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LIGHT RAILWAYS

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Light Railway Research Society of Australia Inc.

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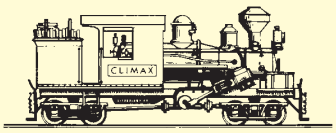

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Conversions:

1 inch (in)	25.40 millimetres
1 foot (ft)	0.30 metre
1 yard (yd)	0.91 metre
1 chain	20.11 metre
1 mile	1.60 kilometres
1 super foot	0.00236 cubic metre
1 ton	1.01 tonnes
1 pound (£)	$2.00 (in 1966)
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

Contents

Comment

Although *Dufaycolour* roll film first appeared in 1935, and *Kodachrome* four years later, these slow and expensive colour films took a long time to achieve popularity.

Fortunately, the late D. G. McKillop, Bob McKillop's father, was an early devotee of *Kodachrome*, and he chose to record memories of the family's 1954 holiday at Moruya, NSW, by way of this medium. The end result of this is the sharp, colourful images which appear on this issue's cover and in our centre spread. A marvellous record of an operation that, even then, was quaint and anachronistic.

Bob's personal reminiscences provide the perfect accompaniment to these wonderfully evocative scenes, while Jim Longworth's companion piece gives us an historical perspective on this fascinating, and often misreported, railway.

Arnold Lockyer, through his extensive research, has produced the definitive schedule of South Australia's jetty tramways, past and present, while Ian Cutter's accompanying article brings us up to date on the recent status of several of these.

Rod Milne takes us to North Queensland, not far from the scene of our last issue's major feature, to see how South Johnstone sugar mill's Warrakin branch still operates in much the same way as it did in the days of steam. The usual round-up of News, Reviews, Research and Letters completes the picture, not forgetting Frank Stamford's comprehensive report (opposite) of the Society's 'grand day out' on the Puffing Billy Railway, celebrating our Icon's 70th birthday.

Another packed issue, with plenty of variety. We hope you enjoy it. *Bruce Belbin*

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

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

Light Railways is the official publication of the Society. Material submitted is subject to editing, and publication is at the discretion of the Editor.

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

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

Cover: *"Out to sea" - having discarged another load of granite boulders on the northern breakwater of the Moruya River, PWD 0-6-0T No. 30 shunts its train back to the foreshore in January 1954. Feature articles on this interesting operation commence on page 16.* *Photo: late DG McKillop*

Happy Birthday 1694

LRRSA Climax 70th Birthday Trip - Saturday 20 June 1998

as told by Frank Stamford

The official construction date of the ex-Tyers Valley Tramway Climax locomotive B/No.1694 was 18 June 1928, and the LRRSA considered its seventieth birthday to be worth celebrating. Not just because there are only six or seven 'B' class Climax locomotives in working condition in the world, but also because this was the last of about fifty steam locos to work on Victoria's timber tramways, and the only one to survive intact.

One hundred and twenty-three members and friends of the LRRSA and PBPS travelled on the train, which consisted of six NQR passenger trucks, and the ex-Walhalla & Thomson River Tramway open-top passenger car (146 NQR). Despite dire warnings to the Tour Organisers on the wisdom of using an unroofed vehicle in winter, 146 NQR proved very popular. Fortunately the weather was reasonable.

Our train departed Emerald at 10.30 am and took almost two hours for the 4 mile trip to Cockatoo, with photo stops at Nobelius, Lakeside, and the three rebuilt trestle bridges in the Wright State Forest.

At Cockatoo we walked to the nearby Cockatoo Community Centre where Hallam Catering provided an excellent barbecue lunch, including a choice of Peckett Pie or TACL Trifle for dessert! The Community Centre provided a good venue for this type of event, and the Climax's specially decorated birthday cake was set up in a position of honour on the stage. LRRSA President Bill Hanks was the Master of Ceremonies, inviting Norm Wadeson to cut the cake, who then led the assemblage in singing 'Happy Birthday'. On behalf of the locomotive, Graeme Daniel then accepted its two birthday gifts. Being a wood burner, the first gift was a platter of segments of 'gourmet' timbers, whilst the second gift was a large package of 'succulent red gum'. We are told the Climax is particularly partial to this timber. It was appropriate that Norm and Graeme should be the main participants in the ceremonies, since Norm helped to ensure the loco survived, whilst Graeme led the team who restored it to working condition.

146 NQR affords its passengers an excellent view of the proceedings, as the septuagenarian Climax leads the birthday special through picturesque bushland between Wright and Lakeside. Photo: Mal Dow

The timbers of three month old Bridge No.9 groan under the weight of Climax 1694 as it leads the LRRSA 70th birthday special train over Cockatoo Creek. Photo:Mal Dow

The lunch and ceremonies having occupied about two hours, we then departed Cockatoo at about 2.20 pm with photo stops again at the three trestle bridges. At Lakeside our train was stabled in the new (and incomplete) second platform, awaiting the arrival of the last regular train from Belgrave. We then departed for Emerald, where the trip ended at 4.00 pm.

The trip was only advertised to LRRSA and PBPS members, and no publicity occurred after the middle of April. Despite this we had more applicants than we could accommodate, for 120 was the comfortable limit for photo stops and the Cockatoo Community Centre. Many had travelled a long way to attend, with five from Canberra, three from Sydney, and one each from Brisbane and Perth.

This was quite a busy day on the Puffing Billy Railway. On the same day a diesel-hauled ballast train had departed Belgrave at 7.30 am, and was working in the Cockatoo - Gembrook section. It had brought the six NQR passenger trucks from Belgrave to Emerald for our train.

Because there were two trains in the Lakeside - Gembrook section, Cockatoo was opened as a temporary staff station So far no passenger facilities or buildings of any sort have been provided at Cockatoo station.

We thank the train crew (driver: Graeme Daniel; firemen: John Hoy and Les Thompson; guard: Anthony Simmons), and other members of the Puffing Billy Preservation Society who helped ensure its success. Profits for this trip were donated back to the PBPS for G42 restoration and ballasting of track between Cockatoo Creek and Fielder.

Jetty and Wharf Tramways of South Australia

by Arnold Lockyer

South Australia is commonly referred to as "The driest state of the driest continent in the world". The state had few mineral resources and for many years the economy depended on the production of cereal crops, mainly wheat. Due to its topography and rainfall, this in turn was limited to land near the coastline. With the lack of roads and railways last century, and until the growth of road transport after the first World War, supplies to and from this arable strip of land travelled by sea in small coastal ships, mainly ketches, operating out of the state's main port, Port Adelaide.

At first, at many of the places found suitable along the coast, the ships would anchor as close to the shore as possible and the goods were lightered out to and from them on carts and drays. At many of these locations the Government or private individuals eventually erected jetties. With the lack of roads and railways, it was left to the farmers to cart goods to and from the landing places themselves and this led to what today appears to be a proliferation of jetties.

Most jetties were built to a more or less standard design. A narrow 'approach' section ran from the shore across the shallow water to the deep water where the ships could berth - the 'head'. At the head, most jetties widened to provide room for the loading and unloading of goods. Because of the narrow width of the approach section, the use of horse drawn drays and carts on the jetties was impractical and most, if not all, of the early jetties were equipped with a tramway. The tramway ran from an area adjacent to the shore end, where the farmers transferred their bagged grain onto the jetty tramway trucks, or stacked it awaiting shipment. The tramway was laid single track along the approach section and at the head had an additional one or more tracks.

As farming in some districts moved further inland from the coast, some jetty tramways extended inland and eventually became part of the state railway system. Some time later, new jetties were built where there was deep water, to allow the berthing of large ships. The growing rail network, followed by better roads, motor transport and the building of these deep water ports eventually led to the decline and demise of the ketches and the resultant need for the small jetties and their associated tramways. In spite of this development some jetties have survived to the present day and a few still have their tram tracks.

Over many years, articles and notes have appeared in the *ARHS Bulletin, Light Railways* and *Light Railway News* regarding the jetty and wharf tramways in South Australia. This article has been prepared with a view to recording where these jetties and wharves were located and explaining briefly how they came into being. It is not intended to furnish details regarding the track layout, mode of operation etc, of any of the lines.

Motive power on the jetties and wharves was usually provided by horses, which, it is believed, had to be trained to work on the jetties because of the narrowness of the approach section, with the track being laid not in the centre but with one rail almost along the edge.

Amid tall ships, Kitson Locomotive (built 1884) shunts trucks on Port Germein jetty - the longest in South Australia, c.1900. The locomotive and tramway was operated by the Marine Board which, in 1913, became the South Australian Harbors Board.
Photo: Courtesy Port Dock Railway Station Museum

Steam locomotives worked on jetties and wharves which had track connected to the Government Railway systems and the Broken Hill Proprietary Company's Whyalla to Iron Knob Tramway, and one jetty that was not, namely Port Germein. A few jetties and at least one wharf also had small internal combustion locomotives - Malcom Moores and similar. In later years trucks on some jetties were hauled or pushed by rubber tyred tractors.

Under South Australian legislation, the majority of jetties and wharves came under state government control. Over the years, the authority responsible for this control has undergone several name changes, whilst still remaining responsible.

The following schedule has been prepared from the departmental records at the times shown, namely 1887, 1915, 1964 and 1968, with the addition of those government and privately owned jetties and wharves, which are known to have had tramways but did not appear in the departmental records for the years mentioned. Because all records used to prepare the article are pre-metrication, the measurements are in Imperial units. Jetties and wharves are listed in order, starting at the West Australian border and the following the coast to the Victorian border. There are separate listings for Kangaroo Island and the River Murray upstream from Lake Alexandrina.

In the following schedules, after the column headed "Location" are two columns showing the length of the jetty or wharf and the gauge of the track as at 1915, which was before the introduction of motor transport and when the majority of jetties and wharves were in use. The final column shows changes, which took place prior to or after 1915, and includes those jetties and wharves with tramways that were not in use at that date.

Most Jetty Tramways in South Australia were worked by horses. During the days of the square riggers, prior to World War II, Mr. Wilf "Froggy" Hart with one of his jetty horses on Port Victoria Jetty. *Photo: Courtesy Wilf Hart, from A.D.Lockyer Collection*

Schedule showing the Jetty and Wharf Tramways in South Australia

COASTLINE FROM WESTERN AUSTRALIA BORDER TO CAPE WILES.

Location	Length 1915	Gauge 1915	Notes
Fowlers Bay	1050ft	3ft 6in	Built 1896. 1968 Length 1187ft.
Port LeHunte (Port Sinclair)	972ft	3ft 6in	Built 1911. 1968 abandoned-collapsed.
Denial Bay	1750ft★ (Causeway 500ft★)	3ft 6in	1887 not shown. 1968 closed to shipping.
Ceduna (Murat Bay)	1210ft★	3ft 6in	Built 1905.
Thevenard	-	-	Completed 1920. 1968 Length 1229ft 1964 Length 1172ft. Track gauge 3ft 6in connected to South Australian Railways.
Smoky Bay	1250ft★	3ft 6in	Built 1912.
Haslam (Carawa)	1410ft	3ft 6in	Built 1912. 1968 Length 1405ft. Closed to shipping 1/11/64.
Streaky Bay	1095ft★	3ft 6in	Built 1892.
Sceale Bay	255ft	3ft 6in	Built 1905. 1968 Length 258ft. Promenade only.
Port Kenny	95ft (Causeway 780ft★)	3ft 6in	Built 1913. 1968 Length 107ft.
Venus Bay	535ft	3ft 6in	1887 Length 535ft. 1968 Length 900ft including embankment of 375ft. Promenade only.
Elliston (Waterloo Bay)	-	-	
Old Jetty			1887 Length 348ft. Track gauge 3ft 6in.
New Jetty	1389ft★	3ft6in	1915 useless and abandoned.

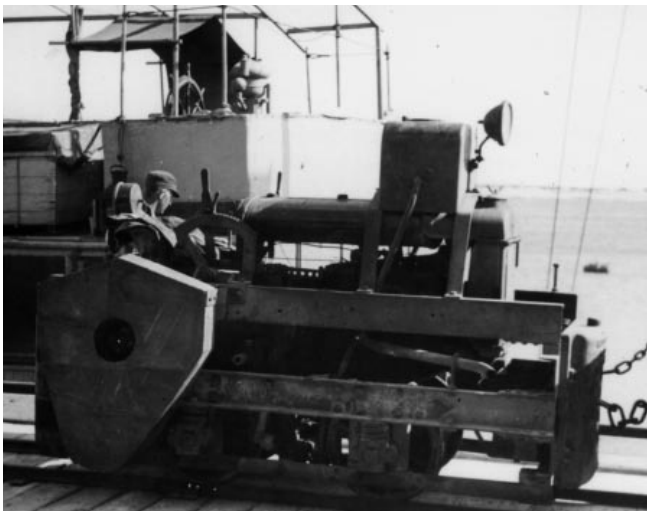
COASTLINE FROM CAPE WILES TO THE HEAD OF SPENCER GULF. (WEST SIDE OF SPENCER GULF)

Location	Length 1915	Gauge 1915	Notes
Wedge Island			No details, only record photo. Taken c June 1986.
Port Lincoln (Town Jetty Shipping Pier)	730ft	3ft 6in	1887 Length 700ft. Track gauge 5ft 0in. Built 1923. 1964 Length 927ft. Causeway 580ft. Track gauge 3ft 6in.
Kirton Point	660ft★ (Causeway 280ft★)	3ft 6in	Built 1907 connected to SAR.
North Shields	565ft★	3ft 6in	Built 1906. 1968 abandoned in reasonable condition.
Louth Bay	600ft	3ft 6in	1887 Length 150ft. Track gauge 1964. Promenade only. (3ft 6in).
Tumby Bay			
Old Jetty	680ft		1887 Length 525ft. Track gauge 3ft 6in 1964 Length 375ft.
New Jetty	680ft	1155ft★	Built 1908.
Lipson Cove	480ft	3ft 6in	1887 Length 330ft. Track gauge 3ft 6in 1964 Not shown, apparently gone.
Port Neill	1355ft★	3ft 6in	Built 1912.
Mount Dutton Bay	680ft	3ft 6in	1887 Length 270ft. Track gauge 3ft 6in 1964 Length 683ft.
Arno Bay	1230ft★	3ft 6in	1887 Length 330. Track gauge 3ft 6in.
Port Gibbon	1330ft	3ft 6in	Built 1915. 1964 Length 602ft. Track removed.

Cowell (Franklin Harbour)			
Old Jetty.	540ft	3ft 6in	1887 Length 300ft. Track gauge 3ft 6in 1964 Length 482ft track removed.
New Jetty	1055ft★ (Causeway 1460ft★)	3ft 6in	
Whyalla			
1. Wharf - Blast Furnace			1939 photo shows 'Blast Furnace Wharf' Track gauge 3ft 6in.
2. Wharf			Built 1940. Length 1705ft Track gauge 3ft 6in.
3. Jetty	Not known	3ft 6in	Built c 1901. Photos c 1914 shows train on jetty. Track gauge 3ft 6in. Connected to BHP Whyalla Iron Knob Tramway.
Port Augusta West	260ft (Causeway 272ft★)	3ft 6in	1887 Length 440ft. Track gauge 3ft 6in 1964 Length 252ft track removed.

COASTLINE - HEAD OF SPENCER GULF TO CAPE SPENCER. (EAST SIDE OF SPENCER GULF).

LOCATION	LENGTH 1915	GAUGE 1915	NOTES
Port Augusta Wharf	1196ft★	3ft 6in& 4ft 8½in	1887 (In construction) Length 1201ft. Track gauge 3ft 6in Connected to SAR & Commonwealth Railways.
Port Germein	5459ft	3ft 6in	1887 Length 5459ft. Track gauge 3ft 6in 1968 Length 5399ft including embankment 1303ft. Track gauge 3ft 6in.
Port Pirie Wharves			1887 list shows: Port Pirie Queen's wharf. Length 469ft. Track gauge 3ft 6in. Port Pirie wharf under construction. 1964 only shows Port Pirie as berths numbered 1 to 11 of various lengths and no track gauge. These berths would have been along the wharves with 3ft 6in gauge tracks. A photo taken in May 1965 shows 5ft 3in gauge self propelled crane on one of the wharves with dual gauge (5ft 3in & 3ft.6in) track. Connected to the SAR.
Queen's	629ft	3ft 6in	
Railway	646ft	3ft 6in	
Broken Hill	1191ft	3ft 6in	
Baltic	500ft	3ft 6in	
Port Broughton			
Main Jetty	1260ft	3ft 6in	1887 Length 1260ft. Track gauge 3ft 6in 1964 Length 1224ft to face of T-head. T-head 257ft. Track gauge 3ft 6in Connected to S.A.R. horse tramway to Mundoora.
Private Jetty (Industrial)			1910 photo shows jetty used for sea weed harvesting. Track gauge 2ft 0in.



Malcolm Moore Locomotive (Fordson powered) on Stenhouse Bay Jetty, 23rd January, 1947. Owned and operated by Waratah Gypsum Pty Ltd and identified as 'K', it was later numbered 113. Note headlight and sandbox - the only locomotive so equipped for working on the jetty. *Photo: A.D. Lockyer*

'T'-Head jetty at Port Broughton, showing trackwork, including turntable and moveable rails at the 'T'-Head, c.1964.
Photo: A.D. Lockyer

Wallaroo			
1st Jetty			1887 Length 800ft. Track gauge 5ft 3in Shown as 'Old Jetty'. 1915 not shown.
2nd Jetty	2800ft	3ft 6in	1887 Length 1606ft. Track gauge 3ft 6in and 5ft 3in Shown as "New Jetty". 1964 Length 1335ft. No rail tracks. Shown as Old Jetty.
3rd Jetty			Built 1927. Length 2844ft. Track gauge 5ft 3in. All three jetties connected to SAR.
Moonta Bay	1700ft	3ft 6in	1887 Length 1706ft. Track gauge 5ft 3in 1915 shown 'useless & abandoned'. 1964 entry reads demolished 1962. Photographic evidence seems to indicate gauge was 3ft 6in. New Jetty 1960 no tracks shown. Note: Although 1915 lists no track gauge, photo taken *c* 1960 shows what appears to be 3ft 6in gauge track.
Port Hughes	1410ft	3ft 6in	Built 1912. 1964 Length 1365ft. Causeway 110ft.
Balgowan	380ft	3ft 6in	Built 1907. 1964 Length 337ft.
Port Victoria	1095ft	3ft 6in	1887 Length 1095ft. Track gauge 3ft 6in. 1968 Length 1140ft.
Rickaby	660ft	3ft 6in	1887 Length 660ft. Track gauge 3ft 6in. 1964 Length 925ft (Promenade only). 1968 Length 405ft (Promenade only).
Minlacowie	1150ft	3ft 6in	1887 Length 1150ft. Track gauge 3ft 6in 1964 Length 1154ft (Promenade only) 1968 Length 765ft (Promenade only).
Point Turton	340ft	3ft 6in	1878 Length 340ft. Track gauge 3ft 6in 1968 Length 420ft (Promenade only).

COASTLINE - CAPE SPENCER TO HEAD OF GULF ST. VINCENT. (BOTTOM OF YORKE PENINSULA & WEST SIDE OF GULF ST. VINCENT).

LOCATION	LENGTH 1915	GAUGE 1915	NOTES
Althorpe Island			1919 photo of jetty and tram ladder to the lighthouse.
Stenhouse Bay			Built 1916 Length 676ft. Track gauge 2ft 0in. 1964 no change.
Marion Bay	Not known	2ft 0in	Built 1890. Extended 1927, shortened 1959. 1964 Length 876ft. Track gauge 2ft 0in.

T.A.C.L. Locomotive (Fordson powered) on the approach to the jetty at Port Price, owned and operated by the South Australian Harbors Board, with trucks probably loaded with bagged salt,. Photo: c. 1956, from A.D. Lockyer Collection

Port Moorowie	285ft	3ft 6in	1887 Length 285ft. Track gauge 3ft 6in 1964 Not listed.
Edithburgh	568ft★	3ft 6in	1887 Length 368ft. Track gauge 3ft 6in.
Wool Bay	570ft★	3ft 6in	1887 Length 510ft. Track gauge 3ft 6in.
Stansbury			
Old Jetty	1000ft	3ft 6in	1887 Length 1000ft. Track gauge 3ft 6in 1964 Not listed.
New Jetty	1010ft★	3ft 6in	Built 1905.
Port Vincent Wharf	140ft	3ft 6in	Not known when built. 1964 not shown. 1964 Length 300ft. No rail tracks.
Port Julia	240ft	3ft 6in	Built 1913. 1968 Length 242ft.
Ardrossan	1420ft★	3ft 6in★	1887 Length 1420ft. Track gauge 3ft 6in.
Port Price (Will Creek) Wharf	150ft	3ft 6in	1887 Shown as Wells Creek Wharf, Length 100ft. No tracks. 1964 Length 258ft.
Port Clinton	900ft	-	1887 Length 900ft. Track gauge 3ft 6in 1915 shown "useless & abandoned".

COASTLINE - HEAD OF GULF ST. VINCENT TO CAPE JERVIS (EAST SIDE OF GULF ST. VINCENT).

Location	Length 1915	Gauge 1915	Notes
Port Wakefield Wharf	1260ft★	3ft 6in	1887 Length 1260ft. Track gauge 3ft 6in 1964 No track gauge shown. Note: In 1920's Western Division of the SAR which included Port Wakefield was converted to 5ft 3in gauge and connected to the main SAR system.
Broad Creek Wharf & Jetty			Terminus of 2ft 0in gauge tramway operating from Explosives magazine at Dry Creek. Operated 1906 to *c.*1964.
Port Adelaide Wharves			
Musgraves	290ft	5ft 3in	1887 Only one wharf shown with rail tracks - Queen's. Length 300ft. Track gauge 5ft 3in. 1964 list of jetties & wharves did not include Port Adelaide, although at that time all wharves with rail tracks would have still been in service. All connected to SA Railways.
North Parade	576ft	5ft 3in	
Queen's	841ft	5ft 3in	
Ocean Steamers	1650ft	5ft 3in	
Birkenhead (Cement Co. Wharf)			Not shown on 1915 list of wharves. Photo October 1945 shows mixed gauge 5ft 3in and 2ft 0in gauge track. Not shown on 1964 list. 5ft 3in gauge track connected to SAR.
Outer Harbour Wharf	2390ft	5ft 3in	Built *c*1910. 1964 Not shown on list but still in service. Connected to SAR.
Largs Bay	2105ft	-	From 1882 to 1908 a 5ft 3in gauge line ran down this jetty, connected to SAR. By 1915 the tracks apparently had been removed.
Semaphore	2200ft	2ft 6in	Photo by Captain Sweet *c*1880 shows narrow gauge tramway. 1883 Public Works Dept. Annual Report states Tramway 160 yards (480ft) laid from the jetty to the railway station. 1887 Length 2200ft, track gauge 2ft 6in. Photos *c*1900 indicate a much larger gauge, possibly 5ft 3in 1964 Length 2138ft (1966 from sea wall. No track shown).
Glenelg	1246ft	2ft 6in	1886 Length 1246ft. Track gauge 5ft 3in 1948 jetty demolished by storm. (Originally connected to the Adelaide to Glenelg Railway.
Port Stanvac			1962 during construction a 2ft 0in gauge tramway operated along this jetty.
Port Noarlunga			1887 Length 600ft. Track gauge 3ft 6in 1914 Washed away.
Port Willunga (Aldinga)			1887 Length 621ft. Track gauge 3ft 11½ 1915 "Useless and abandoned".
Myponga			1887 Length 360ft. Track gauge 4ft 0in.
Yankalilla (Normanville)	420ft★	4ft 0in	1887 Length 420ft. Track gauge 4ft 0in 1964 Promenade only. No tracks. Note - It is believed there was an earlier jetty, which was washed away, that had a tramway.
Second Valley			
Wharf			Built 1855 demolished by storm 1868. Length about 40ft. Track gauge not known.
Jetty	225ft (Causeway 425ft★)	3ft 6in	1887 Length 105ft. Track gauge 3ft 6in 1968 Length 150ft.

Rapid Bay			
Old Jetty			1887 Length 160ft. Track gauge 5ft 3in 1915 "useless & abandoned".
New Jetty			Built 1941. Length 1532ft. Track gauge 3ft 6in 1968 unchanged.

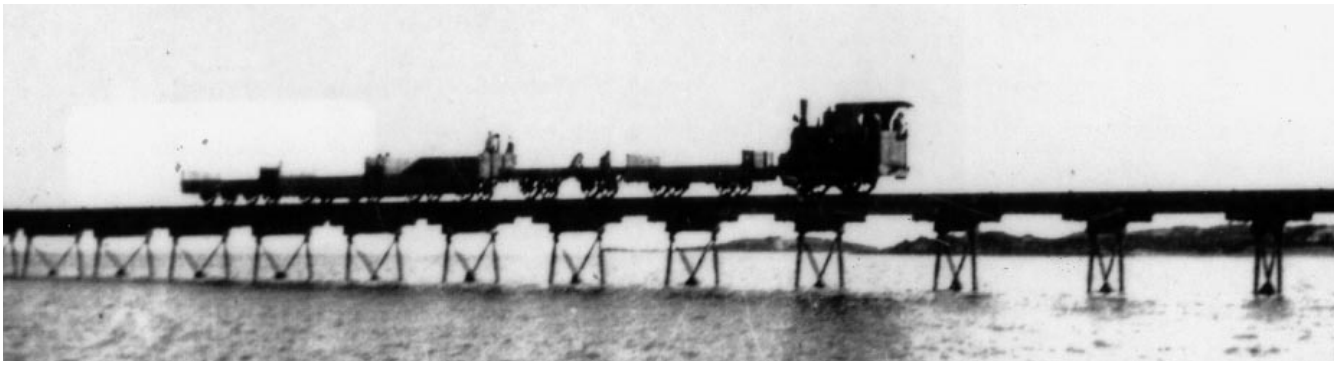
COASTLINE - CAPE JERVIS TO THE VICTORIAN BORDER. (SOUTH EAST COAST INCLUDING LAKE ALEXANDRINA).

LOCATION	LENGTH 1915	GAUGE 1915	NOTES
Victor Harbor, inc. Granite Island			
Victoria Pier			1887 Length 3960ft Track gauge 5ft 3in Shown as "old". 1875 Victoria Pier was extended to Granite Island. This length would have included Its extension.
Timber Causeway	2260ft★	5ft 3in	Between 1887 & 1915 Victoria Pier was demolished from where the extension to Granite Island left it, leaving this straight timber causeway to the Island. Track gauge 5ft 3in. In 1954 track was removed but in 1986 was replaced for use by horse trams; track gauge 5ft 3in.
No. 2 Pier (Working Jetty?)	310ft Causeway 330ft	5ft 3in	Built after 1887. Track probably removed in 1954.
Screw Pile Jetty	298ft Causeway 150ft	5ft 3in	1887 Length 298ft. Track gauge 5ft 3in Track probably removed 1954.
No.1 Pier	50ft		1915 shown "useless & abandoned". This could have been the small pier branching off Victoria Pier in an 1879 illustration. Note: All the above connected to SAR.
Port Elliot	50ft		1915 "useless & abandoned". Built 1851/1852 Length 60ft Track gauge 5ft 3in Abandoned 1864. Terminus SAR Goolwa -Port Elliot tramway.
Goolwa			
Wharf	700ft	5ft 3in	Built 1851/1852 Length 60ft. 1968 Not shown. Terminus of SAR Goolwa -Port Elliot tramway.
Milang	711ft	3ft 6in	1887 Length 711ft Track gauge 3ft 6in 1968 Length 420ft.
Narrung (Point McLeay)	200ft★	3ft 6in	1887 Length 200ft Track gauge 3ft 6in.
Meningie	156ft		1887 Length 156ft. Track gauge 3ft 6in 1968 Length 258ft (Causeway 95ft). Track gauge 3ft 6in.
Loveday Bay			Built 1923 Length 60ft (Causeway 120ft) Track gauge 2ft 6in. 1964 No change.
Kingston S.E.	4005ft	3ft 6in	1887 Length 4005ft. Track gauge 3ft 6in 1864 Length 1241ft. (Embankment 104ft). Connected to SAR until *c*1959.
Cape Jaffa			Built 1955 extended 1958. 1964 Length 369ft. Track gauge 2ft 6in.
Robe	1122ft	5ft 3in	1887 Length 1122ft. Track gauge 5ft 3in
Old Jetty			Not shown 1964.
New Jetty			Built 1950. Length 465ft. Track gauge 2ft 6in. 1964 No change.
Beachport (Rivoli Bay)	2563ft	3ft 6in	1887 Length 2563ft. Track gauge 3ft 6in 1968 Length 2517ft. Connected to S.A. Railways, until *c*1959.
Port Macdonnell	1060ft	5ft 3in	1887 Length 1060ft. Track gauge 5ft 3in 1968 Length 994ft (Causeway 40ft). Track gauge 3ft 6in.

COASTLINE - KANGAROO ISLAND.

LOCATION	LENGTH 1915	GAUGE 1915	NOTES
Emu Bay			Built 1918. Shortened 1960. 1964 Length 342ft. Track gauge 3ft 6in.
Kingscote			
Old Jetty	287ft		1887 Length 287ft. Track gauge 3ft 6in 1915 "useless & abandoned". 1964 "out of repair".
New Jetty	530ft	3ft 6in	Built 1910. 1968 Length 483ft.
American River			
Hart's Jetty	107ft	3ft 3in	No record of date built or disuse.
Hart's T-Head Jetty			Built 1918 Length 151ft. Track gauge 3ft 6in. 1964 No change.
Muston			Built *c*1908 Length not recorded "short" Track gauge 2ft 6in. Abandoned *c* 1955 Property of salt company.
Penneshaw (Hog Bay)	500ft	3ft 6in	Built 1902. 1968 Length 512ft.

Internal Combustion Locomotive, built by A.H. McDonald & Co. Engineers of Richmond, Victoria (Imperial Engine Works). In 1914 purchased by Dalgety & Co. Ltd for use on the jetty at Kingston SE. Driver on the footplate is Syd Pincher and the trucks are South Australian Railways, with wool brought to Kingston from Hynam to be shipped overseas. Photo: K.Neal McDonald, from A.D. Lockyer collection



Kitson Locomotive, originally at Port Germein, on the jetty at Beachport, c. 1930. Sold c. 1903 to Dalgetty & Co. Ltd and moved to the South East in May 1928, it was again sold, to S.J. Stuckey & Son of Beachport. Photo: late Eric Bowes, from Port Dock Station Museum Archives.

Antechamber Bay			Built 1922 Length 370ft. Track gauge 3ft 6in.
Vivonne Bay	990ft	3ft 6in	Built 1910. 1964 Length 180ft. No rail track.
Cape DeCoudie	193ft	2ft 6in	Jetty serving lighthouse. Date built and abandoned not known.

RIVER MURRAY - UPSTREAM FROM LAKE ALEXANDRINA.

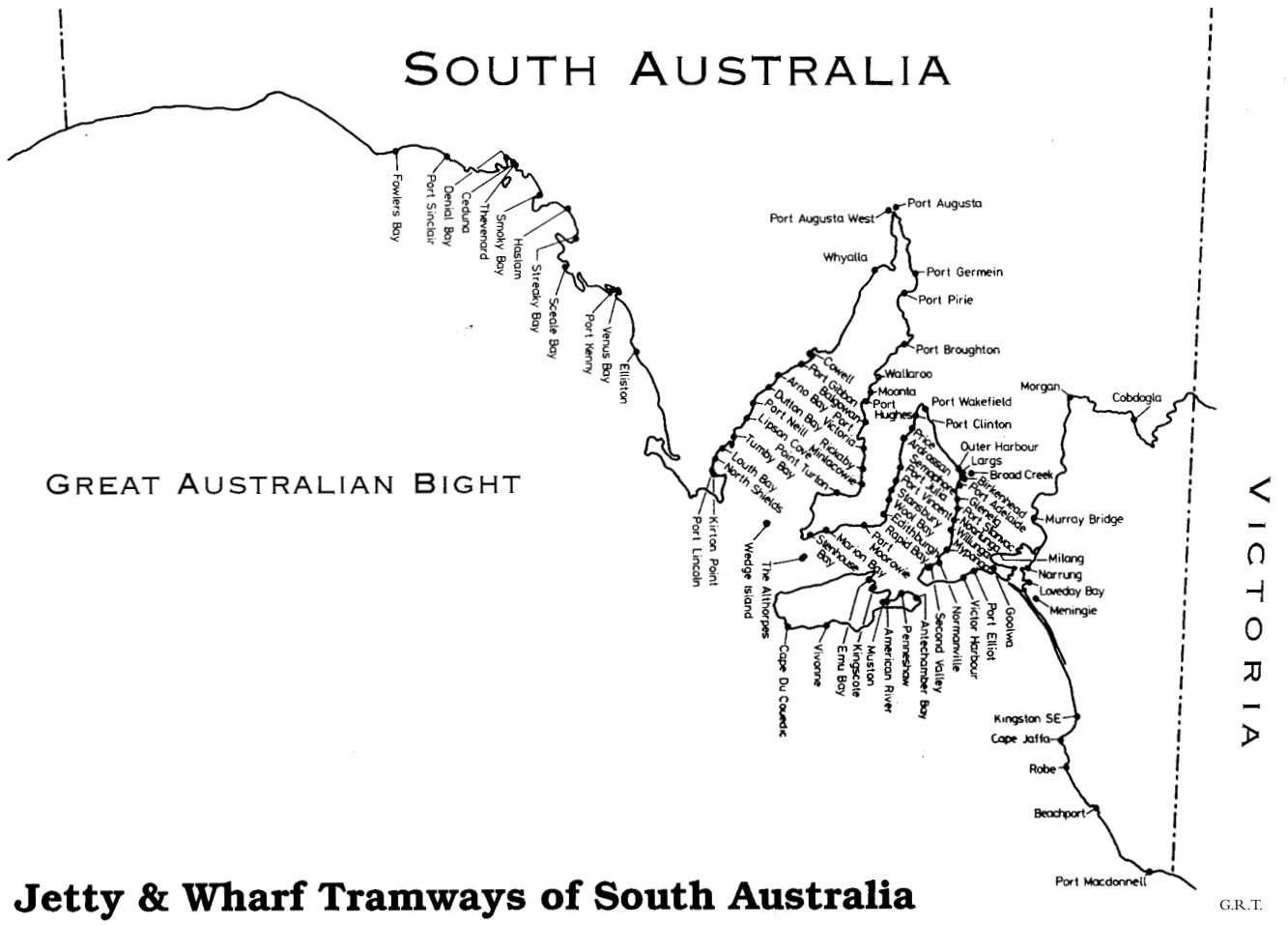
Location	Length 1915	Gauge 1915	Notes
Murray Bridge			
Wharf	60ft	5ft 3in	1887 Length 302ft. No track gauge. Connected to SAR. Also on wharf two electric self propelled cranes Track gauge 3ft 6in.
Morgan (North west bend)			
Wharf	400ft	5ft 3in	1887 Length 400ft. Track gauge 5ft 3in Connected to SAR.
Cobdogla			
Wharf			Date built not known. *c*1922 to *c*1925 a 2ft 0in gauge track was laid on the Cobdogla landing (wharf) in connection with the light railway to Loveday.

Note: Unless stated otherwise, track gauge did not change between 1915 and 1968.

* Indicates length of Jetty, Wharf or Causeway was the same in 1968 as it was in 1915.

Further Reading:

Notes on Some Jetty Tramways - South Australia - D. Estell & K. McCarthy, *Light Railways* No.64, April 1979, page 4.
Notes on South Australian Jetty Tramways - F. John Reed, *Light Railways* No.95, January 1987, page 15.
South Australian Jetty Tramways - Letters by Richard Horne in *Light Railways* No.69, July 1980, page 28; *Light Railways* No.71, January 1981, page 23; and *Light Railways* No.104, April 1989, page 21.



Jetty & Wharf Tramways of South Australia

G.R.T.

The Jetty Tramways of the Eyre Peninsula

by I. A. Cutter

Before the improvements to land-based transport on the Eyre Peninsula of South Australia, the small ports with their jetties and associated tramways played a vital role in exporting local produce. This note summarises observations from a September 1997 visit starting from Port Augusta and working south-west to Port Lincoln then north-west to Fowlers Bay.

The first jetties encountered are not historical: **Port Bonython** is used by Santos for exporting natural gas products, and at **Whyalla** the "jetty" is used by BHP. (There is another small one at the marina.)

At **Cowell** there are rails embedded in the concrete at the entrance to the jetty, and on the timber section one can make out the former location of rails which swung to the north side of the enlarged end section. Two axles, complete with bearings and wheels, lie on the gravel near the jetty, and nearby is the frame of a flat truck of flimsy construction.

This wooden four-wheel wagon, numbered 282, is preserved next to the jetty at Tumby Bay. Photo: I.A.Cutter

At **Port Gibbon** the short jetty is closed for repairs, which seems a good idea. Some sleepers are still in place under the gravel behind the jetty. In line with the jetty is mounted what was according to a plaque the "Turning axle of 3 ton fixed crane used for the handling of goods when Port Gibbon was an active outpost 1915 - 1949/50 season."

Arno Bay has a notice giving the history of the jetty and "super" shed, but there is nothing to be seen of the tramway except for a preserved crane at the town end of the causeway. It is not clear whether this is the original site; the postmistress remembers rails but doubts that they crossed the causeway.

Port Neill has a short straight jetty, with no traces of the tramway, but a display in the "Info Gazebo" refers to shunting by tractor and Landrover and notes that the Harbourmaster retired in 1971.

At **Tumby Bay** there are two jetties, the larger of which has a rather wriggly tramway in place for its full length, dodging to the south side at the end. A light four-wheel truck was chained at the shore end and dumb-buffered wooden four-wheel flat wagon 282 is displayed next to the jetty. This was the only piece of original rolling stock

The jetty at Elliston is equipped with electric lighting, and its tramway shows signs of continuing maintenance. Photo: I.A.Cutter

sighted, all other jetty wagons being of much lighter metal construction. Across the roadway an SA Harbors Board crane is preserved.

Louth Bay and **North Shields** jetties do not look as though they ever had tramways. **Port Lincoln** itself is part of a railway system rather than having a local tramway.

The jetty at **Coffin Bay** is so short that a tramway would be superfluous, but there are some boat-launching rails nearby.

Dutton Bay jetty was built to service the woolshed, which is still standing. Its current condition is typical of many in that the old timbers bear the impressions of dogspikes, but replacement timbers do not. There are no signs of rails.

Elliston is a long jetty with street lights. Rails are in place on the tramway except for one switch blade and the crossing accessing the track on the west side at the end. In this case the rails overlie some of the new timbers. Some maintenance has been done because the replacement fishplate bolts remain starkly white in their protective coating while the rails continue to rust away around them.

At Thevenard, ships are now loaded by conveyor belt, but this three-ton crane is preserved near the jetty. Until 1969, the crane was in use at Denial Bay. Photo: I.A.Cutter

At Fowlers Bay, the track on the jetty is still intact, and two wagons remain, though only one of them is on the rails. Photo: I.A.Cutter

The jetty at **Venus Bay** is short, curving to the left at the end. Fishing boats are evidence of continuing activity, as is a rollable truck and working points. The older timbers show additional spike holes, suggesting a minor realignment of the track at some time, perhaps just to get a firmer grip.

Port Kenny is mostly causeway with embedded rails, with a short timber extension along which the rails continue. The points at the landward end are buried in gravel. There are some sheds associated with the fishing industry, and a water-tank which used to take the runoff from the wheatstacks until they were pulled down in 1971.

A standard four-wheel truck was present but immovable.

Sceale Bay did once have a jetty with wheat sheds but it was demolished in 1972.

Streaky Bay has the most active-looking system. At the landward end is a crane that appears capable of operation and there is a "train" of six wagons. At the seaward end Y-points give access to two sidings, which are connected by a crossover further out. Triangular-section timbers alongside the rails facilitate the movement of tyred vehicles.

At **Haslam** there are no rails, but there are spike-holes in the old timbers and a cutting in line with the jetty at the shore end

Smoky Bay retains no sign of a tramway.

Thevenard is designed for loading large ships by conveyor belt and there is now no rail access to the wharf. Timber has been used to fill the grooves beside the inset rails, so their former location is quite obvious.

At **Ceduna** the remains of pointwork are buried in gravel at the shore end, and one rail only extends the full length of the jetty on the south side. On the web of this rail it is possible to make out "Krupp 1885", but it is most unlikely that it has been *in situ* exposed to the sea air since then because it is in relatively good condition.

Denial Bay has two rails on the left side of the causeway, with the left hand rail continuing right to the end of the timber section. Attached to this rail near the end, but some distance apart, are two metal blocks about 25 cm high. Their function is not obvious - perhaps they were to limit the travel of something that ran on the rails. A three-ton four-wheel crane which was used here until 1969 is preserved near the jetty at Thevenard.

South of Penong the jetty at **Port Le Hunte**, also known as Point Sinclair, was used for shipping up until 1950, but is newly timbered with no tramway remains. (It is still worth a visit because of its picturesque location and the possibility of seeing a whale.)

Fowlers Bay has a straight track along the right side of the jetty, with operating points to a siding on the left at the end. At the shore end there is a buffer to which a flat truck was chained. Another truck carrying a rectangular tank was aligned with the first, but on the wrong side of the buffer, without the benefit of rails to support it. The kiosk displays photos of cray boats being refuelled with the aid of this tank, and also one of its retrieval after being blown off the end of the jetty.

Looking at these relics is not a bad way to spend a holiday. Useful maps are *Upper Eyre Peninsula* and *Lower Eyre Peninsula* published by the RAA and available through the motoring service organisations in other states.

The equipment at Streaky Bay still appears quite capable of operation. Photo: I.A.Cutter

The loco that works the Warrakin line and other branches in the area is normally based at Japoonvale. Here at the rudimentary stabling point in 1997, Commonwealth Engineering 0-6-0DH number 2 (AK3675 of 1964) sits awaiting another branch line run. Photo: Rod Milne

Branch Line to Warrakin

SOUTH JOHNSTONE MILL'S No.3 BRANCH

by Rod Milne

Introduction

Officially known as the No.3 Branch since the opening of the South Johnstone Central Mill in 1916, the Warrakin line is an example of a timber tramway that turned into a cane railway. The lines in the area, located among the rain forested ranges west of Silkwood, originated initially in a private venture to give tramway access for hinterland banana growers and loggers to an Adelaide Steamship Company jetty on Maria Creek. Government acquisition occurred in 1916 with the construction of a line to connect the Japoon Tramway, as it had become known, to the new sugar mill at South Johnstone via the impressive Bombeeta Gap through the Basilisk Range north of Japoonvale. With the creation of a junction at Japoonvale, the line to its west gained a separate identity as No.3 Branch, running up the valley to Warrakin, an area to be developed for cane growing.

Measuring some 5 km in length from Japoonvale to its ultimate terminus at Azzopardi Road, the Warrakin line serves a lovely valley indeed, notable for its small cane farms and delightful babbling brooks that channel their clear waters into the main stream in the valley, Liverpool Creek. Those streams all have aboriginal names that reflect local features or characteristics, including Jingu (pronounced Jinjoo) meaning "eel", Cooyar meaning "strong wind", Meuribah, Kittabah meaning "paint stone" and Taringabah meaning "old woman". Last but not least is Warrakin, the name coming from an aboriginal word, warrkin, that rather approximately means "forested valley floor". Of course, much of the rain forest has now gone on the valley floors, but enough exists on the range sides to indicate just what the valley was like before the loggers were replaced by the cane growers after 1916.

Description of the line

Commencing at the western end of the Japoonvale yard as a continuation of the straight line through from Silkwood, the Warrakin line runs largely parallel to the road of the same name for most of its run up the Liverpool Creek valley. Crossed by a large bridge on the Bombeeta side of Japoonvale, this stream in due course gathers up many tributaries that are crossed by the railway. With its forkline junction, several holding sidings, refueling facilities and small traffic office, Japoonvale offers adequate facilities for assembling full length cane trains bound for the mill. Normal practice is to base a Commonwealth Engineering 0-6-0DH loco at Japoonvale to run up the various branches in the area (including the Warrakin line), bringing in loads for the bigger locos like the E M Baldwin B-B DH *LIVERPOOL* (10385-1-8-82 of 1982) and the Prof Engineering B-B DH *NYLETA* (P.S.L.25.01 of 1990; rebuilt South Johnstone Mill 1993). If Japoonvale was on the Santa Fé railroad in the USA, it would come close to being described as a "divisional point" in North American parlance.

Japoonvale is an interesting little community that has declined markedly in recent years. Thus the post office store no longer operates, and the church has been converted to a transport depot, though the local school still functions on a hill some 2 km to the west. In the best Education Department manner, the school was sited some distance from the township it purported to serve. It received the name

Stratvell not to signify the different location, but in memory of wartime celebrities Edith Cavell and Joe Stratford, the first a British nurse executed by the Germans in Belgium in 1915, and the second a local canecutter who was reputedly the first Australian ashore at Gaba Tepe, Gallipoli, in 1915, and who was killed when attacking a Turkish machine gun post shortly afterwards. To muddy the locality names even more in the Japoonvale area, the gazetted town of Japoon is located on the high ground on the opposite side of Liverpool Creek towards Bombeeta. Despite its better location, Japoon never became a formal township.

Running due west from the forkline at Japoonvale, the Warrakin line runs to a crossing with the Warrakin Road where an alignment on the southern part of this thoroughfare is taken past three cane sidings, one running towards Stratvell school. The third of these is a short spur cane siding at the 1.0 km point from Japoonvale, besides a distinctive little farm building of the variety that the cane lands of far North Queensland are renowned for. From here, the line drops slowly down past a fourth now removed cane spur to the first decent structure on the branch, a lovely steel and concrete bridge over the delightful Jingu Creek. In March 1996, substantial flood damage occurred at this point, with the eastern approaches being washed off the embankment. Fortunately, the damage coincided with the slack season, enabling a leisurely restoration of the track in preparation for the coming crushing season.

Yet another functional but distinctive galvanised iron barrack shed exists by the line at the Warrakin end of the Jingu Creek bridge as the line crosses a farm road and then disappears behind a cane paddock where the first loop is situated at the 1.9 km point, serving the McFadden family cane farm sited on the hill above. The first place that locos can run around on the line, the siding mainly sees use a few days in the year when the cane harvesters are working in the adjacent paddocks. From here on for the best part of 2 km, the line actually leaves the cane country behind and passes through a remnant of the old forest country that first encouraged the rails here in the first place.

There is another road crossing with Warrakin Road at a collection of houses where Liverpool Creek comes in close, and then the line enters the most scenic stretch on the line (and indeed almost the entire mill system). A classic forested canopy section occurs, as the rails are squeezed in between a ridge line (the road is higher up on the hill) and the creek, with the result that trains pass through a delightfully shaded section as far from the typical cane tramway as it is possible to get.

At the end of that section, the line and road re-emerge and come together, swinging across another small creek to run into the cane paddocks again around Cooyar Creek Road. This road crosses the line at the location of the second loop at 3.5 km, another major cane loading point and runaround. However, the valley is still quite narrow at this point, and there is not much room for cane paddocks, Cooyar Creek road leading across Liverpool Creek to other areas to the north. In the good old days, another siding, a spur, led away towards the creek in the north, but this siding has been pulled up by the South Johnstone Mill like a lot of small spurs throughout the system. The emphasis today is on centralised loading points for several farms, with individual farm sidings (once often worked by horses) a thing of the past.

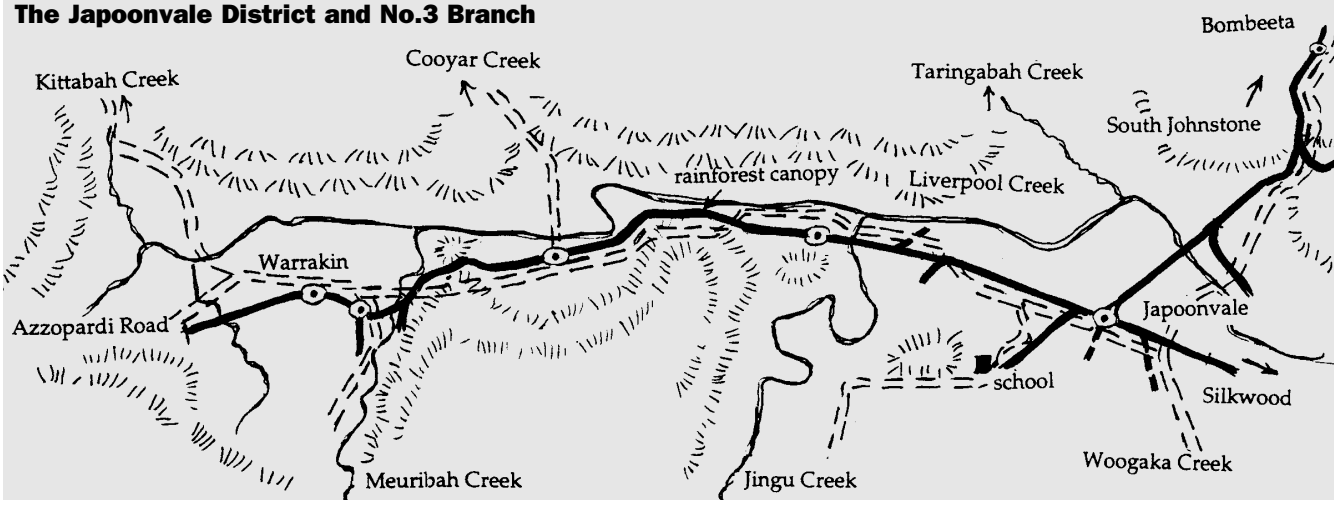
There is yet another low saddle just beyond this loop, as the line curves first away to the right from the road around a quaint grassed knoll, before swinging back again on the other side to cross the road further along on a tangent just on the eastern side of Meuribah Creek. At the 4.7 km point from Japoonvale, this creek is crossed by yet another delightful curved steel and concrete bridge just beyond a short spur siding that runs into an old quarry site. That function has ceased for some time, and the siding seems to linger on as a storage line only, for there are no cane paddocks nearby.

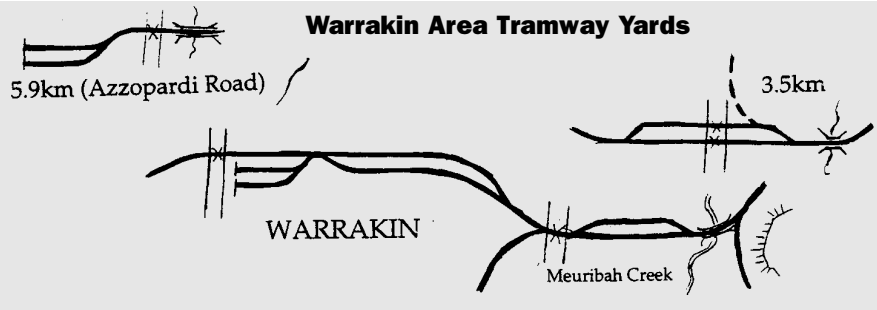
West of the Meuribah Creek bridge, two cane spurs diverge to run south into the cane fields, and the line swings through a reverse curve at the entrance to the terminus yard proper at Warrakin, located 5.2 km from Japoonvale. Here there is a long loop to enable the locomotives to run around, and a dead end up by Warrakin Road where the contract harvesters usually load. The Sammut family own much of the cane country hereabouts, the name being reflected in the name of the road that crosses the line at the eastern end of Warrakin yard and runs up along the cane spurs at that end.

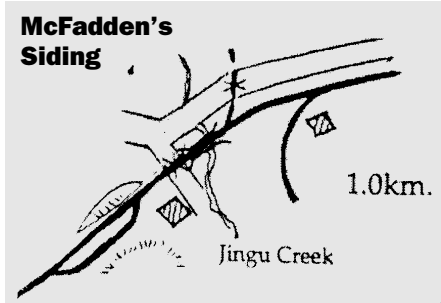
Warrakin township is nothing to get carried away about, merely consisting of three or four houses along the road opposite the tramline terminus. In some respects, the layout of the settlement resembles one of those classic one street wheat belt termini, except that in the case of Warrakin the wheat has been replaced by cane and there are no shops or hotels. The proximity of the place to Japoonvale ensured that no basic services such as a store or post office ever existed at Warrakin.

Beyond Warrakin, the line swings to the south west and runs up a last 1 km straight to Azzopardi's at Azzopardi's Road, where a bridge crosses a small stream and the line ends in two dead ends. This is the final loading point on the Warrakin line, the rails ending rather unsatisfactorily in the dirt of the

The Japoonvale District and No.3 Branch







canefields as the country begins to rise towards the stunning ranges beyond. On a lovely clear day (somewhat of a rarity in this part of the world except for a very confined period in the spring), the ranges around Warrakin are a delight.

Train operations

Normal working mode for the Warrakin line is for the section to be operated as a separate spur from Japoonvale, using the sweeper locomotive based there. That loco, which in 1997 was Commonwealth Engineering 0-6-0DH number 2 (AK3675 of 1964), runs around the small branches in the Japoonvale area, bringing in loads of cane for amalgamation into bigger loads. Those bigger loads are normally hauled to the mill by the system's bigger locomotives, *LIVERPOOL* and *NYLETA*. However, it is not unknown for the large locos to go beyond Japoonvale if a big load offers at a point further afield.

The season normally runs from June to November each year, with cane services scheduled to meet the needs of the mill and the contract cane harvesters. Thus there are only a certain number of days each year in which the Warrakin line is in use, and on each working day only one or two sidings on the branch may be loading. Thus it is possible that loading may only be taking place at Azzopardi's and McFadden's on one day, and only at Warrakin the next. There are also extended periods when there is no traffic on the line, with the cane harvesting contractors working elsewhere in the district.

On a good loading day, up to three or four trips can work up the Warrakin line from Japoonvale, returning with loads for the bigger units. Some trips can take up empties and bring back loads, while others may run light engine in one direction. With the introduction of continuous crushing, this traffic can be on any day of the week.

One of the small steel and concrete bridges on the Warrakin line, over Jingu Creek *Photo: Rod Milne*

Three sidings exist on the line where locomotives can run round, at McFadden's, Cooyar Creek Road, and Warrakin, and services are based on terminating at the nearest run around point to where the contractors are loading. Thus, a train working Jingu Creek cane spurs may only go to McFadden's to terminate, while those working Sammut's and Azzopardi's would go all the way to Warrakin to terminate and run around. Necessarily, some pushing of bins on the main line is necessary to service cane bin sidings.

While the Commonwealth Engineering 0-6-0DH routinely based at Japoonvale usually works up the branch, other units may also do so. In the off season, maintenance and repair services operate, sometimes hauled by the lovely veterans of the fleet, such as the two sublime Baguley-built Drewry 0-6-0DM numbers 9 (2395 of 1952) and 15 (2520 of 1954), or the ex-Innisfail Tramway Baguley 0-6-0DM number 10 (3390 of 1954).

The weedspray train is a regular job at the end of the slack season, the trip up to Warrakin in 1996 being worked by another ex-Innisfail Tramway locomotive, Commonwealth Engineering 0-6-0DM number 7 (AI57111 of 1975). Sometimes after a particularly inclement wet season, the first trip on the weedspray train on the line can be a real voyage of discovery indeed, not unlike Leichhardt's expeditions with mud flows and high grass over the rails, and snakes to battle as well. This country does not give itself back to humans without a fight, and there have been more than a few occasions when crews have retreated safely inside the cab of the weedspray train loco as an aggrieved taipan has chased after the train and struck repeatedly at the side of the cab.

Heavy rain in the slack season makes flood damage to the cane railway formation commonplace. The slack season of 1996 saw some substantial damage to the eastern approaches to the Jingu Creek bridge, and some restoration work (including replacement of the ballast and formation) was required. One or two trips with the tamping machine also occurred. 1997 saw Cyclone Justin, which lingered long enough in the ranges behind to cause some significant flood damage too.

In many respects the perway trips are interesting variations to the more normal cane trains, reminders perhaps of the far off days when trains hauled other commodities in the area like log timber and bananas. Supply trains no longer run regularly, but the mill does play a valuable service in this regard even today, when flooding may cut off road access to isolated areas along the tramline and special trains may run to bring in supplies or even act as an ambulance service to evacuate casualties.

Conclusion

The Warrakin line serves a small pocket of cane country up the valley from Japoonvale, and is not likely therefore to become much more important in approaching years. As cane farming continues to move away from constricted and hillier

At Warrakin in August 1997 (and with headstocks having received new yellow and black dazzle stripes to replace the reflective silver paint shown in the previous photograph), number 2 awaits to depart with a load of cane for Japoon en route to the South Johnstone Sugar Mill.
Photo: Rod Milne

areas to more open and flatter locations where machinery can be better utilised, areas like the Warrakin valley face a questionable future for cane growing. There have already been big inroads into cane land by banana growing. Alas, banana growing no longer generates traffic on 2 ft gauge railways like the South Johnstone Mill cane tramway No.3 branch.

It is not unlikely that one day the role of rail transport in the upper valley of Liverpool Creek may be rationalised as the limited cane land is put to other uses such as banana growing. The section above Jingu Creek may face an uncertain future, and it would take a brave person to suggest that cane trains will still be running as far as Warrakin in ten years time. Even the mill faces an uncertain future, with expansion taking place in other, less landlocked and better drained mill areas to the south. The pressure for South Johnstone to come to a merger accommodation with its neighbour, Tully Mill, is great given every mill's need for greater efficiencies and economies of scale.

Only time will tell, but it is only fair to speculate that the role of rail transport in the valley above Japoonvale to Warrakin has an uncertain future, and the No.3 branch of South Johnstone Mill may have seen its busiest days.

From timber tramway to sugar cane line, the Warrakin branch has served its little rainforested valley well, providing vital transport for the major commodities produced.

On a sublime clear day not often seen in the north (contrary to what the tourist brochures say!) the route of the final kilometre of the No.3 branch is shown, running from Warrakin up to Azzopardi's with the lovely range beyond. *Photo: Rod Milne*

Acknowledgements and References

Margaret Macdonald, Scott Jesser, Darren James, Frank McFadden, Ben Azzopardi, Johnstone Shire Council, South Johnstone Mill Ltd.

Sweet Success by Alan Hudson.
The Innisfail Tramway by John Armstrong & Gerry Verhoeven.

The fury of the sea is apparent as PWD No. 30 heads another train of wagons back along the northern breakwater at Moruya, in January 1954. *Photo: late D.G. McKillop*

The Moruya Breakwater Railway: Fairytale Line to New Zealand

by Bob McKillop

It was January 1954. Australian farmers were enjoying the benefits of high commodity prices stimulated by the Korean War and the McKillop family had taken up their windfall in the form of a second-hand caravan that would enable them to explore the country at reasonable cost. While the people of the inland are fiercely loyal to their locality, come summer and the prospect of end-of-harvest holidays and they invariably look to the coast.

And so it was that the McKillop family - mother, father, two boys and younger sister, Peggy - were heading for the caravan park at Moruya on the south coast of New South Wales to explore new areas and to do some fishing. The choice of location was somewhat tempered on the male side of the family by the knowledge that we were venturing beyond the limits of the NSW Government Railway system. There was therefore considerable interest when we came across what appeared to be an abandoned railway line as we approached the caravan park.

The interest turned to excitement on the Monday morning when a group of workers appeared and commenced shovelling sand off the track. Perhaps this was a real railway after all. Sure enough, the clearing operation completed, a train came snorting along the line headed by a grimy industrial tank locomotive and consisting of a motley collection of quaint 4-wheel trucks, each loaded with a huge granite boulder. The train came right past the caravan park, startling the residents with loud whistles, then headed out to sea along a huge breakwater.

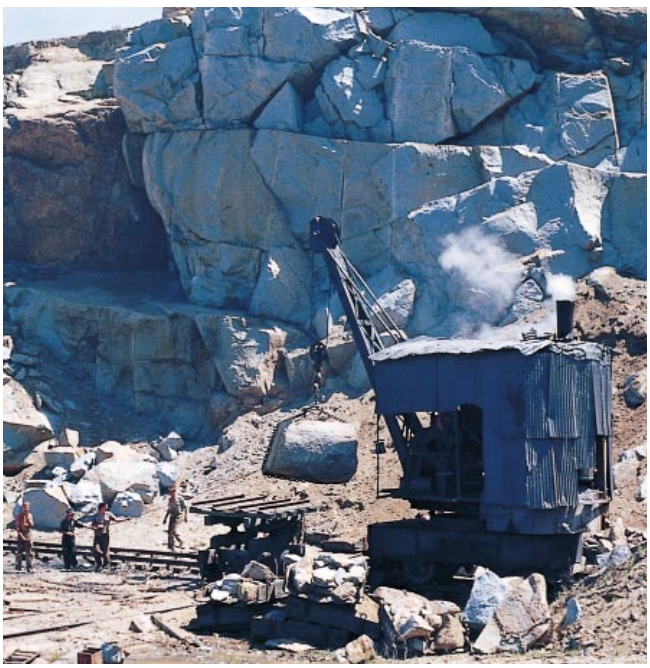
On arrival at the end of the breakwater, the train undertook a remarkable shunting operation that remains vividly etched in my boyhood memories. The locomotive took each truck in turn and propelled it into a rock at the end of the line, causing a sudden halt to the train while the boulder continued its momentum off the end of the breakwater and into the sea! Truck by truck, the locomotive crashed and banged its way through the load of boulders. Having divested its load in this unorthodox and noisy fashion, the locomotive gathered up its empty trucks and headed back from whence it came.

As budding train enthusiasts, the male members of the McKillop caravan soon ventured off to trace the origins of this strange train. We followed the line to a quarry where a Ruston steam crane was deployed lifting granite boulders onto the 4-wheel wagons. An 0-6-0T locomotive with inside-cylinders was in steam shunting the wagons about the quarry, while a second locomotive was spare inside a small engine shed.

We stayed at the caravan park for 10 days while our father instructed us in the subtleties of fishing for black fish from the breakwater - we caught some, but my main recollection is of catching eels. Each day the train made 3-4 leisurely trips out onto the breakwater and shunted its rocks off the end.

Loading operations in the Moruya granite quarry. PWD No. 30 shunts an assortment of trucks for loading by the Ruston steam crane, January 1954. *Photo: D.G. McKillop*

Observing this activity, the conversation at the family dining table in the caravan was of how far out to sea the breakwater would go and how long would it take to reach New Zealand? In my childhood memories, this was a fairytale railway heading out to sea!



The Ruston steam crane loads a granite boulder onto a truck in the quarry. *Photo: D.G. McKillop*

Subsequently, my reading on railway history was to reveal that this was the second railway used for construction of the northern breakwater at Moruya.[1]

The railway we witnessed was operated by the Public Works Department. Its two locomotives turned out to be PWD Nos 30 and 78. No. 30 was Hudswell Clarke 0-6-0T 1007 of 1912 and No. 78 was Andrew Barclay 0-4-0ST 1973 of 1929.[2]

During our visit, No. 30 was in regular service and No. 78 spare. We must have observed them near the end of their working life, for both locomotives were returned to Port Kembla in mid-1954 where they were offered for sale and they were cut up the following year.

As my father had recently ventured into colour photography via the world of Kodachrome transparencies, the reality of the Moruya Breakwater Railway was recorded for posterity. These photographs provide an important source of information for this article, prompting boyhood memories of that summer holiday. But they don't provide the full magic of the experience. In my mind, the line is still there with its grimy industrial tank heading out to sea and doing its unconventional shunting routine to disgorge its load. They must be halfway to New Zealand by now!

Notes

1. An outline of earlier breakwater projects is provided by Jim Longworth in this issue. In addition, the Moruya quarry provided granite for the Sydney Harbour Bridge between 1924 and 1931: see *Light Railways* No. 133, July 1996, pp. 3-9.
2. McCarthy, K, *Gazetteer of Industrial Steam Locomotives, Illawarra District NSW*, Sydney, ARHS (NSW Division), 1983, p. 27 and p. 76.

No. 30 with a short rake of empties at the Moruya quarry, in January 1954. Standby locomotive No. 78 was resting in the loco shed behind. Photo: D.G. McKillop

PWD No. 30 at the quarry with a train of loaded trucks. Note the truck behind the loco with additional coal. Photo: D.G. McKillop

The Moruya River Northern Breakwater Railway: A Muddled Railway History

by Jim Longworth

The Moruya River northern breakwater railway may well have reached New Zealand for all the confusion and muddle that surrounds this long misreported railway.[1] This albeit short article is my attempt to clarify the railway part of the story.

Due to a shifting sand bar, coastal ships always had difficulty entering the mouth of the Moruya River. Silting and shoaling further hampered ships trying to navigate up the river. An overview of attempts to keep the river mouth and shipping channel open is given by Coltheart (1997).[2] The *Moruya Liberal* and *Moruya Examiner* chronicle a litany of failed effort.

First Northern Breakwater

In 1856 local residents and business people in Moruya organised a 400-strong petition seeking improvements to the river mouth.[3] Little action resulted.

The first response came almost two decades later. On 17 April 1875, 11 acres of land were resumed for tramway purposes along the northern shore of the Moruya River.[4] This corridor was from a quarry or borrow pit site on the river bank to a proposed breakwater at Sandy Point. The breakwater (more correctly called a training wall) was constructed using a tramway, although details of the line have not been located. The training wall was substantially a failure. The Moruya River did not have sufficient scour to keep an adequate depth of water over the sandbar that continually re-established itself, blocking the river mouth. In addition, ocean currents quickly removed even the largest of the rocks that were dumped into the sea.

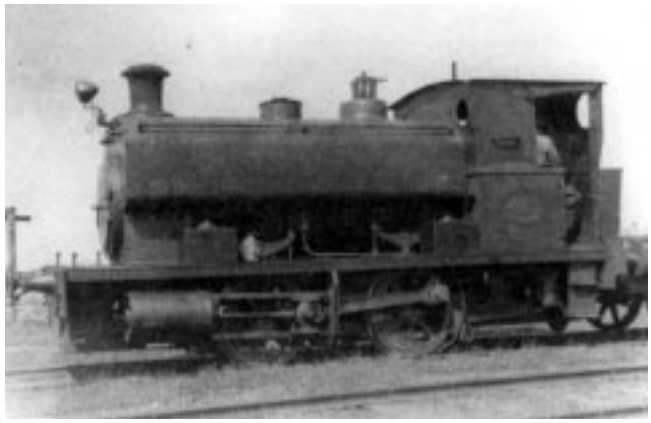
Recognising that the river was inherently unstable for development into an effective port, the local newspaper agitated for extending the breakwater tramway northwards for a few miles to the town of Broulee to allow the development of a port there.[5] Nothing came of the idea.

Second Northern Breakwater

The second northern breakwater was built for the NSW Harbours and Rivers Department. A Mr Russell was the successful tenderer.[6] Russell used tramways to transport rock from a quarry to the dumping site on the coast. I assume that he used the quarry at Pompey Point that was later developed as the source of stone for the Sydney Harbour Bridge.[7]

The local paper documented an accident on the tramway.[8] During the evening of 31 March 1885, one of the tramway trucks ran off the rails, depositing its large stone on the line. The following morning some men were trying to lift the stone off the line by using a steam winch connected, via a set of shear legs, to a chain guy around the stone. Unfortunately the chain broke, wrapping itself around the legs of a John McCaffery who was engaged in drilling a blast hole in the quarry, some 50 feet above the level of the line. Mr McCaffery fell to the floor of the quarry, sustaining horrible injuries on the rough and broken rocky floor. He died the following morning.

The presence of the tramway running between the quarry and the river mouth prompted local agitation for the line to be extended upstream along the river bank for about two miles to the road bridge over the river. The idea was to build a wharf at the quarry site to enable coastal steamers to berth and unload their goods. The goods could then be carried from the wharf along the tramway to the town within half-an-hour of being unloaded from the ships.[9] Nothing came of the idea, but closure of the river mouth again early in 1891 revived the proposal for a railway to link Moruya with the proposed port at Broulee.[10] Again, the idea lapsed.



PWD 78 was a typical Andrew Barclay 0-4-0ST. It saw service at Coffs Harbour and Port Kembla before coming to Moruya in August 1947.

During 1909-10 the northern breakwater was again repaired. Stone was hand-winched from the old training wall and conveyed in trucks (presumably railway trucks) to the breakwater work.[11] As a result of severe scouring during 1920-21, a 400 feet long length of the breakwater subsided into the water. Extensive repairs commenced in March 1924. The quarry was reopened and the tramway was relaid.[12]

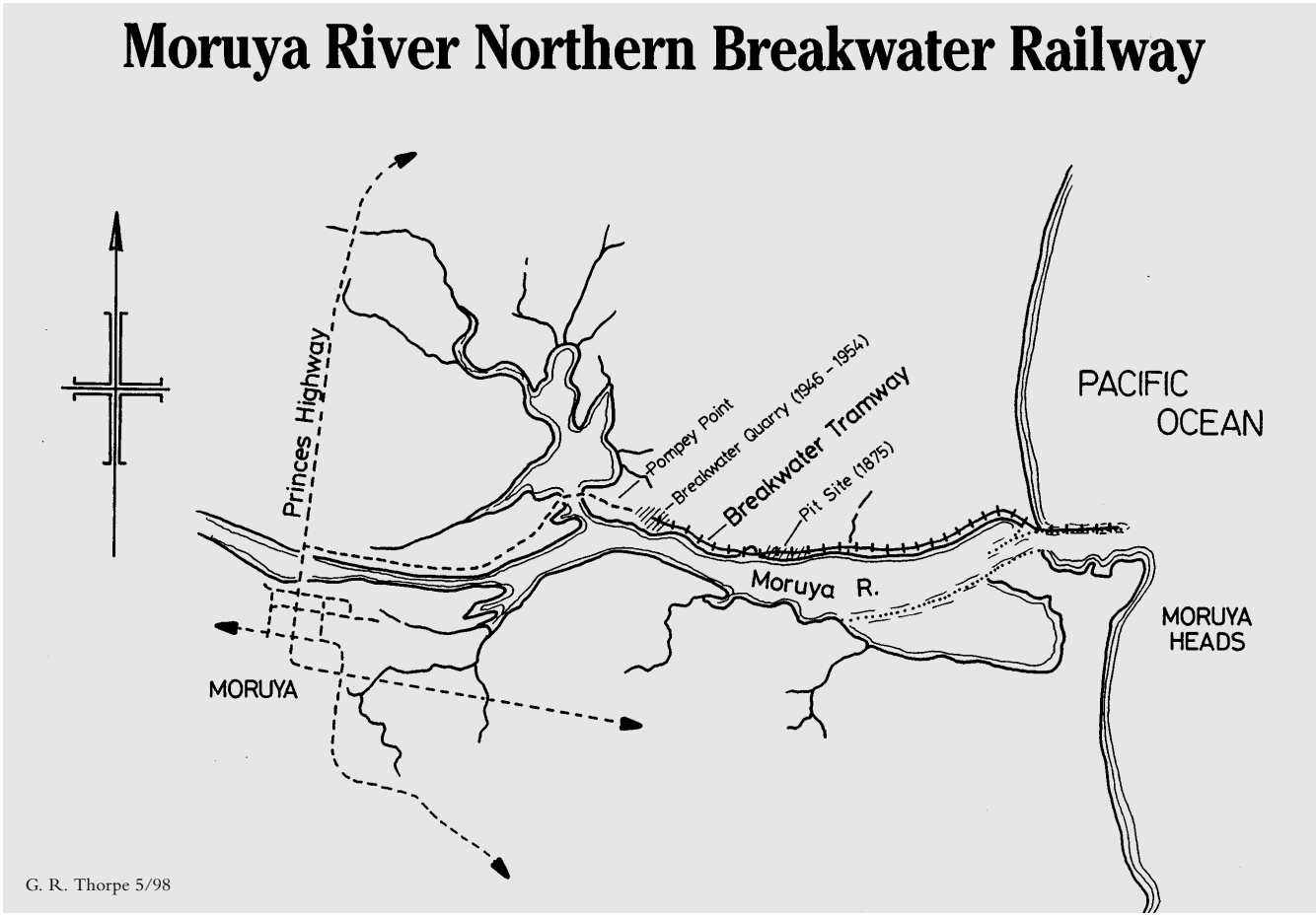
There is a suggestion that NSW Government Tramways steam tram motor No. 10A was at Moruya between 1907 and 1924, presumably on breakwater work.[13] However, neither tramway records nor the local newspaper support this proposition.

Two 0-4-0ST locomotives (Manning Wardle B/N 1780 and 1781 of 1911) have been reported as operating at Moruya between 1923 and 1928.[14] If so, they would have been working on breakwater tasks as they would have been unnecessary in the Sydney Harbour Bridge quarry. However, this postulated movement appears to be wrong and, unfortunately, many subsequent locomotive historians have perpetuated this incorrect information. Manning Wardle 1781 is recorded as being transferred from the construction work at the Potts Hill No. 2 Reservoir to haul coal at the West Ryde Water Pumping Station during May 1923.[15] Manning Wardle 1780 is reported as working at the Dunmore blue metal quarry from the early 1920s to 1936.[16]

Post-war Breakwater Construction

During 1946-47 approval was given for further "improvements" to works on both sides of the Moruya River at an estimated cost of £160,000. Work on the northern side was to include extension of the northern breakwater for 600 feet and constructing a 1150 foot long training wall west of the breakwater.[17] Preparatory work, including the assembly of plant, construction of a workers' camp and laying of railway tracks, was carried out the following year.[18]

Prior to the transfer of NSW Public Works Department railways and locomotives to the NSW Government Railways



on 1 January 1949, PWD locomotives Nos. 30 and 78 were sent to Moruya for the River entrance works.[19] Unfortunately, I was not able to locate local newspapers covering the period of these improvement works. PWD No. 30 was an inside-cylinder 0-6-0T built by Hudswell Clarke (B/N 1007 of 1912). It entered service with the PWD at Port Kembla in 1912 and worked there until August 1947.[20] It was dismantled and sent to Moruya in January 1948. No. 78 was an 0-4-0 box tank locomotive built by Andrew Barclay (B/N 1973 of 1929) for the NSW PWD. It initially went to the Coffs Harbour improvement works in 1930 and was transferred to Port Kembla in February 1940.[21] It was transferred to Moruya in August 1947.

The locomotives were "discovered" at Moruya by Bob McKillop and family in January 1954 building a "breakwater to New Zealand" (see accompanying story). The breakwater never reached New Zealand. Two years earlier the Illawarra and South Coast Steam Navigation Company (ISCSNCo) had gone into voluntary liquidation. By 1954, apart from some local concerns, coastal shipping as a viable form of regional transport was yet another death on the roads.

During early June 1954, breakwater operations at Moruya ceased and preparation was made for the complete disposal of plant and buildings. Operations did cease in 1954-55 and materials on hand were either transferred or sold.[22] The two locomotives were returned to Port Kembla in 1954 where they were subsequently scrapped.[23] On cessation of work at Moruya, the PWD shipped some of their rails north to their Northern Storage Depot at Coffs Harbour in 1954.[24]

A local road now occupies the trackbed of the former quarry and breakwater railways. Pieces of rail and other relics of quarrying can still be found scattered around the floor of the now silent quarry at Pompey Point beside the quiet and peaceful waters of the Moruya River.

Southern Breakwater

In addition to the northern breakwater, I am informed that a two-mile long, two foot gauge railway was used by the PWD to bring stone from a quarry to the southern breakwater during the 1950s. Apparently, a PWD diesel locomotive operated the line between 1950 and 1956.[25]

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NEW SOUTH WALES

BHP LTD, Appin Colliery
(see LRN 75 p.3)
1067mm gauge
A visit on 30 December 1997 found a BHP-built battery-electric loco (Jeffrey design) on the surface, where it is used as a shunter. Other units noted were in the workshop or awaiting servicing. Underground, it is believed that the loco fleet is entirely Gemco 22 tonne battery electric units, and that personnel transport is handled by ten Fox diesel mancars. Units noted were as follows (information in brackets from Editor's records):

11	BHP	4wBE	(1947)
62	Gemco	4wBE	22 tonne
67	Gemco	4wBE	22 tonne
EL 100	Gemco	4wBE 5185-86	279.89 (1989) 22 tonne
82	Fox	4wDHR	
84	Fox	4wDHR	(347 1975)

Craig Wilson 5/98

BHP Port Kembla
(see LR 141 p.21)
1435mm gauge
In late May, the contract with Austrac to supply three ex-SRA Alco locomotives for Elouera coal haulage was reportedly about to expire. It was suggested that the contract would not be renewed and that ex-Goldsworthy K-class English Electric locomotives would take over these duties.
Brad Peadon 5/98

TRANSFIELD-BOUYGUES JOINT VENTURE, Sydney Airport Link
(see LR 121 p.11)
900mm gauge
The Joint Venture was due to host open days in June and July to allow the community to inspect progress on the new Sydney Airport Railway. Soft ground tunnel rides were scheduled on Monday 27 July between 12 noon and 6pm, to be operated by construction trains between Tempe Reserve and the Domestic Terminal where passengers would be able to inspect tunnel construction. These were presumably to be 900mm gauge trains hauled by one of the Schoma 4wDH locomotives.
Railway Digest 6/98 via Bob McKillop

QUEENSLAND

BUNDABERG SUGAR CO LTD, Fairymead Mill
610mm gauge
(see LRN 139 p. 23)
Ex-Bingera Mill 0-6-0DH *ST. KILDA* (Ruston & Hornsby rebuilt E M Baldwin 6-2179-1-6-67 of 1967) was noted still here in mid June.
Ruston & Hornsby 4wDM 9 (339211 of 1953) has now been sitting in the yard near the loco shed with its engine dismantled for more than two years.
Editor 6/98

BUNDABERG CITY COUNCIL, Tomlinson Street, East Bundaberg
610mm gauge
(see LRN 90 p.10)
Ex-Bingera Mill F C Hibberd Planet 4wDM 3919 of 1959 is still present in the Council Works Depot where it has been for eleven years. This small Simplex type machine still appears to be in good condition and would be worthy of preservation.
Editor 5/98

BABINDA SUGAR LTD
BUNDABERG SUGAR LTD, Mourilyan Mill
(see LRN 121 p.12 7 LR 140 p.21)
610mm gauge
An error seems to have occurred in the report in LRN 121. In fact, cane was transferred from the Mourilyan Mill area to **Babinda Mill,** not vice versa, during and at the end of the 1997 season. During the season, because of wet weather and breakdowns, 8129 tonnes of cane was transferred to the Goondi Mill site by Mourilyan locomotives and picked up from there by Babinda locomotives. After all Babinda cane had been crushed at the end of the season, a further 13,330 tonnes of cane was obtained from the Mourilyan mill area, with the following Babinda units being used in Mourilyan territory (6 & 7 and 2 & 3 multiple-united):

1 *JOSEPHINE*	0-6-0DH	ComEng	A1821	1957
2 *GOONDI*	0-6-0DH	Clyde	55-56	1955
3 *DARADGEE*	0-6-0DH	Clyde	56-90	1956
6 *ALLISON*	0-6-0DH	ComEng	C2234	1959
7 *MORRISON*	0-6-0DH	ComEng	AD1239	1960
8 *Babinda*	B-B DH	B'berg Fdry	002	1991
9 *BARTLE-FRERE*	0-6-0DH	ComEng	AH39791	964

New larger cabs are being fitted throughout the Babinda locomotive fleet, including the two Clydes ex Goondi Mill.
All locomotives have been fitted with GPS (global positioning system) which was used for the first time during the 1997 crushing season. The new loco numbers are the locomotives' GPS identities. Baguley 0-6-0DH *FISHERY* (3387 of 1954) has been taken out of service and has been stripped of engine and gearbox.
Haulage of raw sugar by rail from **Mourilyan Mill** to Mourilyan Harbour ceased at the end of the 1997 season after 114 years.
It is reported that a single traffic office at Mourilyan Mill is controlling all traffic movements at Mourilyan and Babinda Mills for the 1998 season.
Peter Lukey 6/98; Andy Roberts 6/98

CSR LTD, Burdekin Mills
(see LRN 114 p.9, 115 p.13 & 118 p.10)
610mm & 1067mm gauges
Further track extensions were noted in a visit during May. A 4km extension to **Invicta Mill's** 610mm gauge Black Road line into the Haughton Irrigation Area is believed to have been built for the 1997 season. Another Invicta branch has been laid off the Invicta main line, along Hall Road near Clare, for at least 2.5 km.
A 2.6 kilometre dual gauge **Pioneer Mill** / Invicta Mill branch was built up river along Clare Road, south-west from the Mona Park points, in 1997. Its terminus is known as Coverton No.6 siding. The branch junction appears to be a triangle, but 3ft 6ins gauge track is on two legs only, providing access to the branch for Pioneer Mill from the direction of Airville only. The third leg is 2 ft gauge, providing access for Invicta Mill from the direction of the mill (over a long dual gauge section). Meanwhile, **Kalamia Mill** is edging closer to making a 2 ft gauge connection with Invicta Mill, also over dual gauge track with Pioneer. A further 0.8km extension of dual gauge will allow the 2 ft gauge line from Kalamia to reach Airville for the 1998 season. To secure the third rail, a lug for a Pandrol rail clip is welded to each steel sleeper on which the 3ft 6ins gauge rails are laid. A gap of about 11 kilometres of 3ft 6ins gauge track remains to receive a third rail before the two 2 ft gauge mills are linked.
On the Kalamia Mill tramline, the diamond crossing with the QGR was removed at McDesme Road, as is often the case with such crossings during the slack season.
Meanwhile, work has been shelved on investigating the possibility of a new sugar mill for the Burdekin involving grower equity. A pre-feasibility study was based on a road-based cane transport system, but low prices and unpredictable demand made the scheme unviable.
Editor 5/98; *Australian Canegrower* 27/4/98 via Chris Hart

CSR LTD, Herbert River Mills
FESSL PTY LTD
(see LRN 119 p.22, 120 p.8 & 15, LR 141 p.22)
610mm gauge
A ballast regulator with operator arrived at **Macknade Mill** on hire from Fessl on 5 May. It went to **Victoria Mill** in 9 May. This unit is bears no visible identification; it is reported to be ex Marian Mill, which would make it ComEng Aresco BR 683 of 1978, originally supplied to Proserpine Mill. A KMX-06 ballast tamper, also on hire from Fessl, was at Victoria for a while before coming to Macknade on 20 June. It is stated to be ex Tully Mill, making it

Industrial Railway NEWS

Plasser 116 of 1977. The Plane Creek Mill track jack (Plasser 371 of 1989) arrived at Victoria on loan once again on 30 April.

Victoria Mill' s E M Baldwin 4wDH *Sugarworld Shuttle* (9190-1-9-80 of 1980), together with the Victoria Mill poison unit, was at Macknade Mill from 5 May, as Victoria was using the Macknade poison unit. It was still at Macknade late in June and has also been used on ballasting and slack season bin movements in the mill yard.

The Clyde Queensland Model HG-3R 0-6-0DH (70-709 of 1970), which came to Victoria Mill from Plane Creek in 1997 has been named *DALRYMPLE*. There will be no new Walkers B-B DH for Victoria Mill this year.

Macknade Mill's E M Baldwin 0-6-0DH 14 (6-2490-1-7-68 of 1968) has been fitted with a new GM 92 series V6 engine.

Cane transfers from Victoria Mill to Macknade began with the start of crushing on 22 June. Macknade Mill's E M Baldwin B-B DH 20 (7070-4-4-77 of 1977) is programmed to work this traffic as usual, doing four or five trips per day, mainly on afternoon and night shifts.

The caption on p.22 of LR 141 is misleading. The Sugar Loop near Halifax was used many years ago for Macknade sugar wagons left there for attachment to the Victoria sugar train. Although this practice ceased many year ago the name has stuck, even though the loop is now a farmer's siding. Nowadays, Victoria sugar boxes to be taken to Lucinda by the Macknade sugar train are interchanged at the 4 Mile loop at Braemeadows, about halfway between Halifax and Victoria Mill.

The crossing of the Bruce Highway forecast in LR 141 will be a $2.2m road overpass, construction for which was underway by late June. A 4.5m culvert will be laid beneath the highway, which will be built up by 5.5m to cross it. A 4.5km tramline extension will extend westward through the culvert and along Grasso's, Cassius and Peppin's Road to Lenzo's Corner on Helen's Hill Plains. The crossing will eliminate 13 000 crossings of the highway by haulout vehicles each season, based on the current 100 000 tonnes harvested in the area, with a potential crop of 400 000 tonnes estimated. CSR's commitment to the new tramline branch is $1.2m, with Canegrowers Herbert River, the Hinchinbrook Shire Council and the Main Roads Department joining the millers in sharing the cost of the overpass. The new line is expected to be in use before the end of the 1998 season.

Chris Hart 5/98; 6/98; *Herbert River Express* 23/6/98 via Chris Hart

CSR PLANE CREEK PTY LTD, Sarina

(see LR 141 p.21)

610mm gauge

A visit to the mill in mid-May found the following four locomotives put out of use last year in a "rotten row" at the rear of the mill, three of them sheeted over and all presumably available for disposal.

2 0-6-0DH Clyde 57-147 1957 part dismantled
3 0-6-0DH ComEng FA1036 1959 no wheels
9 0-6-0DH Ruston & Hornsby reb E M Baldwin 6-825-1-5-64 1964 not sheeted
10 0-6-0DH Clyde 67-569 1967

It was very interesting, therefore, to find that by the end of June number 10 had been reclaimed from this group of locomotives, and was reportedly back in service.

Editor 5/98; Andy Roberts 6/98

ISIS CENTRAL SUGAR MILL CO LTD

(see LR 141 p.21)

610mm gauge

A fifth ex-QGR DH-class Walkers B-B DH was to be converted for use at the mill for the 1998 season, with the work to be done by the mill staff. This loco is Walkers 617 of 1969, ex DH35, and will be *ISIS No.5*.

Andy Roberts 6/96

MACKAY SUGAR CO-OPERATIVE ASSOCIATION LTD

(see LR 141 p.21)

610mm gauge

With the season scheduled to start on 15 June, the last blast to open up the massive Summit cutting for **Farleigh Mill's** $13m north coast line deviation was only fired on 12 June. Test drill results had proved deceptive, and the batter slope of the summit cutting had to be eased from that originally planned, resulting in the need to remove an extra half million cubic metres of rock and spoil. This brought the total amount taken from the cutting to 1.2 million cubic metres, and led to a cost blow-out of $4m. Persistent heavy rain in early May made things worse.

With the start of the crushing, a limited amount of cane (only 40-45% of normal allotment) was worked on the temporarily isolated north coast line, two locos hauling rakes to the Jolimont road depot. These were Clyde 0-6-0DH *CONNINGSBY* (61-232 of 1961) and Walkers B-B DH *DULVERTON* (690 of 1972 rebuilt Walkers 1997). From Jolimont, cane was trucked by road to the Mandurana depot on the old Pleystowe line to Habana, from where it was shuttled by rail to Farleigh for crushing.

By the morning of 27 May, track work was complete except for a gap of about 400 metres at the north end of the summit cutting. Tracklaying continued at the southern railhead while excavation machinery worked to remove the last few centimetres of spoil from the trackbed ahead. Long welded rail was being laid in a manner similar to that used for the Plane Creek southern cane railway in 1995. The rail bogies were being propelled by ComEng 0-6-0DH *BARCOO* (FB4383 of 1965) while Clyde 0-6-0DH *LACY* (65-439 of 1965) was shuttling from a loading site just south of the Summit section with six four-wheel ballast hoppers for top ballasting. A Plasser KMX-06 ballast tamper (112 of 1976) just behind the rail

Farleigh Mill's Clyde 0-6-0DH LACY with ballast hoppers in the world's biggest 2ft gauge railway cutting, 27/6/98. Photo: Editor

train was kept busy tamping and levelling with each load of ballast delivered. The mill's Plasser KMX-12T tamper (246 of 1982) and PBR-201 ballast regulator (247 of 1982) were both at the south end of the Summit section, ready for use as required.

By 4pm on Sunday 28 May, a little behind schedule, track had been linked up just to the north of the cutting, and Clyde 0-6-0DH *CONNINGSBY* with four four-wheel and four bogie ballast hoppers was at work ballasting from the north end, with LACY and its ballast train also in attendance. Meanwhile, the KMX-12T ballast tamper was working in the cutting while members of a small crowd in attendance enjoyed a celebratory stubby. North Coast cane for haulage direct to the mill was waiting in sidings to the north, so cane ran through just as soon as the track was ready.

With the Main Roads Department planning to commence construction in the second half of the year, a $5.5m combined road/rail bridge project over Cattle Creek on **Marian Mill's** Finch Hatton line west of Gargett has been announced. The bridge will be 3.8 metres higher than the existing bridges and is expected to be in use for the 1999 season. Mackay Sugar's contribution will be $1.1m. The introduction of six tonne bins to the mill's Hampden (Kuttabul) area has required a program of siding modification and rationalisation. A new 80 bin siding will be in use on the Mirani line for the 1998

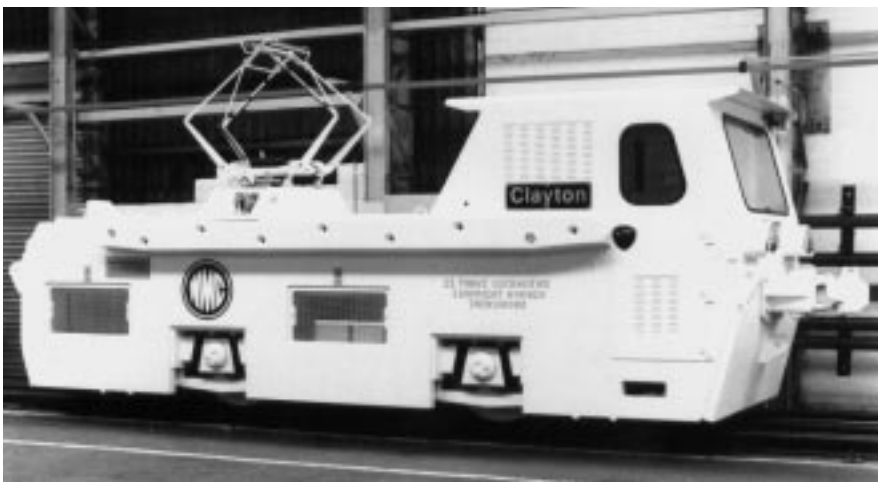
season, replacing two smaller sidings, and allowing the use of tipper elevators for cane loading at the siding. Clyde 0-6-0DH *BASSETT* (67-596 of 1967) was transferred from Farleigh Mill to Marian Mill for the start of the season, and it is possible that *CONNINGSBY* may follow. Slack season track maintenance at both **Racecourse** and **Pleystowe Mills** has been boosted by the use of double shifts, seven days a week, with the mills' Plasser KMX-12T ballast tamper (376 of 1990). Pleystowe's Bundaberg Foundry 6wDM 6 (10 of 1953) is to be found at the depot at the old North Eton Mill. It is still in working order, and is started up and moved regularly. It seems that this loco would be disposed of for an offer equivalent to scrap price, which at about $75 per tonne makes this 16 tonne locomotive an attractive proposition.
Editor 5/98, 6/98; ABC Mackay Regional News 22/5/98 via Bob McKillop; *Daily Mercury* (Mackay) 13/6/98; *Mackay Sugar Newsletter* 6/98; Bob Gough 6/98; Andy Roberts 6/98; ABC Regional News 29/6/98

MILLAQUIN SUGAR CO PTY LTD, Bundaberg
(see LRN 121 p.14)
610mm gauge
Noted parked in the yard at Millaquin near the loco shed in mid-June was 4wDH Malcolm Moore 1025 of c.1943, recently transferred from Bingera Mill for navvy duties. Also in the mill yard was the E M Baldwin 4w-2DH (4529-?-1-73 of 1973; rebuilt E M Baldwin 8860-2-8-79, 1979; rebuilt Millaquin 1980 & 1988), which had been noted at Bingera late in the 1997 crushing season.
At the loco shed, E M Baldwin B-B DH locomotives 751 (6104-1-8-75 of 1975) and 752 (6456-1-11-75 of 1975) were both in the process of being repainted, with one having received a coat of yellow paint and the other being prepared.
It is reported that a single traffic office at Millaquin Mill is responsible for all movements at Millaquin, Fairymead and Bingera Mills this season.
Editor 6/98; Andy Roberts 6/98

THE MULGRAVE CENTRAL MILL CO LTD, Gordonvale
(see LR 141 p.22)
610mm gauge
The new tunnel under the Brinsmead-Kamerunga Road to the north-west of Cairns was first used on 15 June, the day before the start of crushing. Clyde HG-3R 0-6-0DH 18 (64-379 of 1964) headed the first train, a rake of empty bins, through the 270m long tunnel. Built in association with road-widening works, the tunnel eliminates the famous horseshoe section of the former Hambledon Mill line through the Brinsmead Gap. It eliminates five road crossings, and reduces the line by 1.5km.
A security firm has been hired by the mill to crack down on reckless behaviour around cane railways such as riding on bins, fishing from tramline bridges, and racing on trail bikes along cane lines.
Cairns Post 16/6/98 via Roger Anderson; *Cairns Post* 17/6/98 via Chris Hart

QUEENSLAND SUGAR INDUSTRY CORPORATION, Mackay Harbour
(see LRN 120 p.10)
1067mm gauge
Thirty-ton Com-Eng 0-6-0DH F1029 of 1958 was advertised for sale at an auction to be conducted on site on 10 June. The locomotive was describes as powered by a Caterpillar D334 250hp diesel engine and two Twin Disk torque converters. Also offered for sale was another torque converter. In addition, 463 eight-tonne capacity sugar boxes which had been mounted on QGR underframes for the transport of raw sugar were also offered for sale.
Barry Campbell 6/98; Daily Mercury (Mackay) 6/6/98

BOWEN COKE PTY LTD
This company, believed to be owned by Mt Isa Mines, operates coke ovens at Bowen to produce coke for use at Mt Isa. A pair of wire electric coke charge cars service the ovens on what appears to be narrow gauge track. Each charge car carries a large hopper, and has an operator's cabin at one end. Although basically similar in design, they are not identical, with one having a larger cabin. Can any reader provide further details on these units?
Editor 5/98



Clayton Equipment 914mm gauge 4wWE 282OLM1002 (B4231B of 1998) for Western Mining Corporation, Olympic Dam project, photographed at the builder's works.
Photo: Rolls Royce - Clayton Equipment courtesy Bob Darvill

TASMANIA

EMU BAY RAILWAY CO LTD
(see LR 141 p.23)
1067mm gauge
Following approval by the Foreign Investment Review Board and the Tasmanian Government, Pasminco officially handed over the Emu Bay Railway to Australian Transport Network on 22 May 1998. EBR's engineering workshop was not included in the sale, and is available for purchase with Pasminco pursuing opportunities to sell it as a going concern.
The Advocate (Burnie) 23/5/98; Rail 2000 website via Bob McKillop

SOUTH AUSTRALIA

WESTERN MINING CORPORATION, Olympic Dam, Roxby Downs
Gauge 914mm
Four new Clayton 4wWE electric locomotives were delivered for this underground mining project in February and March 1998. They were built by Clark Chapman Ltd, Clayton Equipment, at their Hatton works in Derbyshire, England. They are 180 kW 25-tonne single ended locomotives fitted with a pantograph to run off a 600v DC power supply. They are designed to run push-pull fashion at either end of a train of 14 bottom discharge ore wagons, running between ore stations and crusher station. Ore dumping will be using the Fly-Rail system as is shown by the long bracket bolted to each side of the loco to support it as it crosses the ore pass. The locos will normally be operated driverless using automatic computer control. A cab with driving position is fitted but only for emergency use. The locomotives carry Clayton builders numbers B4231A, B4231B, B4231C and B4231D, and are believed to carry running numbers 282OLM1001 to 282OLM1004 respectively. These are claimed to be the largest underground mining locomotives built in the UK. The underground rail system appears to be part of a mine expansion project involving the construction of a third shaft and a new underground crusher station. The automated rail system is planned to replace truck haulage of ore underground, in August/September 1998, with a main ore haulage level established approximately 740m below ground level, and its likely effect will be to reduce the already low levels of radiation exposure to mining personnel.
Bob Darvill 5/98; Western Mining Corporation website via Colin Harvey; *Railway World* May 1998 via Peter Medlin

Heritage & Tourist

NEWS

Queensland

STEAM TOURIST RAILWAY PROPOSAL, Cairns
610mm gauge
A proposal to operate a historic steam locomotive on a network of cane train tracks to link tourist spots in Cairns inner city received publicity during April 1998. The proposal, believed to be based on the Mulgrave Rambler train (see LRN 113, p.15), was prepared by consultants and was scheduled to be placed on public exhibition by Cairns City Council in early May. It envisages a steam-hauled train operating on a circuit from the Bunda Street railway station down Aplin Street to the Esplanade, then back along Spence Street to the new city council chambers in Draper Street. Cairns City councillor, Graham Brasch, stated "I'd love to see the Mulgrave Rambler come out of mothballs for something like this. It also wouldn't take much to extend the inner city loop so that it linked up with the existing network of sugar cane tracks (north and south of the city) and provide an alternative transport system for city commuters!"
Cairns Post, 18 and 24 April, 1998, via Roger Anderson

New South Wales & ACT

GREAT COBAR OUTBACK HERITAGE CENTRE, Cobar
Cobar Shire Council
This centre continues to make good progress as a local history and industrial museum. The site of the Great Cobar Copper Mine (closed in 1919) and its fine Federation administrative office (built 1910) provide the focus of the museum. Field work for the heritage mapping of the site has been completed. The Great Cobar operated some 5km of industrial standard gauge electric railway here between 1908 and 1919. One of the original Bagnall/British Westinghouse 4-wheel electric locomotives is a feature exhibit at the museum (see LRN 118, p.6). There are also excellent displays of the mine operations, both during the era of the 762mm firewood tramways (1883-1889) and after the reopening of the mine in 1894. The underground mine display includes a 457mm gauge 4wBE locomotive and ore tubs from a Cobar mine, possibly the New Occidental (LRN 116, p.7). With the current downturn in Cobar's economic fortunes following closure of the CSA Mine in January 1998, some urgency is being given to plans to expand the Heritage Centre as a major tourist attraction in the region. A new Management Plan is being developed. It proposes a two-story building in the style of the original industrial building (the furnace house) to provide expanded exhibition areas, an upgraded shop and tourist information centre with catering facilities. Construction of 2km of standard gauge railway to take visitors around the site is proposed. Restoration of the electric locomotive for this purpose is under consideration. The Curley Solomon collection of historical Cobar photographs is currently stored at the administrative office of the former CSA mine. It was examined with staff from the museum on 4 June. The collection, comprising some 500 images, contains many excellent photographs not currently in the museum collection and arrangements are being made to transfer this heritage resource to the heritage centre. Editor, 6/98

The large Federation-style administration building erected by Great Cobar in 1910 symbolised the grandeur and confidence of Australia's largest mining investment of the time. It now houses the Cobar Regional Museum. *Photo: Bob McKillop*

ILLAWARRA LIGHT RAILWAY MUSEUM SOCIETY LTD,
Albion Park 610mm gauge
The 0-4-0ST Davenport locomotive *KIAMA* (1596 of 1917) will be officially returned to service at the Illawarra Train Park, Albion Park on Sunday 23 August after nearly 10 years out of use. It was one of two identical locomotives imported by the NSW PWD for the Cordeaux Dam construction project between 1917 and 1926. The two locos then went to the Menangle Sand Company, then to Quarries Ltd who transferred 1596 to the Kiama blue metal quarry in 1936. Here it was rebuilt in 1938 using parts from an identical Kiama Davenport engine (1517). The Kiama quarry closed in 1941, and the loco was stored until 1956, when it went to the Parramatta Steam Tram Museum. It went to the Marsden Steam Museum at Goulburn in 1967 where it operated in steam on several limited occasions. *KIAMA* arrived at the ILRMS on 1 April 1977 and was available for regular steam operations after a major overhaul on 14 October 1978.
KIAMA was withdrawn from service with badly leaking boiler tubes in 1989. The Society obtained a Heritage Grant from the NSW Department of Transport to restore the locomotive and a spare boiler obtained from Menangle, which had originated on another Davenport from the same group of PWD locomotives. Although both boilers were found to be in wasted condition, the spare boiler was found to be the better of the two and it was used for the restored locomotive.
KIAMA will join three other steam locomotives at the special Museum Steaming Day on 23 August. The activities will be open to the general public, although aimed at the narrow gauge railway enthusiast and photographer in particular. Train rides will be provided throughout the day, interspersed with runs by demonstration freight trains and ceremonies. Check with the Museum on (02) 4256 4627 for further details.
ILRMS Media Release, 5/98

Victoria

EMERALD TOURIST RAILWAY BOARD, Puffing Billy Railway
762 mm gauge
The Walhalla Goldfields Railway has loaned the ETRB two four-wheel coal hopper wagons to assist in ballasting the new track on both sides of Cockatoo. In exchange the ETRB has given the WGR the plate girder bridge which came from the Warburton railway at Lilydale. D21 has been used on the ballast trains, but was out of action early in June when an oil seal failed. DH59 went to Cockatoo to haul it back to Belgrave.
Further to LR 141 (p.29), the initial timetable for Gembrook operation appears to have been finalised. The normal weekday timetable will remain as at present, but with the addition of an 11.15 am departure from Belgrave, arriving Gembrook at 1.00 pm. It will depart Gembrook at 3.00 pm, arriving Belgrave at 4.43 pm. The six train holiday timetable now looks quite ambitious. Three trains go through to Gembrook, and crosses are required at Cockatoo, Lakeside, Emerald, and Menzies Creek. This timetable, which operates 32 days a year, requires four NA class locos, and the last train returns to Belgrave at 6.48 pm. The Total Fire Ban day service has a 10.30 am and 2.30 pm departure for Lakeside, and a midday departure for Gembrook. The 10.30 am spends 1¾ hours at Lakeside before returning to Belgrave.

A new steam pump supplied by the Talyllyn Railway has now been fitted to the Peckett 0-4-0ST loco *Sir John Grice*, to operate the airbrakes, and the petrol powered compressor has been removed.

Frank Stamford 6/98

WALHALLA GOLDFIELDS RAILWAY 762 mm gauge

The Walhalla Railway project has inspired other developments in Walhalla. The Star Hotel is to be rebuilt to provide tourist accommodation, and electricity is to be brought to the town. This will be underground so that it does not affect the landscape. The trackbed between Thomson and Jacobs Creek (near Erica) is currently being cleared to rail-laying standards. This included clearing a landslip, and deviating around another.

On Track, Autumn 1998, Frank Stamford 6/98

COAL CREEK HERITAGE VILLAGE, Korumburra

610 mm gauge (previously 762 mm)

The 762 mm gauge Clarkat loco 'the Coal Creek Tug' has gone from Coal Creek. As there are a limited number of railways of this gauge, and it has not been seen at Thomson or Belgrave/Gembrook, it may have been taken to the owner's home at Belgrave South. On site at Coal Creek are what appear to be the platform canopy girders from the station at 'Whistle Stop', which was modelled on the original Walhalla station. There are also three former luggage trolleys converted to 762 mm gauge stored nearby. These too came from 'Whistle Stop'. A former luggage trolley converted to 610 mm gauge (believed to be ex-762 mm gauge) was located near the loco shed Peter Medlin 4/98

KERRISDALE MOUNTAIN RAILWAY, Andrew Forbes

610mm gauge

This is a private line under construction in the Tallarook ranges. It climbs at a gradient of 1 in 12.5 using a switchback. Track is 20lb rail laid on red gum sleepers.

Items of rolling stock so far constructed on the railway include No.1 *GEORGE*, a 4wDM locomotive and a four-wheel braked ballast truck (numbered B 996). *GEORGE* is powered with a 4hp Macsdiesel with four-speed gearbox, and is used on track construction duties. *GEORGE* can push the ballast wagon with a load of 1.5 tonnes up the grade. Acquired recently was Ruston & Hornsby Model 20DL 4wDM (285301 of 1949), originally NSW Public Works Department No.43A, which has been obtained in dismantled form from the Illawarra Light Railway Museum Society, and is being rebuilt. A 0-4-0 geared steam locomotive is also under construction for the line.

Another item of rolling stock is a tumbling tommy found in a farmer's paddock at Glenburn in Victoria in December 1997. It is believed to have originated with the Victorian Department of Water Supply's Silver Creek and Wallaby Creek diversion schemes of 1886. These northward-flowing creeks were held back by weirs, and water was diverted via an aqueduct to cross the divide and flow to Toorourong Reservoir, which in turn fed Yan Yean reservoir. The contour channel from Silver Creek to Wallaby Creek is 8 miles long and incorporates two tunnels, one 29 chains and one 6 chains. It is believed that the skip is one of two used to excavate the tunnels. Some kind of haulage device may have been used as there is a double groove wire rope burn in the centre of one axle. The skip was supplied through agent George Cohen of London.

Andrew Forbes 5/98

Kerrisdale Mountain Railway - No.1 GEORGE 4wDM built at the railway for construction duties. *Photo: Andrew Forbes*

As Climax 1653 looks on, the 88 hp Ruston loco (donated to the TTMS by Pasminco) is unloaded at Glenorchy. 16 April, 1998. *Photo: Andrew Dix*

Tasmania

TASMANIAN TRANSPORT MUSEUM SOCIETY, Glenorchy

1067mm gauge

A visit to the museum on 4 April found the remains of the Markham 0-4-0VBTG of 1889 (see LRN 119, p.18) in dismantled condition. Work on this project is currently suspended. The Climax B-class locomotive (1653 of 1923) was reported to be in poor condition. However, the TTMS recently made a successful submission to Australian Newsprint Mills inviting them to sponsor the restoration of the Climax locomotive.

This locomotive originally worked in the Simmsville area of NSW [LR 113, pp. 19, 30 and 36], where it carried the name *SOWARD*, before being purchased by ANM. On arrival in Tasmania the loco received minor modifications at the Emu Bay Railway workshops in 1942 prior to entering service on the ANM tramways in the Maydena area of southwest Tasmania. Following the clearance of the most easily accessible timber in the Maydena area, the locomotive was abandoned in 1949, but was stored under semi-cover until its transfer to TTMS in 1977. Unfortunately the locomotive received frame damage during transfer, and has since been stored in a partly dismantled state. ANM will contribute $10,000 for cosmetic restoration work on this locomotive, with restoration work expected to be completed by members in about 18 months.

Further to LR 141 (p.26), the following information on the 88 hp Ruston locomotive donated to TTMS by Pasminco Mining may be of interest to readers. This loco was originally purchased by the Electrolytic Zinc Company of Australasia Ltd in 1950 and was used as a shunter at the Rosebery mine throughout its life. Following closure of the mine spur in the mid 1980s, the Ruston was stored under cover in the Rosebery area until it was taken by road to Burnie in 1997, where it was repainted in standard Emu Bay Railway colours for display as part of the EBR centenary. Although Pasminco owned the EBR, the Ruston loco did not form part of the EBR fleet and was not included in the assets sold to Australian Transport Network. Following the announcement of the sale of EBR to ATN, Pasminco donated the loco to TTMS, with delivery to the museum at Glenorchy being made by road on 16 April.

Michael Dix, Tony Parnell, 5/98

Western Australia

BENNETT BROOK RAILWAY, Whiteman Park, Perth

WA Light Railway Preservation Association 610mm gauge

The FOTTTE day on 17 May was quite successful. Because of the fire risk, the coal fired steam locomotives were restricted to

Heritage &Tourist

operating a shuttle service on the 1.3km Mussel Pool branch. Three locos were used on this service, NG 15 2-8-2 No.118 (Henschel 24476 of 1938), the Perry 0-4-2T (8967.39.1 of 1939), and the Fowler 0-6-0DM *ROSALIE* (4110019 of 1950), alternating on two sets of coaches. Two bushfire units patrolled the line following each train, putting out about 18 fires. A service frequency of a departure about every 12 minutes was maintained during the day.

The train of "small stock" was hauled "top and tail" fashion by the Bagnall replica *ANNIE* and the "Maylands" 4wPM loco. This train operated on the 1.5km run to Kangaroo Flats. Fire risk was not a problem here as *ANNIE* is an oil burner. Other attractions included free tram and bus rides, vintage car and tractor displays, model aircraft, a kids' funfair and a fairground organ. Simon Mead, 6/98

ROEBOURNE 1067mm gauge

The display of former Point Sampson rolling stock (PW locomotive and various wagons) has been removed from the Roebourne sports ground. Unfortunately no one asked during a recent visit was able to say where the items have gone although it could be in Roebourne Shire storage awaiting a decision on its fate. David Whiteford 5/98

PORT HEDLAND

The Don Rhodes open air 'museum' in Port Hedland is situated in the former WAGR railway yard. The Port Hedland Town Council is hoping to hire a consultant to advise on the preservation and organisation of the site (although ownership details are still unclear). Displays include a few 1067mm gauge items from the former WAGR / PWD operations (G class loco, tender, crane and open wagons) and ex iron ore railway diesel locomotives from Goldsworthy (H2, EE Australia Bo-Bo DE A.105 of 1965) and Mount Newman No. 5451, a Bo-BoDE (EMD 10805 of 1951) and 5497 Com-Eng Co-CoDE (C6096-02 of 1975). David Whiteford 5/98

ONLSOW 1067mm gauge

The Onslow jetty railway train has been moved from streetside of the former PWD depot to being on the foundations of one of the former depot sheds. The four-wheel coach has not yet been repaired following cyclone damage two seasons ago. The remains of three 610mm gauge wagons ex the Old Onslow townsite tramway (and possibly dating from the original Cossack-Roebourne line) are now on site at the depot but there has not been any restoration work as yet. There are also still a number of the 1067mm gauge wagons ex the 'new' Onslow townsite tramway still on site at the depot but not officially preserved. The remaining goods shed at the depot is now open almost daily and contains the tourist bureau and museum displays. David Whiteford 5/98

Coming Events

AUGUST 1998

2 Durundur Railway, Woodford QLD. Australian Narrow Gauge Railway Museum with 610 mm gauge steam-hauled trains over 1.5 km of line. 1000-1600 this and every Sunday. Phone 07 3202 6330.

2 Richmond Vale Railway, Kurri Kurri NSW. Standard gauge industrial railway museum operating day 1000-1600 - also 9 and 16 August. Phone 02 4936 1124.

23 Illawarra Light Railway Museum Society, Albion Park, NSW. Special steaming day to mark return to service of 0-4-0ST *KIAMA*. Four steam locos in operation with passenger and demonstration freight trains. Phone 02 4256 4627.

SEPTEMBER 1998

6 Richmond Vale Railway, Kurri Kurri NSW. Operating day 1000-1600 - also 13 and 20 September. Phone 02 4936 1124.

12 Bennett Brook Railway, Whiteman Park WA. Gala Enthusiasts Day, with special trains and a wide rangs of transport heritage attractions. Phone 08 92493861.

19 Puffing Billy Railway, Belgrave, VIC. Thomas the Tank Engine Day. Special trains, food and the Fat Controller in attendance. Phone 03 9754 6800.

27 Cobdogla Irrigation and Steam Museum, Barmera SA. 610 mm gauge steam train operating day (1300-1600). Enquiries 08 8588 2289.

29 Steam on the Etmilyn Forest Railway, Dwellinuup WA. On Tuesdays and Thursdays during school holidays (25 Sept - 12 Oct) steam-hauled trains operate over the HVTR Dwellingup to Etmilyn "Forest Tramway" at 1100 in addition to regular 1400 services on Saturday and Sunday. Bookings only required for groups of 20 or more. Phone 08 9221 4444.

OCTOBER 1998

3 Cobdogla Irrigation and Steam Museum, Barmera SA. Pump and steam day with steam train, Humphrey Pump and traction engine (1100-1630). Enquiries 08 8588 2289.

4 Richmond Vale Railway, Kurri Kurri NSW. Operating day 1000-1600 - also 11 and 18 October. Phone 02 4936 1124.

11 Bennett Brook Railway, Whiteman Park WA. Friends of Thomas the Tank Engine Day. Steam and diesel hauled trains, with the Fat Controller in attendance. Phone 08 9249 3861.

18 Puffing Billy Railway, Belgrave, VIC. Grand Gala day to commemorate the opening of the rebuilt line to the original terminus at Gembrook.

South Australia

SMITHFIELD MAGAZINE TRAMWAY (see LR 141 page 22) 610 mm and 1600 mm gauge

Expressions of interest are invited from Railway Preservation and Operation Organisations who would be interested in tendering for the removal of the whole or part of the stock of locomotives, rolling stock and track situated at Smithfield Magazine Area, Smithfield, South Australia.

The 2 ft gauge system includes approx. 10 km of BHP 20 lbs yd rail, secured to a concrete base with seven bolts per 20 ft length. All curves except one are associated with points. Each curve is 50 ft radius. There are over eighty points, and three 5 ft 3 in to 2 ft right angle crossings, and one 2 ft x 2 ft right angle crossing. There are three 48 volt BEV type Battery Electric Locomotives, one is in operating condition and two need new battery sets, at least. A 1200 kg 48 volt Battery Electric Fork Lift is also offered. The Rolling Stock is eighteen four wheel wagons with sprung axle boxes, with steel frame and wooden body. Loop and pin couplings are used. Three 240 volt AC/48 volt DC Transformer /Rectifiers are offered. The 5 ft 3 in gauge system consists of approx 1 km of 60 lbs per yard rail, plus eight points in 60 lb rail.

Technical Enquiries and Expressions of Interest should be directed to Mr P. Barry, Building 307 Cont., Weapons Systems Division, Defence Science and Technology Organisation, Box 1500, SALISBURY, S.A. 5108. Phone (08) 8259 6407.

The period for registration of Expressions of Interest closes on Friday 21st August, and tender documents will be issued to those registered, shortly after that date.

P. Barry, Department of Defence

David Burke with the diminutive 1902-built Spence 0-4-0T, formerly Guinness Brewery No.17, in Dublin's impressive Guinness Museum, 7/6/98. Photo: Christine Burke

Overseas

NARROW GAUGE GUINNESS

Members who are partial to a pint of Guinness (a darkish liquid now widely available in Australia) might be encouraged to know that the parent company in Ireland was very much into the narrow gauge business.

A recent visit to the impressive Guinness Museum in Dublin disclosed evidence of the company's once large 22 in. gauge system. Some of the tracks around the old brewery are still visible, while a branch once led through Dublin streets to a goods siding (5 ft 3 in. gauge) at the city's main Heuston Station.

Red flags, photographs and much other memorabilia from the n.g. days are displayed in the museum. *Piece de Resistance* is Mr Gregory's beautifully restored 0-4-0 tank locomotive. This squat and diminutive machine was one of a series which the chief engineer introduced to transfer brewery traffic and haul loads of barrels, with the red flagman out in front, down to the mainline where a Guinness shunting loco would be waiting. The squat funnel and roofless cab of the little engine reflect on the restriction of a very limited loading gauge.

For n.g. enthusiasts, a visit to the museum - which also includes displays of the Guinness shipping fleet, canal barges, lorries, etc - is highly advised; a pint of the dark coloured liquid comes with the admission fee. David Burke 6/98

RESEARCH

National Archives of Australia: Hobart Office

The Hobart Office of the National Archives of Australia (formerly Australian Archives) holds an extensive collection of records relating to railway activity in Tasmania. The records were created by the Tasmanian Government Railways (TGR) and the Commonwealth operated AN *Tasrail* and, to a lesser extent, by some of the Tasmanian private railway companies. They date from the latter half of the nineteenth century onwards. The Queen Victoria Museum & Art Gallery Community History Annexe in Launceston and the Archives Office of Tasmania in Hobart also hold railway records.

The main light railway networks in Tasmania consisted of a combination of government and private lines centered on Zeehan and a network of private lines around Queenstown. In addition, there were a number of isolated lines such as the Sandfly, Catamaran and Ida Bay lines south of Hobart, Dunkley's at Trowutta, Renison Bell, the North Farrell Line at Tullah and a great number of lines of various gauges supplying timber to mills.

National Archives has material on a some of these lines. For the North East Dundas Line, for example, there are the manufacturer's construction drawings of the J class Hagan's patent locomotive and the K class Beyer-Garratt as well as the civil engineering drawings for the construction of the line, which includes bridges and stations. There are some rather fine drawings of the carriages and flat wagons. In addition, there are a number of photographs of engines, events, stations and yards along this line.

A variety of finding aids including guides, listings and the ANGAM II and RINSE online databases are available in our reading rooms to help identify relevant material. The Hobart Office has approaching 30,000 items on the ANGAM II item level database relating to our railway holdings. These records are mainly plans, which were transferred from the Civil and Mechanical Engineering Branches in Launceston during the early 1990's.

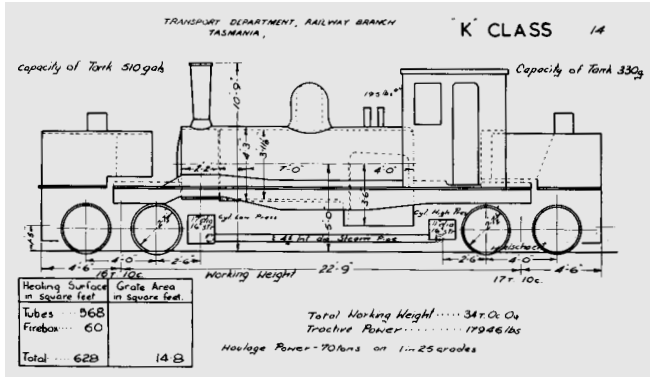
Records in other formats include photographs, correspondence files, internal publications, a technical engineering library and personnel files. We do not undertake detailed research on your behalf but will advise you if we hold relevant records and suggest possible search strategies. Reference inquiries may be submitted by post, fax, telephone or e-mail.

The Hobart Office of National Archives has recently completed a large conservation project to clean, repair and store the Civil and Mechanical Branches' engineering drawings. These drawings date from the 1860's to present. While they mainly consist of drawings relating to the 3ft 6in. gauge common carrier network there are some drawings relating to the light railways.

Drawings over 30 years old are available for public access and can be copied (subject to conservation assessment). Many plans are already available on microfilm or aperture card (35mm) - these include the builder's construction plans for steam, diesel-mechanical and some diesel-electric locomotives, rail cars and outline drawings of wagons as well as the contract plans for the construction of lines throughout Tasmania. Copying is charged on a cost recovery basis and is usually done by microfilming or printing from the microfilm on plain paper (about 30 cents for A3 and A4). Recently, it has also become possible to digitise and email microfilm images.

For further information contact either Ross Latham or Barrie Paterson by telephone, post or e-mail via the addresses and contact numbers mentioned below.

National Archives of Australia
4 Rosny Hill Road, Rosny Park TAS 7018
Phone: 03 6244 0101
Fax: 03 6244 6834
E-mail:reftas@naa.gov.au



TGR K class garratt loco general arrangement drawing, now held at the National Archives of Australia, Hobart Office. Courtesy: Ralph Proctor

Hoffman Brick & Pottery Works, Brunswick

A site visit to the site of the "No.2 Works" at Dawson Street, Brunswick in Melbourne was made on a recent open day (31 January 1998). The present (closed) works are but a fraction of their former extent and are currently subject to various housing re-development plans. Several of these propose incorporating two of the Hoffman kilns and the brick-making shed and machinery - presumably to gain community acceptance and meet heritage preservation criteria for the historic site.

The only evidence of the 1600mm gauge works railway is the angled alignment and odd shape of several brick buildings on the eastern side of the site, located thus to accommodate the railway. There was no evidence of any narrow-gauge tramways although they certainly once existed in the clay pits and probably around the kilns.

The works were connected to VR sidings at South Brunswick (now Jewell), some 300 metres distant and to the "No.1 Works" to the north. The company is said to have employed their own locomotive. A candidate for such a loco would be Beyer Peacock B/No. 2980/1888, a 0-4-0 industrial saddletank engine. Previous published reports record it as "Hoffman Brick Co. Box Hill" (*ARHS Bulletin* No.350, LR 69), which is rather misleading as the Hoffman Patent Brick Company was at Brunswick and the Box Hill Brick Company at Box Hill.

A brick works did not reopen at Box Hill until the Standard Brick & Tile Company started on the adjacent site about 1912, by which time Beyer Peacock 2980 had been in South Australia for several years. The Box Hill brick works 0-4-0PM, *CLEIS*, which ultimately ended up at Nowingi working for the Brunswick Plaster Mills, belongs to this later period of operations.

The large Hoffman Brick & Pottery Works with its mile-long siding serving the two works is a more likely candidate for the employment of BP2980. Iain Stewart, presumably using the director's minute books as his source, states that the Hoffman company employed their own locomotive at their two Brunswick works.

This industrial operation would make a rewarding research for a member with an enquiring mind. A good stating point would be the University of Melbourne Archives, which should hold some valuable records of the company.

The writer is seeking readers' comments on the early history of Beyer Peacock 2980 and whether it was used at the Hoffman works. Any comments on the origins of *CLEIS* would also be most welcome.

Phil Rickard

Lemon, A, *Box Hill*, City of Box Hill, 1978

Stuart, I, "Why Did the Hoffman Brick and Pottery Works Stop Making Bricks?", *Australian Historical Archaeology,* 7, 1989.

FIELD REPORT

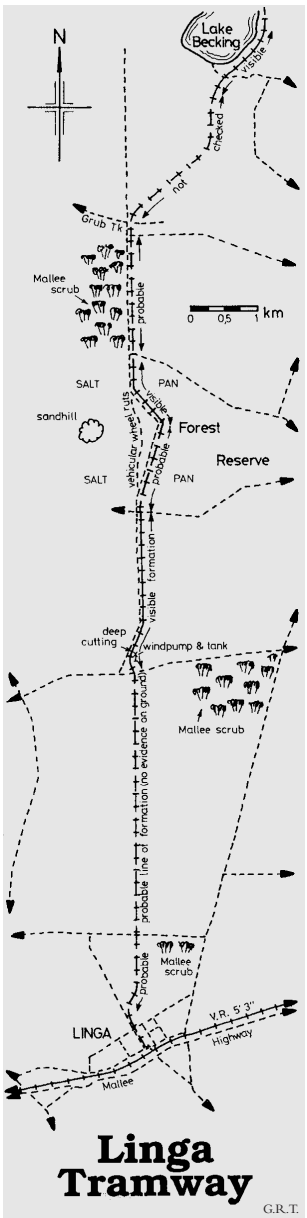
Sailor Salt 2ft 6in Gauge Tramway, Linga to Lake Becking

On 11 May 1997, Bruce McLean and Chris Wurr conducted an exploration of the former Sailor Salt Company's tramway that ran from Linga railway siding to Lake Becking in Victoria's Mallee. The tramway was completely lifted in 1933, so evidence of its existence would be hard to come by.

We undertook the excursion armed with Norm Houghton's *Light Railways* article on the Linga

tramway (LR.112, April 1991), 1:100,000 Underbool Parish map and CFA Region Map Book (1987). The LR article provided only an approximate thumbnail map of the line. This information was transposed onto the Underbool Parish map to give a likely location of the line. Norm stated that the line ran mostly along road reserves and this was a valuable clue.

We set off from Linga siding. From here the tramway curved away to the north, so we followed the road heading in that direction which led away almost opposite the silo. Within 100 metres or so, this road was "out of town" and on the east side we noted signs of a slight formation and clearing through the trees, but it was hard to be certain. After a short distance we came across a small dam where a length of tramway weight rail was in use as a horizontal beam to support a pipe across the headworks. In this vicinity the tramway made a curve away from the road toward the north-east, followed by a reverse curve to bring it due north. This all took place in a vast, often ploughed paddock and therefore there was absolutely no sign of the tramway formation at all.



We proceeded along this road - for which we have been unable to identify a name - in a NNW direction until we met a T-junction and turned right, proceeding due east for approximately 1 km. After regaining a north alignment somewhere in the paddock, the tramway crested a rise and encountered the public road. As there was no evidence on the south side to suggest the precise point at which the tramway crossed the road, we turned our attentions to the northern side. A fence line running due north from the road was a clue. This fence had a stand of mallee scrub one-chain wide running alongside it on the east: virtual proof of a one-chain road reserve heading in the exact direction and in the specific location of our map where we had approximated the tramway had been. This fence line crested a rise to the north, bounded by a wheat paddock to the east and grazing land to the west. There was no sign of any formation.

We drove east to the intersection with Pink Lakes Road and turned left. Some 2 km along we turned into a paddock through a gate and followed a farm track westwards. This brought us past R Lockett's shearing shed, through a gate into another paddock and across to another fence running north-south. As this fenceline had a couple of pine trees on its east side and in the distance to the south we could see scrub, we concluded that this was the same road reserve that we had met earlier. However, there was still no sign of a formation. Driving back to Pink Lakes Road we observed that the entrance gate posts were actually upright rails of a curious, tramway-grooved Barlow section, hitherto unknown to us.

Proceeding north along Pink Lakes Road for 2 km, we turned left into another unnamed road that forms the boundary between the Parishes of Underbool and Mamengoroock. About 2 km along this road we again intersected the north-south road reserve fence. Here, on the south of the gravel verge, was a formed embankment running back to this east-west road's southern boundary fence: our first positive sighting of the tramway formation, some 6 km from Linga and now on the west side of the north-south fence. To the south, the tramway had surmounted a steep sand ridge, while to the north the formation entered another paddock and climbed another sand ridge.

We entered the paddock and discovered the southern end of the reverse curves differs from the true north alignment shown in the LR.112 map. The formation passed a windmill as it climbed the highest and steepest sand ridge on the line through a S-curve. In this process, it regained a road reserve and breasted the ridge in what must have been a deep cutting. This cutting has largely filled with drifting sand over the years. From our lofty vantage point, we had a good vista to the north with the direction of the tramway formation being prominent.

The line ran north-easterly off this ridge and along an embankment to maintain a constant gradient, which is quite steep. At the north end of this embankment the line regained the naturally sloping ground level and curved left once more to take up its due north tangent. We drove along the scrub that had not been cleared in the vicinity of the tram formation - subsequently confirmed as a road reserve - through several paddocks to another fence, 2.25 km from the summit of the ridge. The Parish plan indicated a road reserve running east-west here and ahead beyond the fence lay a saltpan covered with saltbush.

Here we entered a State Forest area. We proceeded along a barely discernible vehicular track northward with the tramway formation to our right in what soon became low, thin scrub beyond a fence. The formation curved north-east to skirt the saltpan, then north-west again. Here there were many sleepers and "tramway" type dog spikes. The formation crossed two saltpans on embankments barely raised above ground level.

Beyond the saltpan, we intersected another east-west road reserve fence that marks the northern boundary of the State Forest block. The electric fence reported by Norm Houghton in Light Railway News No. 110 (February 1996) runs along the outside (north side) of this boundary fence in an east-west direction, then turns north to parallel the tramway alignment. Travelling further north, there was virtually no sign of the tram formation, just a strip of mallee scrub, an electric fence and a wire fence all going due north.

About 300 metres along this track we entered the vast Murray Sunset National Park according to the maps, but there were no defining marks on the ground. Another 1700 metres brought us to an open, naturally grassed area where the fence took a right-angle turn to the east and we intercepted a formed earth road indicated on some maps as Grub Track.

From here the tram alignment curved away across the grassland, rising gently toward Lake Becking. We followed the road to the car park and picnic spot at the eastern end of the large sand dune that skirts the lake.

A short walk up to the saddle of the dune gave a good vantage point to both Lake Becking on one side and the tramway formation coming in from the south-west on the other. The line ran along a low embankment as it neared the foot of the grade, curved north-east and began a steep climb via a built-up bank and then a cutting in the sand to reach the summit. Once over the saddle, the tramway ran down the grade on the embankment to the lake over a distance of some 800 metres.

Part-way down the saddle, the frames and wheels of a 4-wheel side-tipper wagon formerly used on the lake is "on display" beside a National Parks, Victoria number post. This is part of a numbered-post walk around the Pink Lakes area. A 12-line paragraph on the official information sheet is all that is provided to describe the history of salt-harvesting and the tramway to Linga.

At the foot of the sand dune, the line somehow crossed a small "inlet" of the lake and, gaining the north side, reached the locomotive shed. Only rusting tins, small pieces of metal and lumps of concrete mark this area. We were unaware at the time that the tramway alignment continued a short distance further north and thus concluded our inspection.

Chris Wurr

Book Reviews

Wheels in Motion

by Andrew K Roberts

152 pages, A4 size. Card full colour cover; twelve colour and 169 black and white photographs. One diagram and 23 maps. Published 1998 by the author, c/- Post Office, Eton QLD 4741. (Phone (07) 49541206)

At last - an attractive general guide and introduction to Australia's sugar mills and their railways. This production is a simple idea, effectively achieved in a short timeline by a person of obvious enthusiasm and determination. The formula is straightforward: each mill was asked to provide a brief history and a tramline map. Old drivers and other tramline personalities were sought out for their memories and whatever old photographs could be found, and this material was supplemented with a current loco list and contemporary loco photographs for each mill.

Contact details for each mill, and details of memorabilia (including some mill histories) available from each, are useful additional features. It was all put together in a few months with the obvious assistance of the mills, and reflects favourably on the sugar industry as well as the author. Andy Roberts is a locoman at Farleigh Mill, and his book is intended to entertain as well as inform. There are 60 historic loco photographs, nearly all steam, and 97 contemporary ones mostly taken during the 1997 crushing season. There is plenty of interest, especially in the historical anecdotes and photographs.

It would be easy to be critical. As the mill histories and tramline maps were contributed by individual mills they are patchy in quality (as could be expected) with some contributions excellent. In other parts of the text, proper names are not always accurately rendered. Although providing a good range of subjects, many of the contemporary locomotive shots suffer from the scourge of the cane train photographer, taken in the lengthy middle part of the day under a bright summer sun, which means that most detail below the footplate is hidden in shadow. One would also have hoped for slightly less "muddy" photographic reproduction in many cases. Some basic information including facts about track gauge, route mileage, number and type of cane bins, and notable operating, engineering or scenic features of each mill network would have been a worthy addition.

However, it would be churlish to make too much of these imperfections. The subject is vast, and the challenges of accuracy and comprehensiveness correspondingly daunting. No wonder that others have found the challenge too difficult. Andy deserves every congratulation for his enterprise and imagination, and for having done a good job.

With a limited print run of 500, those wishing to get hold of a copy of the book should not delay unduly in ordering one from the author at the address shown above. At $36.45, you are paying a little over $1.50 for each mill, which is value indeed, but remember to add postage costs for 650 grammes. Recommended.

John Browning

The Australasian Railway Association Inc 1998 Yearbook and Industry Directory

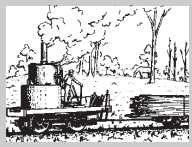
72 page magazine style all colour A4 size publication.

Not too many years ago, industrial railway operations in Australia seemed fairly severely marginalised by comparison with the massive government railway operators. Complacency and political strictures ensured that railways had a minimal public profile and almost no public sympathy. The advent of privatised and corporatised operators to government systems (or former government systems) has seen the railway industry emerge as a high profile and active lobby group whose mouthpiece is the Australasian Railway Association. This includes a range of "traditional" industrial railway operators as can be seen from a close look at this organisation's 1998 Yearbook and Industry Directory, which contains a number of the operators which are featured from time within the pages of Light Railways.

Although individual sugar mills are not currently members of ARA, they are represented by the Sugar Research Institute in Mackay, and sugar industry statistics feature in the operations data which is provided. These show that after the Pilbara Iron Ore lines, QR and Freightcorp, the Sugar Industry collectively transports the fourth greatest tonnage of Australia's railway systems (followed by the BHP steelworks systems) and has the third most numerous locomotive fleet. With 54 000 cane bins it also has more items of rolling stock than all other Australian railways combined.

This attractive publication, on sale at newsagents, contains much interesting data, and a wealth of colour photographs of an impressive variety of railway operations. It would be a valuable reference to give an overview of contemporary rail operations in Australia (and New Zealand). Recommended retail is $9.50.

John Browning



LRRSA NEWS

MEETINGS

MELBOURNE: Annual General Meeting and Slide Show

After the usual brief AGM the now traditional members' slide show will be held.

Bring along a choice from your collection, but remember no more than 20 each!

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

Date: Thursday, 13 August at 8.00 pm.

SYDNEY: "Menangle Sand Company Railway"

Paul Simpson will be presenting an illustrated talk into the history and operations of the quarry railways of the Menangle Sand Company P/L.

Paul has been researching this topic for some years and has uncovered a wealth of information.

Location: Woodstock Community Centre, Church Street, Burwood. Woodstock is a five minute walk from Burwood railway station and parking is available in the grounds.

Date: Wednesday 26 August at 7.30 pm. Contact Jeff Moonie for details (02) 4753 6302 for further details.

ADELAIDE: "Tasmanian" Night

John Meredith will be showing videos of railways in Tasmania.

Location: 150 First Avenue, Royston Park.

Date: Thursday 6 August at 8.00 pm. Contact Arnold Lockyer for details (08) 8296 9488.

MEMBERS' ADS

WANTED

20lb/yd rail any quantity up to 8 ton;
must be re-layable.
2 lever ground frame.

Kerrisdale Mountain Railway
Phone: 03 5797 0227
Andrew Forbes

WANTED

Film or Video, in any format, of narrow gauge railway operations, or pre-1980 standard gauge, for forthcoming video production. Terms of use negotiable.

Contact Graeme Belbin
Phone: 02 9477 2994
Fax: 02 9482 7303

LETTERS

Dear Sir,

Jardee Locomotive (LR 141)

Just received the June issue of *Light Railways*. Another excellent issue. Congratulations to the crew.

The photo of the Jardee loco in LR 139 (p.24) certainly produced some results. Some additional information came to light on this at the model railway exhibition last weekend (30/31 May and 1 June). Peter Goss advised me that the Boyanup Museum now have this locomotive, having collected it from Jardee in mid May. It is apparently operational there.

Simon Mead,
Embleton WA

Eds. We have also received a letter from Linda Brown of Manjimup Museum on this transfer, which resulted from the interest generated in this locomotive (see LR 141 p.20).

Dear Sir,

Tramways of the Sydney Harbour Bridge (LR 139, pages 6-8)

In his interesting article on the 2ft gauge Crossley petrol locomotives used on the Sydney Harbour Bridge construction, John Browning notes with regard to the photograph on page 7 that it shows "...a 2 ft gauge line...with possibly a 3 ft gauge line complete with steam crane at the water's edge nearby".

Although it is difficult to judge accurately in such an overhead view, it appears to me that, based on the size of the man adjacent to the 4-wheel flat truck on this line, it is of standard, not 3 ft, gauge. Indeed, the railway crane, apart from the addition of corrugated iron walls to the 'cab' is identical to the standard gauge crane used by Dorman Long & Co. at Moruya Quarry and shown in the photograph on page 9 of LR 133. In Jim Longworth's accompanying article, he notes that at least one of the three cranes used at Moruya was built by J.H. Wilson of Birkenhead and subsequently used at AIS Port Kembla Steelworks. Further to Reference 15, this information was supplied to me by the General Manager at Port Kembla in a letter dated June 1967 advising that their No. 1 crane was J.H. Wilson 1268 of 7 ton capacity and was purchased second hand from Dorman Long N.S.W. by Hoskins Kembla Works. It was used at Berrima N.S.W. for construction of the cement works. It is believed that the crane was originally used in quarries at Moruya for stone for the Sydney Harbour Bridge.

Examination of the photograph below of this crane, taken at Port Kembla in February 1966 (with 0-6-0ST *BROLGA* in the background) shows that, apart from the 'modern' fabricated steel cab and addition of wood block buffers, this crane is identical to those illustrated in LRs 133 and 139. I would submit, therefore, that the Moruya and Sydney Harbour Bridge cranes shown were also products of J.H. Wilson, of standard gauge and either or both could be the Port Kembla crane.

For those interested in such matters, AIS had two other steam railway cranes in use at Port Kembla in 1967, described by the General Manager thus:

No. 6 McMyler Interstate Co, Cleveland, Ohio, USA (No details of B/N or date) 20 ton capacity. A new crane assembled at Lithgow. It has a one way engine, with no reverse. It is used mainly on grab work.

No. 7 Industrial Brownhoist Corp., Bay City, Michigan, USA Type K B/N 5249 36-28. 5 tons capacity. A new crane assembled at Port Kembla.

One wonders now whether there had formerly been railway cranes Nos. 3, 4 and 5 and why I never thought to write and ask!

Richard Horne
South Croydon, England

Dear Sir,

"On FOTTE Days" (LR 141)

I am aware that there are some railway buffs who decry the influence of Thomas and his Friends, yet we all must admit that TV, the books and other merchandise are a very strong influence. If it helps to encourage more children to visit railway societies and take an interest in trains, then I believe it is a good thing.

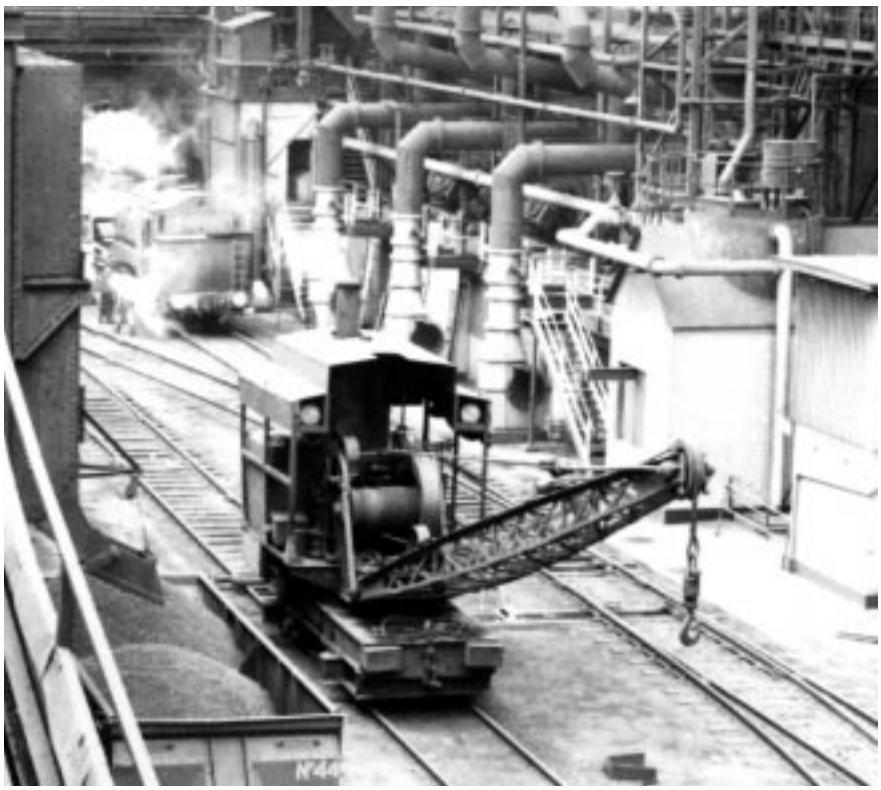
What worries me is the lack of initiative among the authors of Australian railway books to produce manuscripts that would be appropriate for primary school children. There must be a wealth of material in the hands of light railway operators that could be adapted.

Most young children like bright, easy to understand illustrations, so there is scope for imaginative artists to participate in the production of such books. We should keep in mind that the Rev W Awdry was essentially an author, but others have adapted his material.

Light Railways should take the initiative by introducing a children's page, which might contain:

- Interviews with young children who have visited light railways. The local 'reporter' could use a tape recorder to pose questions to obtain impressions from young visitors about their experiences.
- A crossword puzzle where the clues refer to terms appropriate to railways. However, the clues should be very simple.
- List of forthcoming events likely to be of interest to children.
- A letters section for children with a prize offered for the best letter published.
- A simple explanation of some of the technical aspects of operating a steam engine, eg raising steam, the function of a safety valve, the whistle and so on.

I have examined your LRRSA Sales List and I would have to conclude that not one item would be suitable for a primary level child. As soon as books suitable for children become available, then these should be reviewed and listed. Characters may emerge over time, but let us not copy Thomas the Tank Engine or any of his Friends. Our Australian characters should be the station master and train crew. There might be some mileage in the restoration story with the



locomotive being taken apart and then re-assembled by another team.

I believe that we should try to develop a series on locomotives and rolling stock that illustrate the various functions undertaken in different parts of Australia from timber hauling to transportation of cane and even passengers. A good starting point may well be *Puffing Billy*. There might already be a children's book produced for that railway, but I have not seen one. Surprise me!

Desmond Kennard,
Hill Top NSW

Dear Sir.

Visit to Goat Island, February 1998

Half-submerged in the water around this island, Sydney Harbour, and sighted near the main wharf, lay 14 lengths of Barlow rail. Very heavily rusted, through immersion in salt water for some time. The question is asked; where would they have come from and been used?

Their situation and possible historic value was brought to the attention of a Parks and Wildlife tourist officer. The slip-ways use conventional rail and steel beams for the movement of trolleys along their length.

Coffs Harbour, March 1998

While visiting the Tourist Information Bureau in Coffs Harbour on March 7, a 610 mm (2 ft) gauge length of track was seen set in concrete in the adjoining carpark. Information from a volunteer tourist officer was that the rail was all that remained of several lines used by Coffs Harbour council workshops, once located at this site. Does anyone have any further information?

"The Train Place", LR 141, page 24

"The Train PLace" model shop and 15 in. gauge railway is actually situated at Wolffdene, via Beenleigh, on the Beaudesert-Beenleigh Road.

Len King
Chiswick, NSW

Dear Sir,

Mossman Mill Steam Locos (LRN 121)

John Fowler 0-4-2 *IVY,* at my Pinnacle Village Complex at Wonga Beach, has had all boiler fittings removed, the rust removed and the surface treated and painted with primer. Thickness tests on the boiler and firebox by the Machinery Inspector has resulted in approval for 150 P.S.I., but a certificate has not yet been issued.

The ex-Douglas Shire locomotive *FAUGH-A-BALLAH,* on display at Port Douglas, has been painted back to its original colours, viz: black boiler, Brunswick Green side tanks, black frames and red valve gear, handrails and buffer plate. The tender remains dark brown with black frame. The passenger car is next to be cleaned up.

Roger Anderson,
Mossman, QLD

Newly restored FAUGH-A-BALLAH inside its protective shelter at Port Douglas, and (below) the boiler from IVY undergoing restoration at Wonga Beach. Both photos: Roger Anderson

Dear Sir,

Hungerford's Locomotives (LR 48, 57, 62)

I am interested in the unidentified locomotive used at the Forster harbour works by Hugh Hungerford. I have read in the *Industrial Railway Record* that the locomotive is reputed to have come from New Zealand. This is most vexing, as all of Hungerfords' New Zealand locomotives are accounted for.

The Hungerford family began contracting in Greymouth in May, 1873, building and laying the Greymouth - Brunnerton railway. In the mid 1880s the partnership of Hungerford and Mackay won various contracts for building a retaining wall and breakwater at Cobden, (the north bank of the Grey River), at the port of Greymouth. They had three locomotives for this job.

The first was a former Dunedin Tramways vertical boiler street motor, widely believed to be Baldwin 4139 of 1879. The second was a James Davidson (Dunedin) 0-6-0ST of 1876, named *Cobden*. The third was imported by the NZ Government but onsold to Hungerford before arrival. This loco (Stephenson 2597) was sold back to the Government in December 1897.

Hugh Hungerford is also said to have had a harbour works contract at Westport (also on the West Coast) in the 1890s.

I do not dispute that he could have taken a loco to Forster; after all the crane in the photo was built by the Otago Foundry (Dunedin). The problem I have, if it steamed in New Zealand before export, is that I have no boiler record for it, and there should be one.

What I need to know is when did Hungerford win his Forster and Ulverston contracts? Also, is there a newspaper report or Harbour Board minute that states the origin of Hungerford's equipment?

Ken Milbourne indicated from his research of Tasmanian boiler records that he could not confirm that the second engine at Ulverston (besides Barclay 211) was, in fact, a locomotive, and therefore he could not confirm that the unidentified loco at Forster was actually sent to Tasmania. I have a similar problem with some of my boiler record research in New Zealand. Are there boiler records of the loco at Forster?

If any *Light Railways* readers have any relevant information, I would love to hear about it.

Gerald Petrie
Christchurch, NZ

ERRATUM, LR 141

Page 8: As a result of a technical hiccup, the 'overall length' dimension disappeared from the side elevation drawing. The length, over buffers, of the three South Johnstone Perry 0-4-2Ts (and Mourilyan number 7) ex-factory was 21 ft 2¼ in.