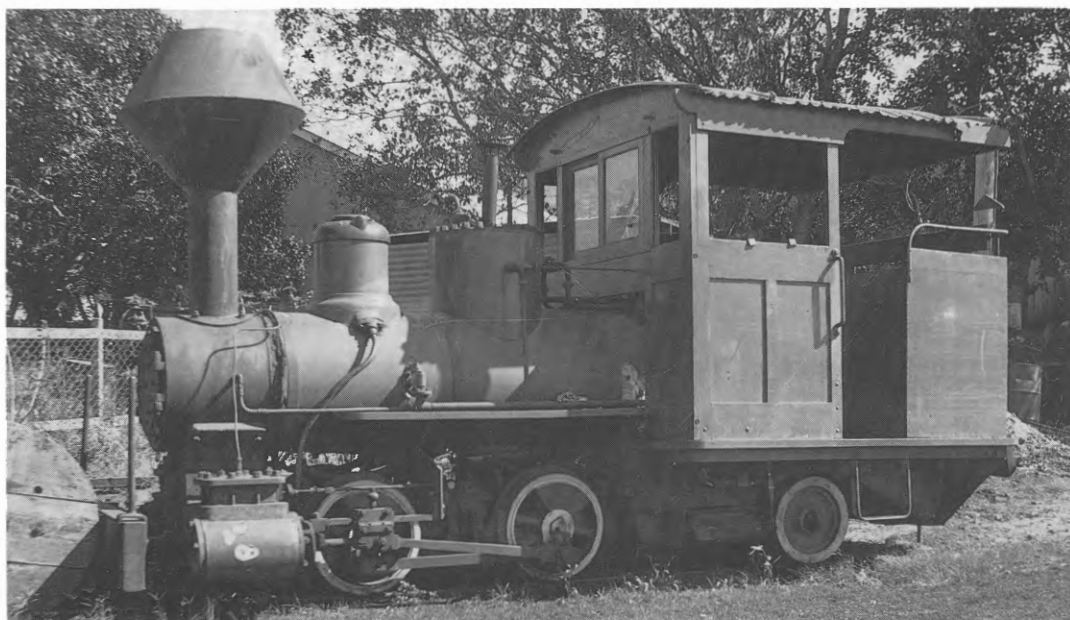


Number 5, THE GREEN MONSTER, was the former North Mt Lyell Railway number 2, J. P. LONERGAN. This powerful and reliable locomotive was highly regarded at Fairymead. Photo: Ken Rogers via George Bond

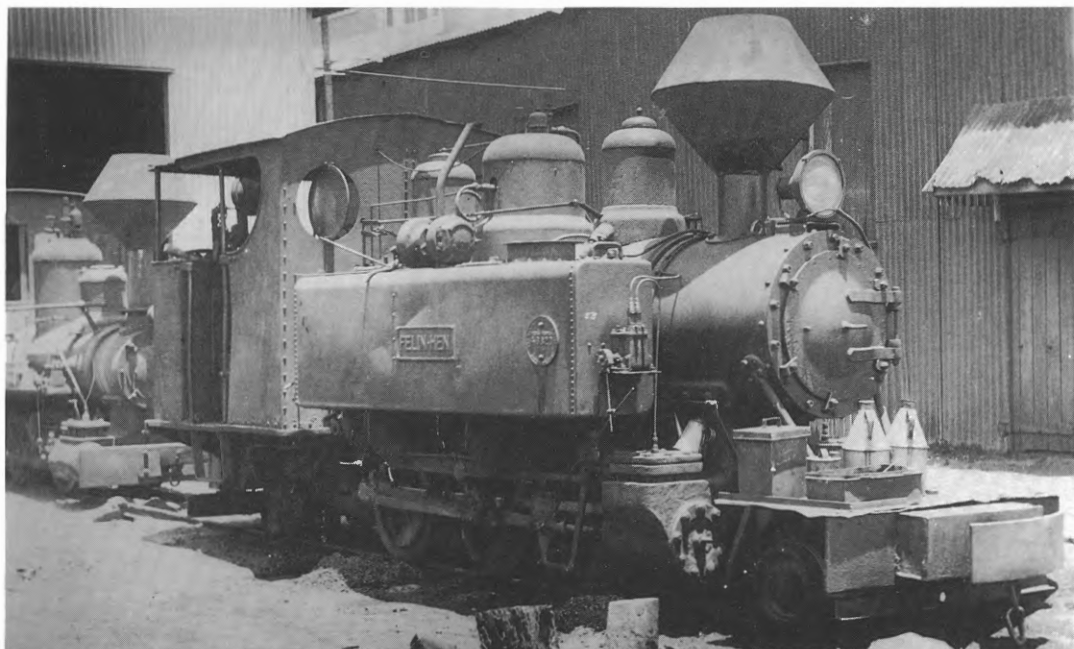


Number 2 and crew pose for an unknown photographer, circa 1910, when a driver earned upwards of 45 shillings a week, and a points boy between 10s and 22s, depending on experience.

Photo: John Buckland Collection.



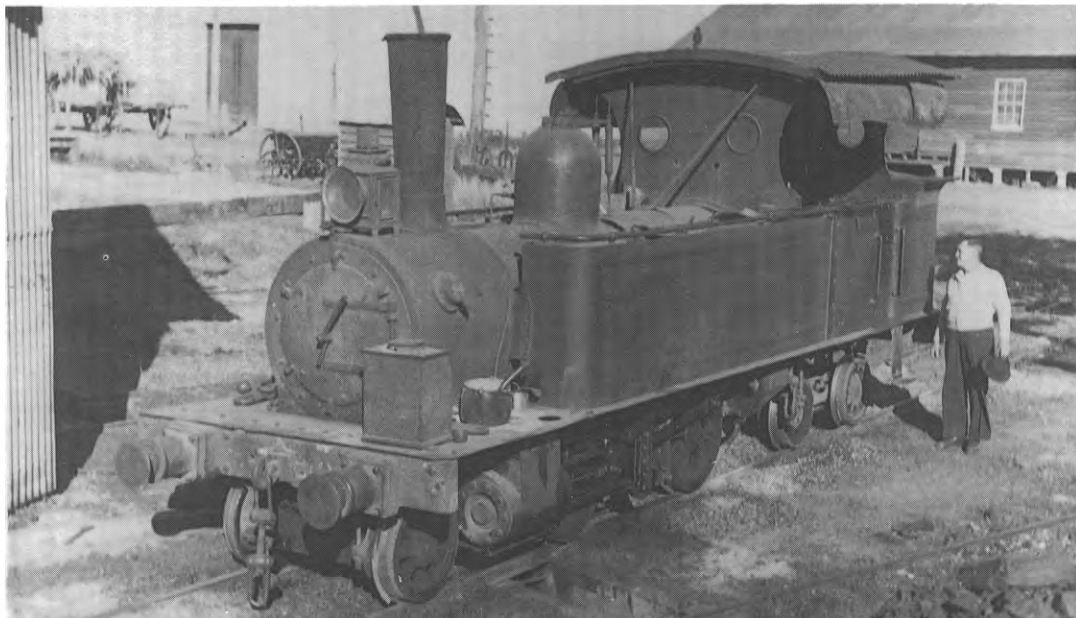
Number 1 had been set aside, but was in good order, when photographed by Bruce Macdonald in October, 1957.



Number 4 FELIN-HEN, seen here in 1950, lost its pony truck in a 1956 rebuild. After suffering a similar post-retirement fate to number 1, it is now being restored in Bundaberg. Photo: Ken Rogers via George Bond.

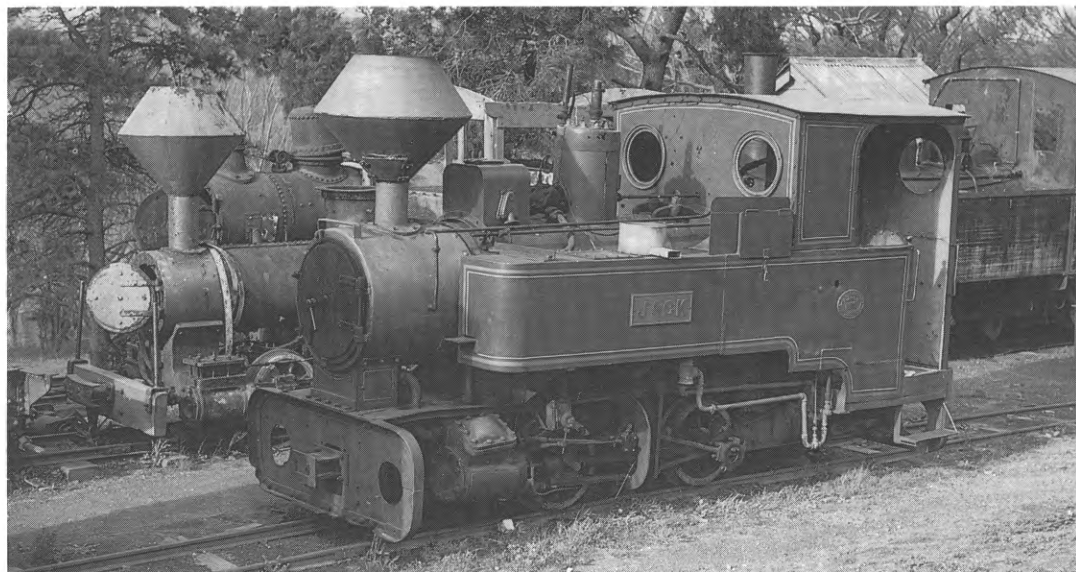


Number 3 is shunting, circa 1935, as a Fowler ploughing engine looks on. Photo: John Browning Collection.



Number 8, TANKIE, which began life in 1867 as QGR number 10, was acquired in 1922 from Hyne and Company's Fraser Island timber tramway. Most of its Fairymead career was spent at Avondale, though it was at the mill when photographed in July, 1946.

Photo: Ken Rogers via George Bond.



Number 7 was purchased for preservation, in 1965, by E. M. Baldwin (of diesel locomotive fame) and later placed on loan to The Museum of Historic Engines, Goulburn, where it was seen, in September 1974, catching up with an old friend. In 1985, it was sold to the State Recreation Area Trust, to become part of an historical presentation at Burrinjuck Dam.

Photo: Bruce Belbin.

BY THE FITTER — Somerset Dam Reminiscences

by Joe Burrell

Midway through January 1936 I was picked up at the Labour Bureau in Brisbane as a nipper to a gang of navvies (pick and shovel men). I had just celebrated my fourteenth birthday late November, left school, got a job and left home all in a space of a few weeks.

All this took place in the middle of the great depression so I was lucky to get a job as thousands of men were on the roads looking for work, whole families with all there worldly goods packed into a horse drawn dray with Dad, Mum and the kids, also the kerosene light hanging from under the dray floor plus the dog trotting between the wheels.

I left home on the Sunday evening to catch the Railmotor from Ipswich to Esk. The carriage was packed and it was hot.

On arrival at Esk, the dam passengers were transferred to an open straight eight cylindered Dodge. The seats were wooden bench seats, no seat belts in those days. Our driver Ronnie came and checked that everyone plus their baggage was aboard.

The engine was started and the clutch was out and we were off and I mean off. Ron knew only one speed, flat out. I tell you very exciting especially around the mountain roads sliding from side to side and almost getting bumped out of the truck, you see this form of transport had neither windscreen, cab or body, just the seat for the driver and any lady passengers, it was built for speed.

After many miles at last one could glimpse the lights of Dam Township. The place Somerset Dam was my home for the next two years.

We arrived close to midnight and I was met by an aunt and uncle, they were childless so I was well treated but under strict discipline.

Monday morning my day had started. I donned my new bib and brace overalls, miles too big but we had forgotten a hat so I was given an old one of my uncle and for the first time I found out what ears are for, besides hearing, because that is where the hat sat.

I was not given any lunch packet sandwiches wrapped in newspaper like the other blokes, I was told to come home. I did not like that at all.

Anyway I set off up the mountain road to where I had to report to the ganger in charge of the navvies.

Just at the start of the workshops area was the cement mixing and sand bins structure. A gang of

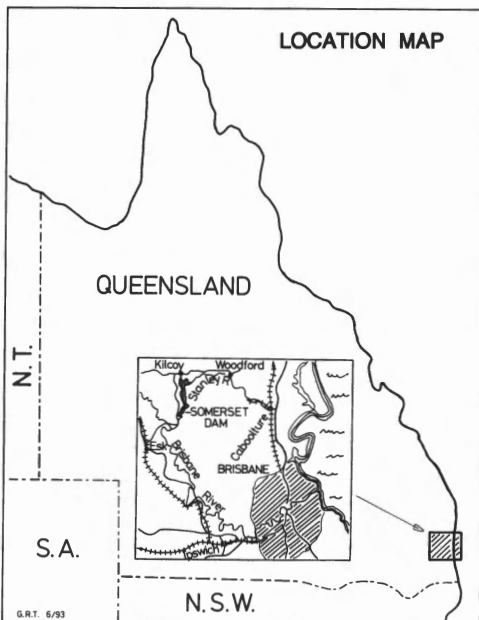
men were sitting on some logs waiting for the starting whistle.

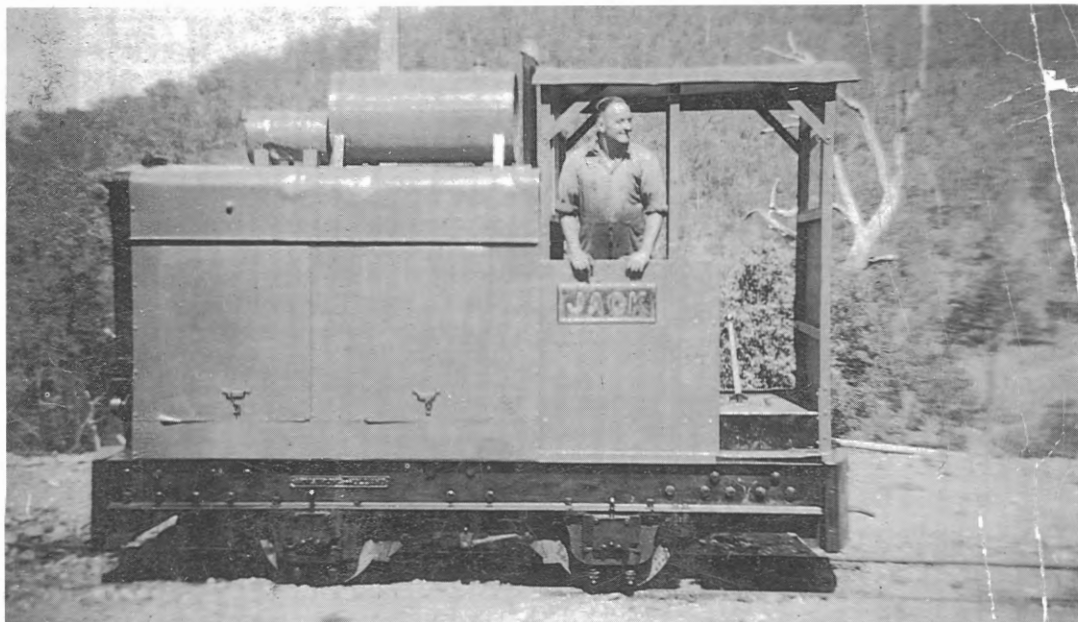
The head man who I later found out to be named Duggan called out to me, "Giddy sonny what are you going to be?" Promptly I replied "I'm going to be a fitter!" That name stuck.

My first job as a nipper was to boil these two large coppers for the mens' dinner (not called lunch) then whilst I had boiled mum's clothes dozens of times I could not get the water warm in these. The first two days were the same, the third day great. I made the men happy. A nipper was just a dog's body. You were at everyone's beck and call. I was paid two pounds five shillings. (\$4.50) good money then. I could not have been a very good nipper because I lasted only two weeks.

I was offered an apprenticeship in mechanical fitting, the very thing I wanted and became the first apprentice at Somerset Dam.

Most of the men in the workshop were good (all nationalities) but the few treated an apprentice pretty bad. I went through the various aspects of fitting like marking out, bench fitting, boring, screwing machine work, assembling, blacksmithing which was interesting but very hard, specially for a fourteen year old.





The loco 'Jack' with Jack Proud in the cab.

Photo courtesy Joe Burrell

Conditions then were very harsh like one water tap and two four gallon kero tins to wash in for thirty odd men, at least they did supply soap (soft) a brown mess that was almost pure caustic soda, it was very painful to plunge your hands into.

I worked the radial drilling machine a lot and the shaper I particularly liked except the morning I put my hand into the box to get a couple of holding down bolts and pulled out a snake, fortunately it was a carpet. Lucky, as the dam site was overrun with Tiger and Death Adder.

My next move was to the Diesel House where they overhauled the three locos used to haul crushed blue metal from the crushers to the cement mixing house some hundreds of yards around the mountain road.

Steve Malone recently gave me some information about these three locos. (Light Railways 69, July 1980, "Some early Australian Diesel Locomotives" by Anthony Weston) I had written an article on these a while back and memories can fade. I said they were McKenzie Holland built, but the information in Mr. Weston's article states they were Armstrong Holland, 90 bhp.

I assisted an engineer to do a drawcard test on these locos and they worked out to be 60 indicated horse power.

Jack and Archie I remember and have driven on the quiet. They were not easy to drive especially at the buffer stop over the cement mixing house, one slip and over the end.

The third, *Dulcie*, the engine was put into a sand barge to drive a sand pump.

The pump was connected to wooden pipes with flexible joints to allow for the rise and fall of the Stanley River in flood time. I remember once when the pump failed to clear sand from the pipes about nine inches in diameter. It was some job to clean them. The impeller in the pump used to wear very fast, we made them in the workshop. There were plenty of good tradesmen around in those days, they also made a bucket for a mechanical shovel.

The last I saw of the remains of the locos was in a paddock near Fernvale on the Brisbane Valley line probably thirty years ago or more.

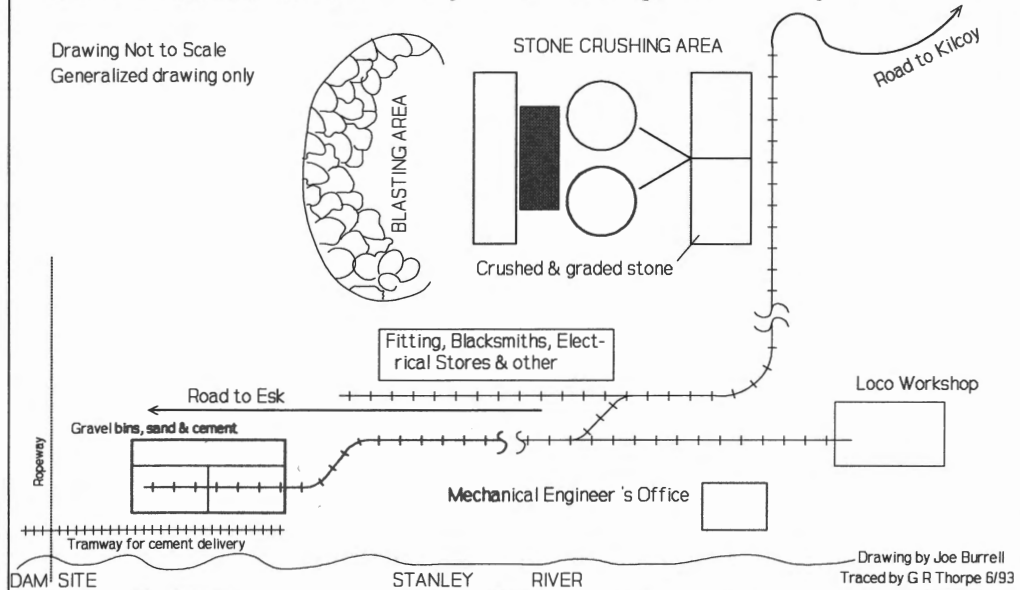
It was almost at the end of the first two years and the staff was reduced from 35 fitters to 5 and almost as many apprentices. I thought time to move on and learn something else.

I was successful in applying to fill a vacancy at the Government Printing office in Brisbane a very different piece of engineering indeed.

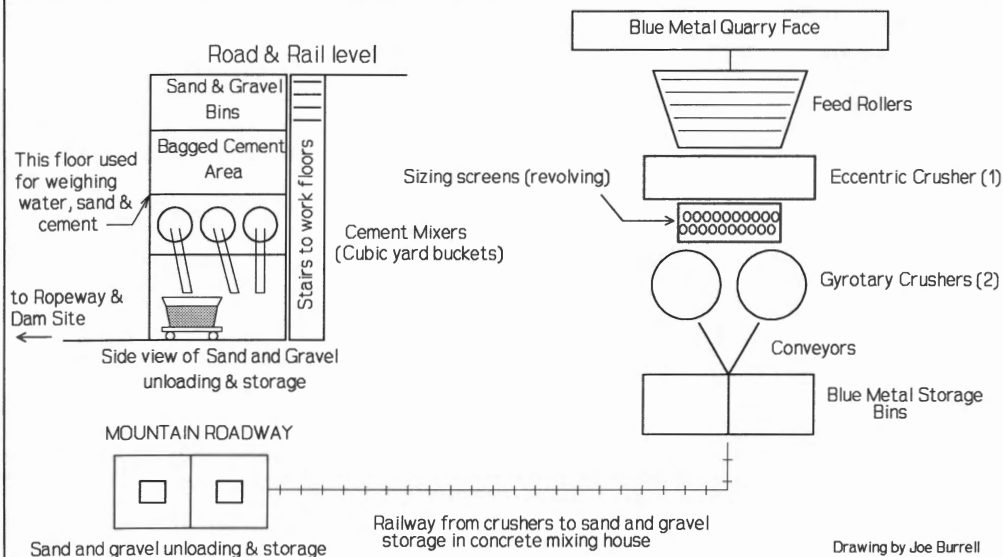
I hope this has been of some interest in the life of a very young apprentice fitter.

SOMERSET DAM Layout of Buildings & Tramway C1936-37

Drawing Not to Scale
Generalized drawing only



SOMERSET DAM Diagram of crushing & cement mixing areas



LEYLAND BROTHERS WORLD TOURIST RAILWAY

by Harry Wright

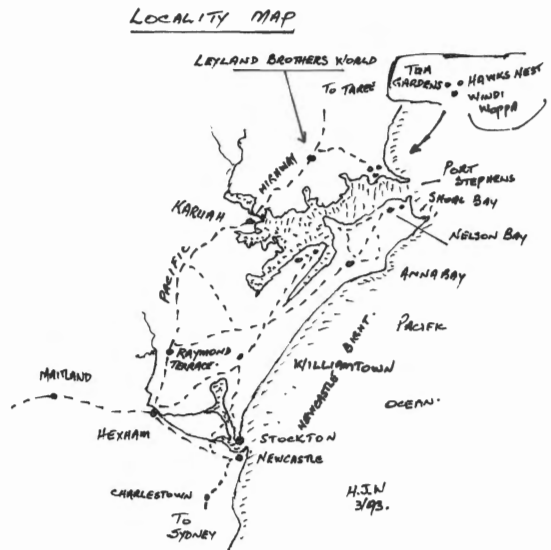
After media publicity spread over some weeks the LEYLAND BROTHERS WORLD complex, situated on the Pacific Highway, Karuah in NSW, opened during the early part of 1991. The Leyland Brothers, Mike and Mal, were well known for many years for their television travel stories 'Ask the Leyland Brothers' and 'Travel all over Australia', filmed throughout the length and breadth of this country and New Zealand as well.

Located on a 40 ha site the complex comprises a miniature Ayers Rock, wherein is located the administrative centre, rest rooms, several shopping sections with a large range of souvenir items and a spacious eating area

Fuel supplies are available at the front of 'Ayers Rock', located on the northern side where there is a large area set out for vehicle parking. The 'Rock' is so designed that visitors are able to climb from the southern side right to the top as on the original in Central Australia.

Entry to the complex was free but payment was made to participate in the various internal and external features.

A large man made lake is a prominent feature of the grounds and includes a miniature of the Sydney



Harbour Bridge, located on the walking path from the rock to the railway station, which spans a small stream. There are Australiana style play facilities in a special section on the lake side of the station to cater for younger aged children.

A special vehicle, called a 'bush explorer' is used to take tourists through the bush either over dry land or through special water obstacles.

Accommodation units are located to the south-east in a bush setting beyond the lake.

The Leyland Railway gauge is the standard cane field 610 mm laid with heavier than usual rail, well ballasted and looks set for a long life availability and minimum attention.

The 1.8 km circuit, in the shape of a distorted figure 8, has several bridges, no sidings and crosses itself with a diamond crossing at the south end of the spacious main station. The platform is long enough to hold the 4 car train.

A tunnel at ground level is located 350 metres south of the main station, being long enough to 'shed' the whole train and protect it from the night elements. One hundred or so metres past the tunnel another station stopping place allows passengers to alight, or entrain at the video/movie world theatre.



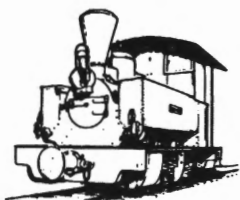


Above: The Wyndham Estate loco and cars, December 1979.

Below: Leyland Bros World Train at station. Loco standing on diamond crossing, September 1991.

Both Photos: H. Wright.





LETTERS

Dear Sir,

TULLOCH DIESEL LOCOS (LR 116, 118)

How fascinating to learn that Bruce Macdonald has not only been a most significant student of Australian locomotive development, but also a participant of some note, as he reveals in his letter in LR 118!

It is interesting to note that lists I have seen betray some confusion in showing the Mount Lyell and Coalcliff locos built by Tulloch as having been allocated either builder's number 002 or 003. The order of construction indicated by Bruce might suggest that the Coalcliff machine was allocated 002, as was stated in the ARHS Bulletin Supplement, July 1970. This same source indicates that Tulloch built a replacement for the Coalcliff unit in 1960, allocated builder's number 021.

John Browning
Mackay, Qld.

Dear Sir,

SYME ISLAND TRAM

Being a member of the Lilydale Historical Society and a resident of the Shire of Lilydale, I was very interested to read the article on the Cave Hill Tramway, by Ralph Alger, in the issue number 111 of January, 1991. This edition of Light Railways is held amongst the collection of Lilydale memorabilia in the Lilydale Museum.

The article set me thinking about another minor light railway that I am aware of but know only snippets of its history. This railway was located on Fraser Island in the Gippsland Lakes (also known at one time as Syme Island) and was constructed circa 1907 to convey the Symes (of 'The Age' fame) from the wharf at the southern end of Fraser Island to their summer residence in the middle of the island. The residence of some 75 squares, was built in the Queensland style on high piers, and the railway terminated under the house, with a flight of steps leading up into the centre of the house.

When I first visited the island in 1977, there was

still plenty of evidence lying about including a couple of small items of rolling stock and many rails although these had been taken up and dumped on the beach to discourage erosion. I did not think to measure the gauge but think it would be about 2 feet.

It was not until 1989 that I learned that there was also another line, possibly a spur line which crossed 100 metres of water from Fraser Island over to Flannagan Island on a timber viaduct, of which I have found no remaining evidence, although most of the piers are visible in a 1950 aerial photograph. I have had no opportunity to attempt to trace the route on Flannagan Island, nor the track extension on Fraser Island which is covered by dense bush. As Flannagan Island is very narrow and about four kilometres long, it may have extended for quite some distance, perhaps to the ruins in the centre of the island or even beyond.

This railway may be well known to your members, and if so, I would be very interested in reading more of its history, or correcting any of my own understanding. In the event that it is not known, then perhaps one of your members may find it an interesting research project.

I would be pleased to convey my limited knowledge should anyone care to contact me.

Peter Norman
Kilsyth, Vic.

Dear Sir,

DENTON PARK LOCO LR 120

It is surprising that R. Driver was unable to identify the locomotive shown in the delightful photograph on page 37 of LR 120, for it is quite clearly one of the Andrew Barclay twins, 310 and 311 of 1888 (delivered carrying Kerr Stuart plates 538 and 539). These have been the subject of letters, illustrations and photographs in LR 111 and LR 114, the photograph on page 6 of the latter, in particular, being a very clear view of AB 311 as running on the Powelltown Tramway in Victoria.

R. Driver's information about the use of one of these locomotives at Denton Park Colliery was most interesting and previously completely unknown to me. I have serious doubts, however, that the photograph was taken in the First World War period.

Firstly, the style of dress of the men surrounding the locomotive is, I suggest, of an earlier period: the 1890s or early 1900s. Secondly the known histories

of the two locomotives place them with other owners at this period.

The locomotive is in virtually original condition (see my drawing, taken from the Andrew Barclay original on page 96 of 'Powelltown' (LRRSA 1984), including the sprung buffers and spark arresting chimney. Curiously, the stanchion supporting the rear of the cab roof is curved at the top: Originally this was straight and in later photos of both 310 and 311 was still straight, although in 310 the stanchion was raked backwards when the rear of the locomotive was extended (see page 23 LR 111).

I would guess, by its presence in NSW, that the locomotive is 310, but as both are thought to have started life there with the Cullen Bullen Lime & Cement Co. at Portland, either locomotive is a possibility. Examination of the original photo might show whether it carries KS No 538 or 539 on the plate although these particular numbers would be hard to differentiate.

The known history of each locomotive is as follows:-

AB 310 Possibly new to Cullen Bullen Lime & Cement Co, Portland, NSW. Next noted as first loco of J. Edwards' Ben Bullen limestone quarry, NSW (railway opened 1900). Quarry taken over by G. & C. Hoskins Ltd in 1908 and closed in 1920.

AB 311 Possibly new to Cullen Bullen Lime & Cement Co., Portland NSW. Next noted 1910 to Warburton Timber Co, Victoria. Sold about 1914 to Powelltown Tramway, Victoria. Out of use by 1939, frame and wheels sold to Kobiolke Bros, Gilderoy, Victoria.

This would tend to confirm my view that the locomotive in R. Driver's photograph is AB 310, taken (presumably at Denton Park Colliery) after leaving Portland and before arrival at Ben Bullen in 1900. Additionally, a Cameron & Sutherland (plant dealers) sale catalogue of May 1911 includes for sale at Sydney a Kerr Stewart (sic) tank loco 13 ft 6 ins long x 5 ft wide with 5½ x 10 in cylinders, 34 in gauge and driving wheels 18 in diameter, which would appear to be one of AB 310 or 311 (5 x 10 in cylinders, 33 in gauge and 20 in diameter driving wheels originally). If so, then from the above histories this would appear to have been AB 311 which would then have been sold to the Warburton Timber Co in 1911 and not 1910.

Incidentally the photographs taken at Lithgow of AB 310 dumped behind the ex Ben Bullen 0-6-0T 'Cullen Bullen' (page 21, LR 107 and page 11, LR

114) were the basis for my drawing of it as rebuilt with extended bunker (page 23 LR 111). Jim Longworth has now sent me a photograph, albeit poor, taken from the other side of these locomotives. It shows that AB 310 was rebuilt more drastically than I indicated. The boiler was raised by about 12 ins and the elegant ogee saddletank was replaced by a rectangular version, akin to a domestic cistern. The wheels are in shadow, but there is a suggestion that the rear pony truck wheels (originally only 11½ in diam) may have been replaced by ones off larger diameter.

Richard Horne
Surrey, England.

Dear Sir,

THE CHEETHAM CHRONICLES PART V PRICE (LR 120)

On page 26 of LR 120, two 2 ft gauge 'home-made' petrol locomotives are shown at Price, pictured by Arnold Lockyer in January 1963. It is stated that the upper locomotive was constructed by Cheetham Salt (at Geelong according to LR 117), while the lower one was constructed by the Price saltworks. However, the similarity of the chassis of these two units leads me to suspect that both were built by Cheetham, with the lower one possibly having been rebuilt at Price.

John Browning
Mackay, Qld.

Dear Sir,

BORING MACHINE

Recently I was sent a copy of 'Success amid Failure' in LR121 wherein is described the Whitaker tunnel boring machine. For your readers' information I recovered a Whitaker TBM in 1991, which had been built in 1920 for the Channel Tunnel Company. I recently published a book called 'From Charing Cross to Baghdad' (ISBN1-872009-23-9) on Whitaker and his tunneling machines. In the book is a photograph of the Sydney machine, taken from Arroll's manufacturers literature of the time. The photograph which you published of the cutter head is however very interesting.

Dr P.M. Varley,
Newington, Folkestone, KENT.



Above: Line up of locos at Bennett Brook railway, W.A., December 1992. L to R Maylands 0-4-0 PM, Ruston 0-4-0 DM, Fowler 0-6-0 DM, Gemco 0-4-0 DM. Photo Ken Watson.

Below Bennett Brook railway. John Fowler 0-6-0 DM and Planet 0-4-0 DM at Mussel Pool, December 1992. Photo Ken Watson.

