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LIGHT RAILWAYS

Australia's Magazine of Industrial & Narrow Gauge Railways



Light Railway Research Society of Australia Inc.



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Australia's Magazine of Industrial and Narrow Gauge Railways

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Conversions:

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

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Comment

If, like me, you're a fan of crime dramas, you'll have no doubt heard the expression "after 48 hours, the trail begins to go cold". This refers to the fact that after the first couple of days following a crime, witnesses disperse and/or their recollections become less certain, evidence may become contaminated, and potential suspects become harder to track down.

In the case of light railway research, the same rule applies, though it's more like "after 48 years, the trail begins to go cold". Companies close, or merge, or simply destroy their old records. The people who operated the railways grow old and go to their reward. Physical evidence in the field gradually returns to nature.

Of course, very few trails ever go completely stone cold. For instance, even now we continue to learn more about the lives of the ancient Egyptians. However, the information imparted by the discovery of a rusty dogspike in the forest, as exciting and as groundbreaking as it might be, probably won't compare to that gleaned from an examination of comprehensive Company records, or an interview with the man who once drove the train.

The point I'm attempting to make is that, if you've ever entertained the thought of one day researching the history of a favourite 'light railway', or locomotive builder, or whatever (hopefully, for an article in this magazine), please don't put it off any longer than necessary. The Company records may be just about to leave for the tip!

Bruce Belbin

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

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

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

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

Cover: On an overcast Wednesday 31 March 2004, the Puffing Billy Railway's newly restored 2-6-0+0-6-2 Garratt G 42 (Beyer Peacock 6268 of 1926) made a special load and brake test run from Belgrave to Gembrook and return, hauling an empty 12-car train. As it charged across Monbulk Creek trestle in a classic 'Puffing Billy' pose, long-time G class fan Peter Ralph (who first photographed G 42 in 1949) recorded the event for posterity.



Trains and army trucks at the transshipment point. The Hudson-Hunslet locomotive is the one closer to the camera with its train of four trucks being loaded. It can be seen that loading and unloading operations involved a deal of sweat and muscle, apparently with wheelbarrows put to good use!

Photo: Australian War Memorial 020393

Senussi Cave Railway, Tobruk 1941

by John Browning

The collection of the Australian War Memorial reveals a fascinating variety of light railway photographs from the first and second world wars. A series taken in north Africa on 28 August 1941 caught my eye,¹ and some are shown here. Featured is a 600mm gauge railway that was constructed by Australian troops to convey supplies to a storage cave during the siege of Tobruk, a Mediterranean port city in eastern Libya, then an Italian colony. Tobruk had been captured by an Allied force that included Australian troops in January 1941 in an advance from Egypt.

The siege began in Easter 1941, when Rommel's German Afrika Corps advanced on the Allied forces from the west, attempting to overrun the port. The Germans were repulsed and bypassed Tobruk, which remained a thorn in the flesh of the Axis forces for the next 240 days. 14,000 Australian troops defended Tobruk until August 1941, with a smaller number remaining until, following the decisive battle of El Alamein in Egypt, an Allied advance from the east eventually liberated the city on 10 December 1941. In order to keep the defenders supplied during the siege, Allied shipping ran the gauntlet of German air power to discharge their cargoes during the hours of darkness.²

With most of the area surrounding Tobruk a barren plain with little cover available, the necessity to find secure storage for supplies was imperative. One suitable spot was a cave, at least

partly artificial, that had been given a concrete roof by the Italians before they were driven out. It was in rough country on the eastern side of the harbour. Initially known as the "Senussi Hospital", the cave was developed by the Australians as a supply store, presumably for munitions, in the summer of 1941.³

It is possible that the Italians had used rail access for the cave works. There is discarded track visible on some photographs, but it is not clear if this was from Italian or Australian construction work, or if it simply resulted from damage caused by enemy aerial attack. It certainly appears that the scale of work required to allow heavy road transport operations to the cave would have been far more extensive than was required for the narrow gauge railway, and that if a railway line had been here previously, then it was completely rebuilt by the Australians. Certainly, credit for the construction of the line was claimed for the Australians.⁴

The 600mm gauge single track railway to the cave was about 400 metres long. At the lower end of the line, a simple fork created two loading sidings close to a nearby road, where road trucks were unloaded and loaded manually. From there, the line climbed steeply along a ledge on the side of a ravine. The formation was built on a foundation of sandbags in at least one place, possibly as a result of repairs after hostile action. Outside the cave entrance a wide platform had been formed from excavated material, and a small cutting was encountered as the inclined formation cut through this. Track arrangements at the cave end are not clear, but presumably there was space for the locomotives and rolling stock within, as there was otherwise no cover against enemy air attack. It was stated that 300 tons of supplies could be stored in the cave.⁵

Two internal-combustion locomotives are pictured at work



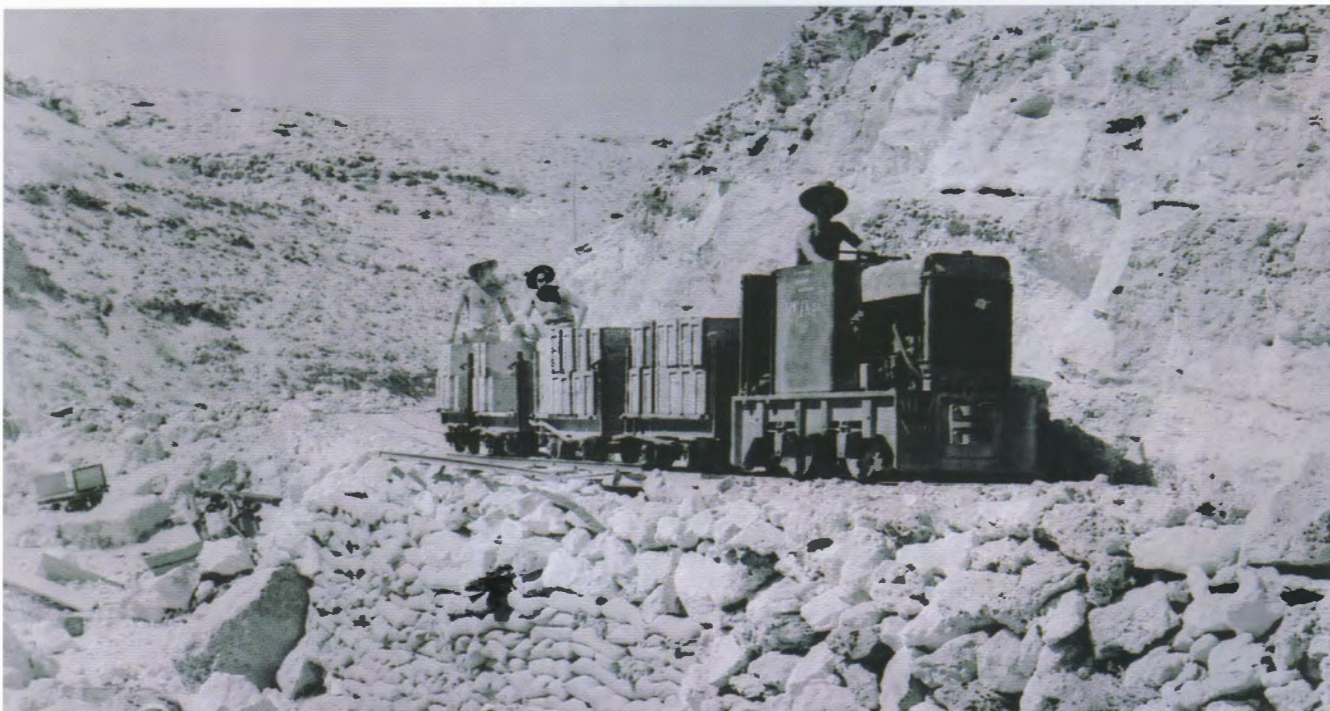
The unidentified locomotive heads its train away from the loading point, throwing up a cloud of dust. Its train of only three trucks may indicate it is less powerful than the Hudson-Hunslet. The rough desert conditions can easily be appreciated. Photo: Australian War Memorial 020394

on the line. The first was a standard cabless Hudson-Hunslet 4wDM built by the Hunslet Engine Co Ltd in Leeds, England. It carried the painted identification ME / 36 with what appears to be a shield device in front of the numerals, possibly as a unit identification symbol. By 1944, nearly 600 of these locomotives had been built for the British Ministry of Supply. They had a McLaren-Ricardo two-cylinder 20hp diesel engine and weighed 3½ tons. Presumably this locomotive had been brought in to Tobruk by ship during the period of Allied control that began in January 1941.⁶

The second locomotive was an unusual 4wDM with a cab, and a small low compartment ahead of the radiator grille. It is practically identical to one photographed derelict in about 1986

at Sinai Manganese Co., Umm Bogma Mines, Egypt.⁷ This was fitted with a Hatz single cylinder diesel engine, suggesting a German origin. Some Ruhrthaler locomotives produced in this period resemble it in general layout, although not in detail.⁸ As Libya was an Italian colony, the possibility of an Italian origin for the locomotive cannot be discounted. It seems that it would have already been in the Tobruk area when it was under Italian control, or else was commandeered by the British forces from elsewhere in the region, with Egypt a possibility.

Rolling stock on the line consisted of reasonably substantial four-wheel steel-framed flat top wagons fitted with handbrakes. They had vertical timber end plates supported by steel joists. In the photographs, seven of these appear to be in use in trains



The Hudson-Hunslet locomotive poses with its train of four neatly loaded wagons on its way up the ravine. The debris of war lies around.

Photo: Australian War Memorial 020388



A bird's eye view of the upper part of the line. There is plenty of evidence of excavation outside the cave entrance. The unidentified locomotive nears the cave while the Hudson-Hunslet pauses with its wagons, on this occasion possibly somewhat overloaded with goods and men. Officer class is on the footplate!

Photo: Australian War Memorial 020389

while another one appears well away from the track, presumably as the result of some mishap, whether accidental or caused by enemy action. There is also an abandoned construction skip chassis lying in debris below the track in one view. The discarded track appears to be prefabricated sections, using about 24lb/yard rail, and it is likely that the operational line was built from similar materials.⁹

There is no doubt more to be discovered. The Second World War unit war diaries held at the AWM are gradually being digitised and made available online, which will hopefully be of great assistance to researchers. I am sure that there are many fascinating stories about this and other wartime Australian-operated light railways that remain to be told.

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6. Caption for AWM image 020201; photographic evidence
7. Captions for AWM images 020201, 020389 & 020390 & photographic evidence
8. DH Townsley, 1998. *The Hunslet Engine Works*. Plateway Press, East Harling, England
9. Personal communications Mike Swift 23/8/02 & 12/10/02. Photograph taken by Andrew Wilson.
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11. Photographic evidence



The yard that served the interchange of traffic between South Maitland Railways and Hebburn No.2 Colliery was adjacent to Weston station. The SMR main line to Cessnock is on the right while Weston station is behind the photographer. J&A Brown 2-6-4T number 26 ambles through the yard before collecting another rake of empty hoppers and heading back to the pit.

Photo: Ron Preston

The Railways of Hebburn

by Ron Preston

The early years of the New South Wales coal mining industry were strewn with corporate manoeuvring,, mergers and take-overs. The South Maitland Railways, the organisation that served the mines of that region, was constituted in 1918 when the owners of the original railway, the East Greta Coal Mining Company Ltd, joined with the Hebburn Coal Mining Company to form the new transport organisation. The latter company traced its origins to the Australian Agricultural Company which, with the favour of the government of the day, had established a number of pits in the Newcastle region. Among its assets, the AA Company had assembled a mining lease of over 4,000 acres made up principally of leasehold land with over 1,000 acres of freehold property. The land was held in the name of Hebblewhite and, under the direction of a gentleman by the name of Turnbull, the company established Hebburn No.1 Colliery at Weston in 1903. It also purchased interests in the Aberdare Railway which ran from Aberdare Junction, on the East Greta Company's line to the Cessnock area. Corporate pride was evident in the adding of the company initials to structures along the line.

The Hebburn Company eventually assumed its own identity when it bought out the founding organisation's shares in 1914 and, in time, operated four mines in the area around Weston. In this venture, it was aided by the East Greta Company. After the corporate mergers of 1918, the Aberdare track was added to the earlier East Greta line to become the South Maitland Railways and the system was destined to become the main line over which many distant collieries sent their coal.

Weston, the first station to be provided on the Aberdare track, had been named after a local identity, and exchange sidings were provided on the south of and opposite the small timber platform. In these sidings and the adjacent colliery yards the railway operations of the various Hebburn pits were centred, and carried out for a period of more than sixty years.

The first Hebburn Colliery, No.1, was sunk west of the exchange sidings and, by 1912, it was sending out a train-load of quality bituminous coal each day. A second pit, named Hebburn No. 2 Tunnel was also sunk, close by. It was given the nickname "Sore Eye" and made its original "main line" rail connection south of Weston yard but, due to problems underground, did not enjoy a long life and closed about 1908.

The Hebburn No. 2 Colliery, the subject of this essay, was sunk in the Tomalpin area, to the south of Weston, in 1918. To provided the necessary rail access, the short track that had served Hebburn No. 1 pit, was extended past the site of "Sore Eye" and on into the hills. To serve the route to the new mine, a siding left the South Maitland Railways just after the Cessnock road crossing, ran past the signal box that controlled the points and signals and fell on easy grades to fan into the

Weston exchange sidings. Some 33 chains were travelled through this yard, running parallel to the SMR main line, to a set of points known as Lever 'A', the official border where SMR relinquished its responsibility and Hebburn took control. The track now climbed over a bridge spanning Hebburn Dam, the grade steepening to 1 in 89 for almost one mile. A road crossing preceded a section of level track, after which the rails again climbed, mainly at 1 in 93. Hebburn No. 2 Yard was laid on a grade, falling towards the junction at 1 in 237, a slope which aided the passing of the ubiquitous four-wheel non-air hoppers under the loading plant and screens. Some of the sidings were laid with second-hand bull-head rails to help contain the cost. A distance of three miles and three chains had elapsed from Lever 'A' to this structure but the yard climbed a further distance to provide a series of storage sidings for the waiting empties, the dead end being four miles from the start of the Hebburn trackage. Fortunately, the route was downhill for the loaded trains from the colliery for almost its entire length. On 11 November 1918, the line was declared open for traffic.

Trains from Weston arrived at the colliery and were brought to a stand in the yard opposite the loading bins. After the locomotive had uncoupled and run around its train, it came up behind the guards van and pushed the hoppers and van into the dead end sidings at the far end of the yard. The locomotive then returned to the arrival end of the yard and ran into one of the bin sidings to select a train load of full hoppers which it drew clear of the loading sidings. The van was then allowed to run under the influence of the falling grade to couple onto the rear of the loaded hoppers, thus completing the train for Weston. Similarly, the empty hoppers were gravitated from the dead end roads into the appropriate siding under the loader. In these roads, large coal, fines or special sizes were loaded to meet the orders on hand.

From the beginning, the company had ideas of electrifying the line to better utilise the capacity of the large power station that

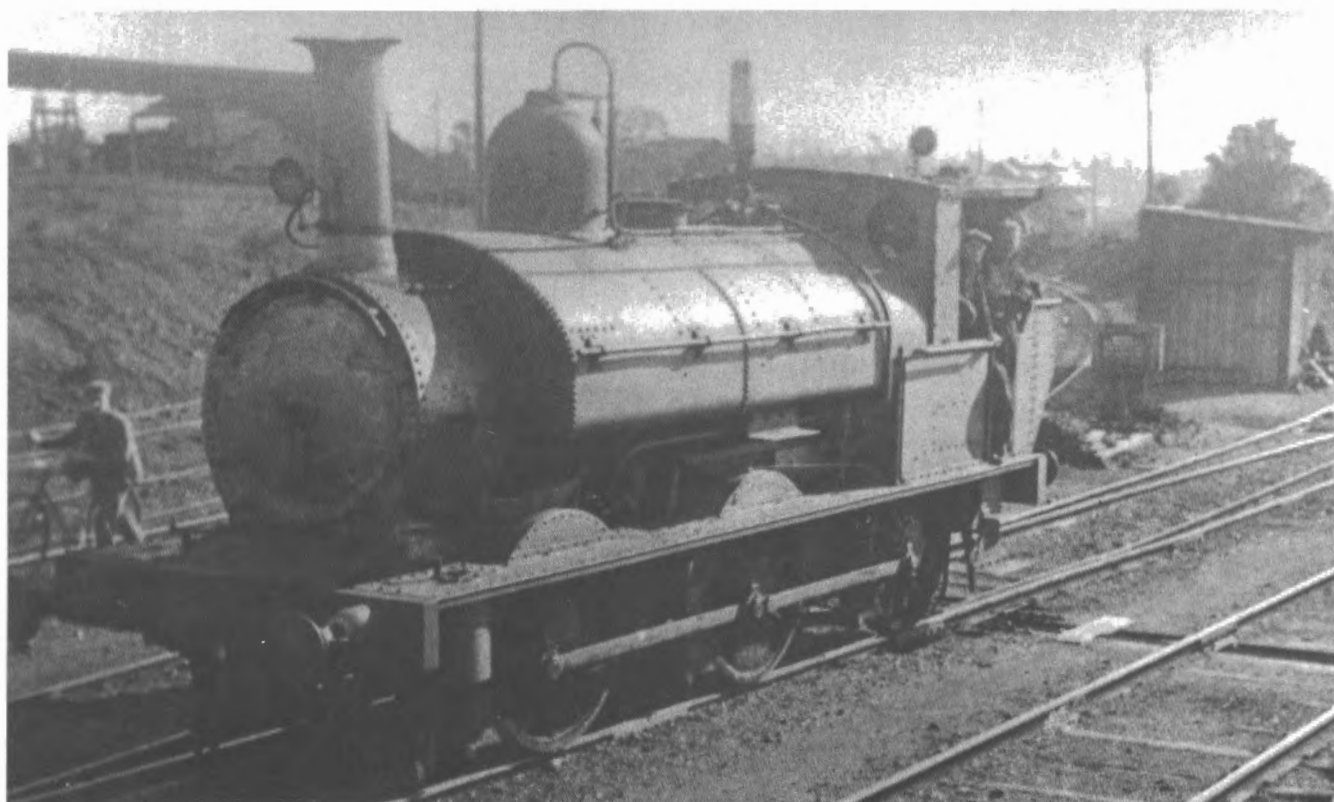
had been built as part of the mining equipment. To this end, they purchased two surplus four-wheel electric locomotives from the copper mines at Cobar in western NSW. Unfortunately, the restrictions of World War I had made copper overhead wire difficult to obtain and the electrification idea was abandoned, the locomotives being set aside for possible other uses. (See LR 168, pp. 11-12)

Denied its original intentions, the company employed an interesting array of steam locomotives over the years, to operate the line. Under the auspices of the AA Company, the organisation's own 0-6-0STs and an ex-government 0-6-0 tender engine that had served their Newcastle mines were used. Following the separation from that corporation, locomotives were hired from kindred companies, an ex-government F class 2-4-0T being used for a time.

J and A Brown, who, over the years, were to operate other coal mining railways, not the least being the Richmond Vale Railway, was another source of motive power. In a harbinger of things to come, they hired an ex-Mersey Railway (England) 0-6-4T to work at Hebburn.

The 1918 amalgamation of the railway interests of the East Greta Coal Mining Company and the Hebburn Coal Mining Company formed the South Maitland Railways (SMR) and, from this association, it was only natural that Hebburn would hire from "itself". In the SMR stable were three 4-6-4Ts, numbers 15, 16 and 29, all generally similar to the NSWGR 30 class, and at times these were hired to run over the little colliery branch. Other SMR power appeared at other times, ex-11 class 4-4-2T number 21 being another interesting visitor, while the railway's mainstay power, the 10 class 2-8-2Ts, also appeared as required.

The year 1924 brought further expansion and, in consequence, a greater burden for the Hebburn locomotive fleet to handle. In that year, another colliery, Hebburn No.3 was opened, the pit being sunk some two miles to the south of the village of Abernethy. To bring out the coal, a branch line was built, making



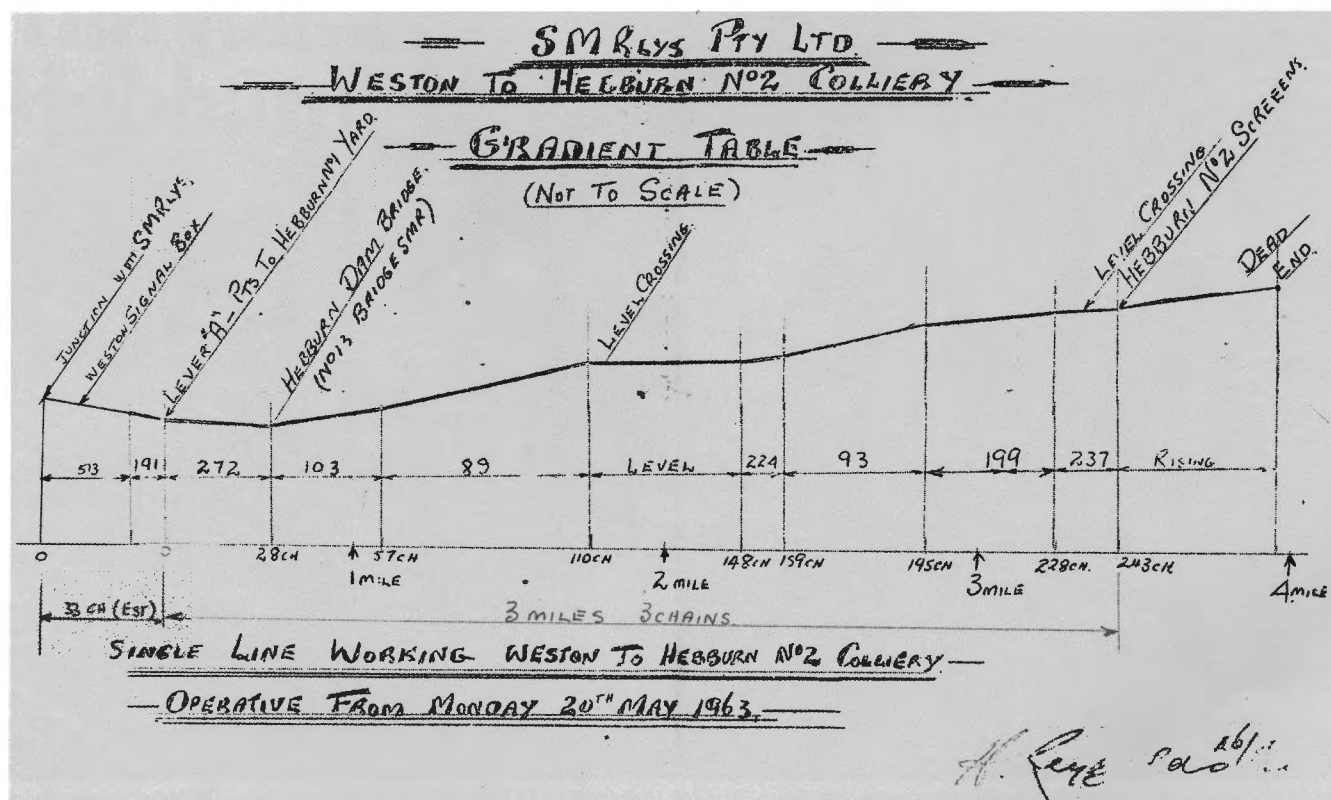
Hebburn's (first) number 1 locomotive was a venerable Beyer Peacock 0-6-0ST (2575 of 1884) which belonged to Hebburn's parent, the Australian Agricultural Company.
Photo: Matthews Collection, courtesy ARHS (NSW) Railway Resources Centre



its junction about a mile before the No.2 colliery and continuing to the new workings. Trains from No.3, which was later named Elrlington Colliery, faced a six mile journey to Weston.

In the years of the Great Depression, the Government Railways discarded many of their older locomotives and Hebburn took the opportunity to purchase 2-6-4T 2020 (Beyer Peacock 3206 of 1891), in 1934. To assist this locomotive, they also bought 2017 (Beyer Peacock 3289 of 1891) later that year and the line became reasonably self sufficient. Hebburn coal was highly regarded, the Government Railways being a valued customer while the high calorific value of the product was put to good use in power stations and other industrial plants. As the economic situation improved in the years following the Great Depression, the number of trains required to bring out the fuel increased and the engines were fitted with head-lights, recovered from old motor cars, so that they could continue to operate safely after the daylight faded. A cab light together with a fitting to illuminate the water level in the boiler gauge glass was also installed on each loco for the nocturnal workings. Power for these lights was supplied by a car battery which was put on charge during the day and retrieved and fitted into a container on the engine as the sun was setting.

By the early 1950s, the two ex-20 class were starting to show their age and help was required to keep the line running. In their need, Hebburn turned to the trusted English company, Robert Stephenson and Hawthorns Limited of Newcastle-upon-Tyne and placed the order that was destined to bring one of the last new steam locomotives into Australia. In its search for a suitable design, the builders turned their thoughts to a batch of locomotives built in 1885 for the Mersey Railway. This company operated a suburban system between Liverpool and Birkenhead passing under that famous river via a tunnel. To power the trains up the line's steep 1 in 27 grades, the company first ordered some sturdy 0-6-4Ts, four of which were later purchased by the Brown organisation and, as mentioned, at least one of which, was to



A 1963 Gradient Diagram of the line from Weston to Hebburn No.2 Colliery (Elrlington Colliery had closed the previous December).

appear on odd occasions at Hebburn. When they needed additional power, the Mersey Railway ordered a modification to the design, even changing the wheel arrangement in its specification. The first three of the resulting 2-6-2Ts were built by Kitson and Company and the railway, evidently shopping for the best price, later ordered a further six from Beyer, Peacock and Company.

This 2-6-2T design was next used in 1920 by the Alexandra Docks Railway (ADR), an industrial railway that had previously obtained seven of the Mersey 2-6-2Ts when the Liverpool line was electrified. Needing additional power, the ADR ordered two more 2-6-2 engines of similar specification expressing the opinion that the original locos were "so good". The builder of this next batch was Hawthorn, Leslie and Company, and the pair eventually came onto the register of the Great Western Railway on whose tracks they were to remain active until well into the mid 1950s, before being taken out of service under the auspices of British Railways. It was ironi that, just as the last ADR tank, number 1205, was filling in its final days at Cardiff in Wales, Robert Stephenson and Hawthorns received the order from Hebburn.

Steam locomotive boiler design was always specific in details so the company first decided that the locomotive was to be used in bursts of high output with longer periods of light steaming and based its calculations accordingly. After the fuel to be used, together with the weight, length and other requirements, was next assessed, the design chosen was almost identical to the 1885 Mersey engines. The cylinders were 19 inches in diameter and used a stoke of 26 inches, while the driving wheels were 55 inches in diameter, virtually the same as the two previous designs. With the leading and trailing truck 36 inch diameter wheels in place, the total wheelbase of all three layouts was



Former NSWGR 2-6-4T 2020 (Beyer Peacock 3206 of 1891) shunting at the colliery on Saturday 8 November 1947.

Photo: JL Buckland, courtesy ARHS (NSW) Railway Resources Centre
27 feet 6 inches. After including the railway's specified minor fittings such as buffers etc, the total length was 37 feet 3 inches, an overall difference of about one foot between the designs.

The dimensions of the boilers of the three eras varied slightly in grate, firebox and heating surface area of the tubes, the local fuel being factored into the design, while improvement in boiler materials resulted in a pressure of 160 psi being used on the ADR and Hebburn pressure vessels. The quality of Hebburn coal was reflected in the smaller grate, tube size and other boiler criteria of the final arrangement. Local requirements and the accessories fitted had an influence on the total weight but, with 1,400 gallons of water in the side tanks, the new Hebburn engine tipped the scales at 75 tons 2 cwt.



With a design extending back to 1885, Hebburn 2-6-2T number 1 was built by Robert Stephenson and Hawthorn (E7841) and entered service in July 1955. The large air reservoir on the front footplate was part of the braking system.

Photo: Ron Preston



Ex-government 4-6-4T suburban tank engine 3013 (Beyer Peacock 4456 of 1903) was acquired to operate the colliery line following an accident to number 1 in 1967. In its early days on the line, it operated in as-delivered condition, the extra brake cylinders, salvaged from number 1, being fitted later. A rake of non-air hoppers is rolled down the 1 in 89 grade towards Hebburn Dam in 1967. Photo: Ron Preston



While facilities within Hebburn's engine shed were not extensive, the staff maintained a relatively wide range of locomotives using the spanners, grease guns, jacks and other basics on offer. In 1967, J&A Brown number 26 (Beyer Peacock 2567 of 1890) stands over the shed's pit while 3013 does duty on the line. Photo: Ron Preston



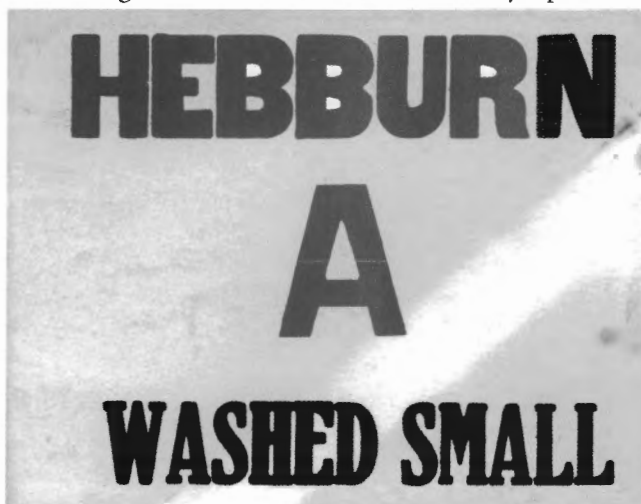
When all else failed, Hebburn Colliery turned in its hour of need, to the South Maitland Railways, and hired either a 4-6-4T or one of the redoubtable Beyer Peacock 2-8-2Ts. In 1968, SMR 23 (6056 of 1920) waits at the exit to the colliery screens before commencing the nominal 3 miles and 3 chains journey to the exchange sidings.

Photo: Ron Preston

To cater for the different types of vehicles that it would haul, the loco was provided with both air and steam braking systems, the former to allow it to operate the brakes on any visiting government vehicles, the latter for the better control of the private non-air hoppers. An unusual feature of the air system was the provision of a large reservoir mounted on the front footplate, ahead of the smokebox. Experience with the previous engines had shown that it was common to run out of main reservoir air when working trains of government vehicles which were fitted with air brakes. The reason for this deficiency was traced to the operating practices used by the crews. When bringing a train of non-air hoppers down the hills, drivers used the air brakes as steam brakes were not fitted on the former 20 class. In controlling the speed of the heavy trains as they eased their way down the falling grades, they made a series of small brake applications which, of course, acted on the locomotive only. When the brakes took hold and the train slowed, the brakes were quickly released to keep them on the move, another small application being made when the speed again increased. Despite the many applications needed in bringing a load down the line, the compressor had no problem in supplying the relatively small amount of air used. On air braked trains, the practice of making small applications was again used, old habits being the order of the day. However, the greater number of air brake fitted vehicles involved soon had the train slowing at a greater rate. Consequently, the brakes were released very soon after the application was made but required a much greater amount of air to recharge the train line and the auxiliary reservoirs on each vehicle. As with the non-airs, the cycle continued and the brakes were applied again soon after, once the speed started to increase. This rapid succession of applications and releases created a far greater demand for compressed air and the poor compressors could not supply that commodity fast enough.

The answer to the problem, so far as number 1 was concerned, was to fit the additional reservoir to store enough air to hopefully get the train safely into Weston.

The new locomotive arrived at Hebburn in July, 1955 and was soon in service. It was the original intention to number it 4 but it was decorated as number 1 as the earlier loco to carry that number had long passed from the scene. In October, 1956, an attempt was made to overhaul one good ex-20 class using parts recovered from the other. The idea did not have a happy outcome and, as number 1 carried on, the frames of the two 2-6-4Ts were pushed into a siding and forgotten. Nearby lay one of the ex-Cobar electric locomotives, an attempt to convert it into a guards van having been abandoned when the creation would not roll freely on the falling grade, thus failing the essential attribute for colliery operations.



Hebburn wagon ticket. These were clipped to the frame of the hopper wagon to describe its contents.

Ron Preston Collection

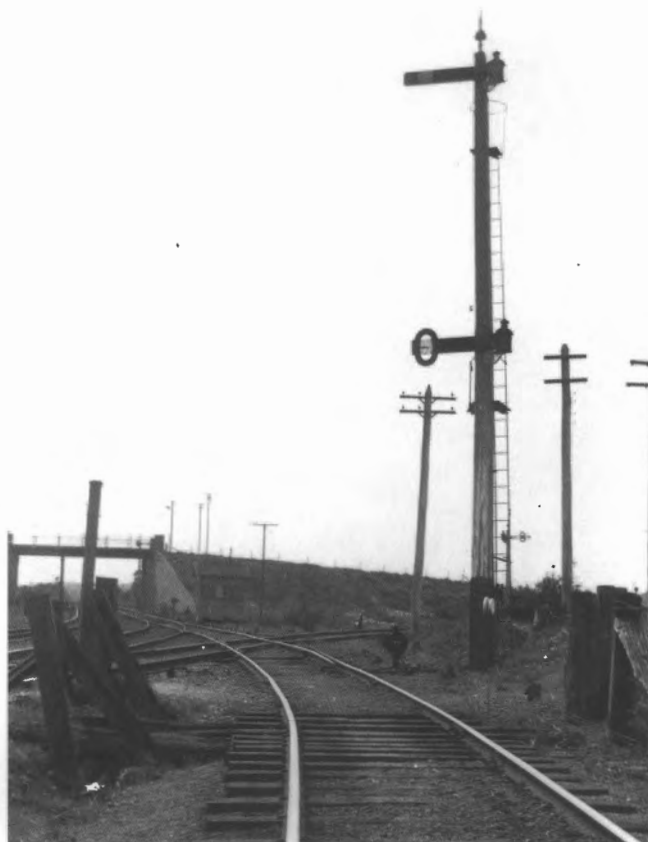
A CHG-type van was obtained from SMR and used to help ease the long loaded trains down-grade to Weston yard.

The loadings and number of trains at the time often required two engines and the necessary additional loco was hired from the associated South Maitland Railways. One of the 4-6-4Ts was usually used but an attempt to purchase number 21, the ex-11 class 4-4-2T, was forgotten after it proved too small for the work. At other times, one of the 10 class 2-8-2Ts was hired to carry on the work.

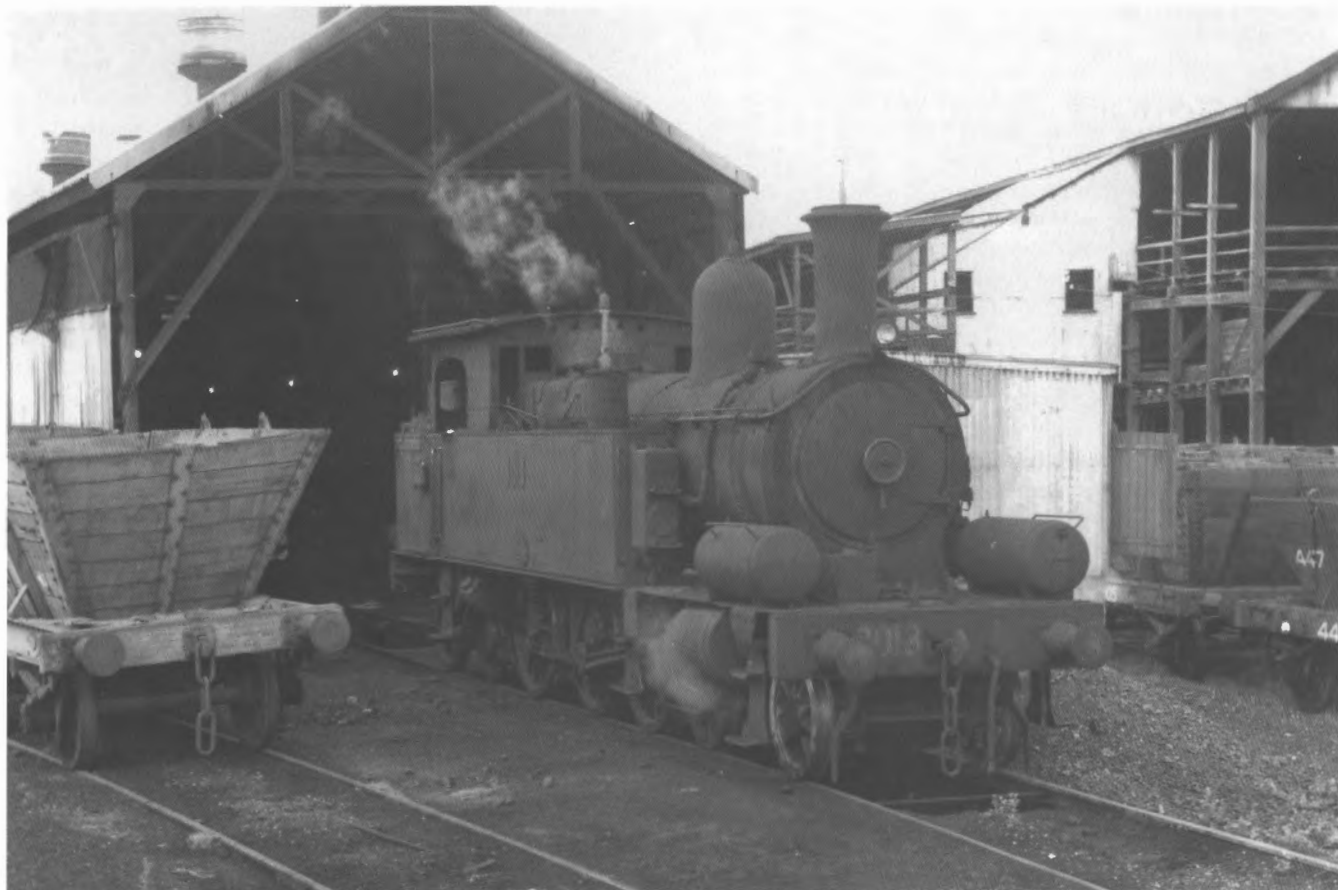
It was about this time that the idea of dispensing with the brake van was raised. It was soon realised that, without the tail-end vehicle, a faster turn-around at each end of the journey was possible and a lot of hard work was saved in the bargain! On arrival at Weston, it was now possible to bring the train to a stand clear of the storage sidings. The shunter, who had travelled al fresco on the buffer beam of the last hopper, jumped off and threw the necessary points leading to a suitable vacant siding and the train reversed in. Once the loco was uncoupled from the train, the shunter joined the crew and directed them forward onto the rake of empty vehicles waiting in the exchange sidings opposite. A quick attaching of the coupling and the train would be on its way again, away also from the prying eyes of officialdom in the nearby offices.

At the colliery, more time was saved as the van did not need to be shunted. However, in the extra leisure time created, an unforeseen problem could catch the unwary. The local Hebburn coal burnt fierce but fast. As the crew relaxed in the shade, the fire on the engine's grate could burn through very quickly and exhaust the fuel. On several occasions, the crew returned to find that the fire had gone out and a hurried search was mounted to find packing cases or other dry timber to help start a new fire.

The storage and maintenance shed for the engine fleet was



The East Greta end of the exchange yard was protected by catch points although the degree of safety offered the 'Link Line' from Weston to Pelaw Main which crossed immediately ahead could be argued. All signals were controlled by the adjacent Weston signal box. Photo: Ron Preston



While the grades on the Hebburn line were not steep, the crews developed techniques in controlling the long lines of non-air hoppers. Consequently, the opportunity was taken to fit the additional reservoirs salvaged from number 1 to 3013 to ease the shock of brake applications on the train when handling air-braked stock. In 1972, 3013, its days on the line now numbered, waits its next assignment outside the engine shed. Photo: Ron Preston



Unbeknown to its owners, Hebburn number 1 had less than a month of service ahead as it approached No.1 Colliery with a load of coal from No.2, bound for the exchange sidings at Weston on 24 January 1967. Photo: Robert Kingsford-Smith

located in the area surrounding Hebburn No.1 and was maintained there even when that pit closed in 1958. A repair shop to maintain the large fleet of non-air four-wheel hoppers was also in this area.

Also in 1958, a fire at Elrington resulted in such damage that the mine workings were closed and the colliery subsequently abandoned. The load on the locomotive fleet was, at last, starting to drop.

In spite of its much admired English ancestors, number 1 was never regarded as an unqualified success at Hebburn. In time, excessive wear developed in the axle box horn cheeks and this allowed the pistons to travel too far in the cylinders. During a journey in February 1967, the ultimate effect of this problem was to punch out the end of the left hand cylinder which was subsequently judged to be damaged beyond repair.



The scheme to create one good ex-20 class using the best parts of 2017 and 2020 did not have a happy ending. The result is seen abandoned at the colliery in March 1964. Photo: John Shoebridge

The cost of obtaining replacement parts from England was found to be beyond the company's budget and number 1 was set aside. Replacement motive power was urgently needed so, to the rescue came number 26 from the J&A Brown stable. This veteran was another ex-government 2-6-4T, originally 2013 in that fleet (Beyer Peacock 2567 of 1890). Surplus to its requirements, the NSWGR had sold the old loco to a gravel quarry at Fairfield who then sold it to Browns. It arrived at Hexham about 1946 and was used to shunt around many of the company's pits. When the call came, this veteran ran light engine from Hexham to Weston and took over the running of the line. Knowing that more permanent help was required, Hebburn set out on the search to find and buy another loco. From the results of their investigations, they settled for 4-6-4T 3013 (Beyer Peacock 4456 of 1903) which was surplus to the Government Railways who, by now, were intent on reducing the number of steam engines in service. The loco arrived at Hebburn on 15 May 1967 and these two tanks now became the motive power.

In the interim, Hebburn coal continued to be purchased by the Government Railways as a locomotive fuel, albeit in a diminishing market as that organisation introduced more diesel and electric locomotives. On occasions, special trains were operated by enthusiast organisations to test the horsepower output of the 38 and 36 class and Hebburn coal was requested and used to ensure spectacular results.

All good things come to an end and it was decided that the mining of the coal reserves at Tomalpin had reached their economic limits and that the mine would close. On 30 June, 1972, 3013 worked the final train out of the colliery yard and the loaders and the tracks fell silent. The scrap merchants finalised the lives of numbers 1 and 26 but 3013 survived, first for a period of further service at Hexham and ultimately to pass into preservation, where plans are in progress to return it to steam.



The view from the Grand Eastern Hotel as EM Baldwin 4wDH 6 crosses Labasa River with a short train in 1981

Memories of Labasa

by Bob McKillop

In retrospect, my experience as team leader of the Korotolutolu Basin study near Labasa on Fiji's Vanua Levu island between June and October 1981 and researching the history of the sugar mill there, coincided with the crest of the wave for the Fiji sugar industry. Labasa mill had just completed a major expansion and upgrading program and it reached a million tonnes of cane crushed in a season that year. My article 'Labasa Mill, 1894-1982' (*Light Railways* 77, pp.19-32) reflected the optimism and the bustle of the time. The tramway system was stretched to capacity, but new locomotives had been delivered, a mainline to Tabia had been recently constructed, the mainline track was in good condition and further expansion plans for the mill were announced in July 1981.

The hopes for a prosperous future evaporated during 1987 when the democratically elected government was deposed in a military coup. Indigenous Fijians, frustrated over the 'rent taking' by their leaders, had diverted their anger to the industrious Indian population. Political upheaval eroded business confidence and the economy went into free-fall. Labasa was a very different town when I visited in July 1989 (LRN 73, p.15). Maintenance on the railway system had been neglected, locomotive breakdowns and derailments were common and cane haulage was being diverted to road transport. Lorry drivers were commonly waiting long hours at the mill to unload their cane. More telling, the bright and smiling faces in the street had turned to grim looks of despair. Reports

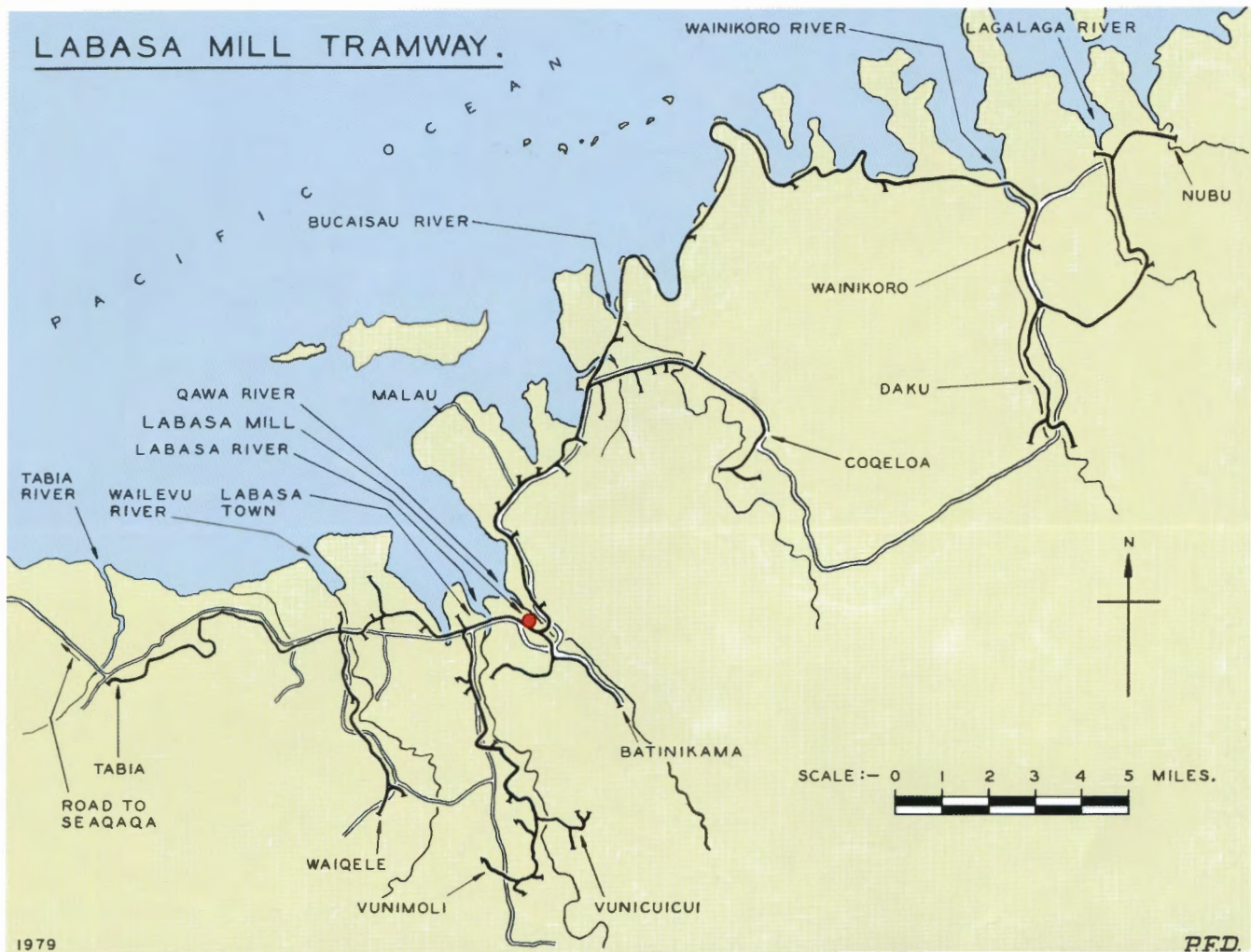
indicate that the decline and decay has continued unabated.

Looking back, some key signs of the problems now faced by Fiji's sugar industry were evident in 1981. Political opposition to technological change at the farm level had meant that returns to producers were maintained by squeezing the margin to the miller. Increasingly, capital investment in the mills and tramway system was coming from aid and, when donors tired of the politicians' games, there were no resources to maintain the system. Moreover, efforts to encourage Fijians to take up cane farming were not proving successful and the chiefs were becoming increasingly demanding in their expectation of land rents from Indian farmers in a struggling industry.

At Labasa the 1981 cane season was indeed an *Indian Summer* of many memories. The two locally converted EM Baldwin 4wDM underground locomotives 5 and 6 (Serial 3229 of 1970) were particular favourites of mine with their low hoods and out-of-proportion cabs. They generally worked to the west of the town, serving the Vunikuicui, Vunimoli and Waigele lines. In the evenings a cold beer or two on the terrace of Vera Gibson's Grand Eastern Hotel provided the opportunity to view the little Baldwins as they rattled by on the bridge over the Labasa River, bathed in the evening sunshine. Visits to the mill brought an open and friendly response from staff, who were happy to talk about the tramway operations and the technical problems they experienced. Ah, the memories!

Now that *Light Railways* has a new format and colour content, Bruce Belbin has encouraged me to drag out my Labasa slides and he has set them up as a graphic feature. I trust that the offering is of interest.

All photos by the author, map courtesy Peter Dyer of Wellington, New Zealand.



View of Labasa sugar mill and the empty yard from the FSC office in September 1981. Baguley/Drewry 0-4-0DM 8 (2365 of 1950) stands at the centre of the photo.



For reproduction, please contact the Society

Clockwise from right: Clyde 0-6-0DH 9 (DHI. 8 of 1955) crosses a bridge with a short train of broken cane, with the mill in the background, in 1981. □ Canecutters with bullocks hauling loaded trucks on portable track. □ The famous 'Kanakan Cutting' east of the mill is a major engineering feature. EM Baldwin 0-6-0DH 10 (5995.1 1.76 of 1976) approaches the cutting with a train on 13 July 1981. □ A decayed John Fowler 0-6-0T (7879 of 1896) at the children's playground at Mudliar Place, Labasa in 1981. □ Newly delivered EM Baldwin 0-6-0DH 7 (9442.1 4.81 of 1981) at the mill in July 1981. □ The crews of an EM Baldwin 4wDH and the empty yard Simplex 4wDM (Motor Rail 11288 of 1965) pose with their steeds in 1981. □ In July 1989, Hunslet 4wDH 14 (9284 of 1987) heads a train near Labasa airport. **Centre:** Cane from farms on the Seaqaga Plateau was formed into bundles and winched onto specially designed motor lorries for transport to the railhead at Tabia in 1981. The system was unpopular and this traffic was diverted to conventional road transport in 1983





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**Special thanks to contributors to the
Locoshed and Cane Trains e-groups**
<http://groups.yahoo.com/group/Locoshed>
<http://groups.yahoo.com/group/Canetrains>

NEW SOUTH WALES

mystery sighting narrow gauge

A second-hand report tells of a road truck observed in the central Sydney area, possibly during February, with two locomotives on board, described as "Simplexes" and numbered 005 and 006. It was suggested that they had been stored in a shed for some time as they were "liberally decorated by pigeons". This report is a complete mystery, so any comments would be welcome.

Ray Graf 3/04

AUSTRALIAN TRAIN MOVERS, Sydney

(see LR 168 p.18)

1067mm gauge)

Ex-Mt Isa Mines Com-Eng 0-6-0DH 5802 (JA4282 of 1964) is still for sale, now at \$28,000 and may be scrapped if a buyer is not found. It was acquired at a Mt Isa Mines auction in 2001 with the intention of on-selling it to a US investor, but the proposed deal fell through. It is in operating condition, and is fitted with cab air conditioning. At Mt Isa it was re-engined with a Cummins VT-2K-C, increasing its power to 575hp. The locomotive weighs 42 tonnes but can be lightened by 10 tonnes by removing ballast weights. Any seriously interested buyer should contact the vendor on 0408 22 3801.

Chris Walters 4/04

BLUESCOPE STEEL, Port Kembla

(see LR 176 p.19)

1435mm gauge

The locos in service are progressively being given BlueScope Steel logos.

Five English Electric (Aus.) locomotives are out of use at the "brickyard". D24 (A.037 of 1960) has the top half of the cab missing. It has been

given to State Mine Museum at Lithgow for spare parts. D26 (A.039 of 1960) is an empty shell on freight bogies. D16 (A.030 of 1959) has been stored after a collision, with some parts removed. It seems that D31 (A.084 of 1964) and D32 (A.088 of 1964) are more or less complete.

Ex-Goldsworthy Mining D47 (A.146 of 1967), D49 (A.243 of 1972) and D51 (A.111 of 1965) are still stored at Cringila, despite persistent rumours that they have been sold to South Spur Rail Services in Perth. It has been stated that D51 was to be used for parts for D34 (A.197 of 1969). The other two are complete but had problems when they were withdrawn.

Chris Stratton 3/04 & 4/04

THE MANILDRA GROUP

(see LR 170 p.19)

1435mm gauge

Two ex-BHP Newcastle Goninan Bo-Bo DE locomotives, BHP48 and BHP51 (012 and 015 of 1961) have been acquired and will be overhauled by United Goninan. One will become the reserve locomotive for shunting at Gunnedah while the

other will go to Manildra, freeing Walkers B-B DH 7340 *GEM OF THE WEST* (702 of 1972), the current reserve there, to go to Manildra's Narrandera Mill.

MotivePOWER 4/04, Brad Peardon 4/04

QUEENSLAND

BUNDABERG SUGAR LTD, Bingera & Fairymead Mills

(see LR 175 p.19)

610mm gauge

At Bingera Mill, ex-Moreton Mill EM Baldwin B-B DH *COOLUM* (5565.1 10.74 of 1974) is reportedly to be renamed *MOORLAND* and was due to be repainted before the start of the season, possibly for use at Fairymead Mill. In addition, EM Baldwin 0-6-0DH *RUBYANNA* (3406.1 7.70 of 1970) has received frame repairs and strengthening at Bingera. It has been fitted with new springs and its bonnet doors have also been modified. It too will be repainted for the 2004 season.

Lincoln Driver 4/04



Top: Front and rear views of ex-Mt Isa Mines 1067mm gauge 0-6-0DH 5802 (JA4282 of 1964) in store in the Sydney region. This locomotive is awaiting a buyer to save it from the scrapman. Photos: Chris Walters

Above: 2½-ton "Simplex" 4wDM Motor Rail 3688 of 1924 being loaded at Goondi Mill site on 9 March for preservation by Roger Anderson. This locomotive, re-engined with a diesel motor, is of the type used by the British Army in World War One. Photo: Terry Olsson

BUNDABERG SUGAR LTD, Millaquin Mill

(see LR 176 p. 21)

610mm gauge

It appeared that Clyde 0-6-0DH *ASHFIELD* (65-441 of 1965) had not been returned from Mourilyan Mill by mid April.

Lincoln Driver 4/04; Editor 4/04

BUNDABERG SUGAR LTD, Moreton Mill

(see LR 176 p. 21)

610mm gauge

Track lifting operations continued during March and April, with track believed lifted from north of Oakes on the Valdora line (near its crossing of the Yandina Road). This includes the Thoroggood, Cooper, Benfer and Rickard branches. One gang is lifting the rail from the sleepers while another dismantles and stacks the rails and removes the sleepers. Some track has also been removed on Fisher's line. A grass cutter arrived on loan from Bingera Mill on 10 March and was used on most of the remaining parts of the system, hauled by EM Baldwin 0-4-0DH *MAROOCHY* (6/1064.1 11.64 of 1964). The grass cutter was prone to derailment and eventually broke down.

A small engineering workshop at North Arm

have a contract to dismantle about 500 bins, steam clean them to remove any soil, and transport them to Mourilyan Mill's Goondi depot. They are transported to North Arm from Howard Street Yard, to which all bins stored at sidings on the main line were returned around the start of April, although there were still bins in the mill yard in late April. Transport of the dismantled bins to Far North Queensland from North Arm commenced in mid March.

Carl Millington 3/04, 4/04; Shane Ferris 3/04, 4/04; Steve Allan 4/04

BUNDABERG SUGAR LTD, Mourilyan Mill

(see LR 174 p.20)

610mm gauge

Quantities of equipment have been cleared from the Goondi Mill site during the first part of the year. 6-ton Motor Rail "Simplex" 4wDM 10219 of 1951 was obtained by Illawarra Light Railway Museum Society and was noted on road transport south of Townsville on 4 March. 2½-ton Motor Rail 3688 of 1924 departed to Roger Anderson on the Atherton Tableland on 9 March with a four-wheel navy car. Ex-Innisfail Tramway sugar boxes on site have been scrapped and the bogies have been split

Industrial Railway NEWS

between Warwick Turner, Echuca (20), ILRMS (8), ANGRMS (22), Ballyhooley (8) and Russell Savage, Cooroy (10). A number of work wagons have also been obtained for preservation.

Disassembled 4-tonne bins from Moreton Mill were delivered by road transport to the Goondi Mill site from 12 March. They arrived with the sides neatly stacked between a pair of chassis (the top chassis upside down) for reassembly in the old loco shed at Goondi. They replace numbers of superannuated Mourilyan bins, including examples of the "onion bag" type (timber and wire netting body panels), which have been stored out of use at Goondi.

Steven Allan 3/04; Terry Olsson 4/03

CSR LTD, Herbert River Mills

(see LR 175 p.21)

610mm gauge

On 24 March, Victoria Mill's Clyde 0-6-0DH *PERTH* (69-682 of 1969) was derailed in the Mill Estate while taking ballast to the Four Mile. The loco ended up at right angles to the track, with the ballast plough, coupled behind the locomotive, forced out to the side by the weight of the following ballast hoppers. The first hopper sustained serious damage with the end platform at one end bent down at around 20 degrees to horizontal and the coupler broken off. The end platform at the other end was bent up on one corner. *PERTH* had a bent rod and damaged crank bearing and arrived back at the locoshed on a low loader the next day, and was unloaded with a crane. On 28 April, Clyde 0-6-0DH *LUCINDA* (65-436 of 1965) was seen at the head of a ballast train at the Victoria Mill navy depot.

Victoria's EM Baldwin B-B DH *MAITLAND* (7070.1 3.77 of 1977) is to be fitted with a new 4-stroke diesel engine and torque converter for the new season. External modifications to the air intake and exhaust systems are also being carried out. These modifications are also being applied to EM Baldwin B-B DH *ADELAIDE* (7070.2 4.77 of 1977), which is to retain its current engine.

More bogie bins are being built at Macknade by Rinaudo Engineering. These have galvanised frames, as in a trial batch delivered last year.

Panels of track were noted removed from either side of the Victoria Mill diamond crossing with QR at Gairloch. The new crossing has been sitting by the side of the track for around a year and seems likely to be put in place for the 2004 season.

The severe financial problems of the industry was reflected in seventeen salaried staff from the two mills being retrenched during March, reducing numbers from 56 to 39.

Meanwhile, an electricity co-generation plant utilising bagasse and possibly pine woodchips is proposed for Victoria Mill, requiring a longer (26 week) crushing season to maximise returns. Chris Hart 3/04; Steven Allan 3/04, 4/04; *Herbert River Express* 11/3/04 & 13/3/04 and *Townsville Daily Bulletin* 11/3/04 via Steven Allan



Top: Because of forecasts of torrential rain, and the risk of consequent flooding, Moreton Mill's track demolition train was removed for the weekend from low-lying land near Valdora Creek to near Dyne's Siding in early March. Here are Clyde 0-6-0DH *MORETON* (63-289 of 1963) and EM Baldwin 0-6-0DH *PETRIE* (2300.1 6.68 of 1968), with Malcolm Moore 4wDM *JIMPY* (1051 of 1943) making up the rear on 6 March.

Above: In spite of impending track demolition at Moreton Mill, routine maintenance to allow the passage of trains must still be carried out. Here is EM Baldwin 0-4-0DH *MAROOCHY* (6/1064.1 11.64 of 1964) with the mower at the Dunethin Rock picnic grounds, 12 March 2004. Photos: Carl Millington

Industrial Railway NEWS

ISIS CENTRAL SUGAR MILL CO LTD

(see LR 174 p.21)

610mm gauge

Walkers B-BDH No.6 (610 of 1969 rebuilt Isis 2002) has performed well with a Caterpillar V12 engine, so that the rest of the fleet will probably be fitted with the same model engine over the next few years.

In the meantime, the original DH-class cab from No.1 (Walkers 602 of 1969), removed in 1996, sits forlornly at the Council dump.

Carl Millington 4/04; Brian Bouchardt 4/04

MACKAY SUGAR CO-OPERATIVE ASSOCIATION LTD

(see LR 175 p.22)

610mm gauge

Standard gauge ex-SRA Walkers B-B DH locomotive 7321 (683 of 1972) was recently advertised for sale at \$120,000. It is one of a number stored at the old North Eton Mill site, and is possibly the one in best condition, having been in working order in 1999. The availability of spare parts, such as engines and compressors, was also mentioned.

The two Farleigh Mill Com-Eng locos stored out of use at North Eton since late 2003 are 0-6-ODM 49 (A1308 of 1955) and 0-6-ODH *CARLISLE* (A13271 of 1963).

Ex-Racecourse Mill EM Baldwin 4wDH *ROAD RUNNER* (6/2612.2 11.68 of 1968), sold at the auction in November 2003, was recently advertised and reportedly sold through the Mackay Tender Centre. Any information would be gratefully received.

David Phillips 12/03; Editor 1/04; Terry Olsson 3/04; Rod Erwin 4/03; http://www.railequipment.com.au/EFSP_locomotives.htm

MOSSMAN CENTRAL MILL CO LTD

(see LR 176 p.21)

610mm gauge

The seriousness of the financial crisis facing Mossman Mill seem to have been recognised with an approach to work together by all stakeholders. \$300,000 has been made available by the Mossman Shire Council to draw up plans to provide for the mill's future viability, and an emergency grant of \$500,000 has been given by the Federal Government to implement efficiencies, including cane supply arrangements, transport changes, and operational improvements at the Mill. In addition, growers have accepted lower cane payments, workers faced an extended stand down period, and shares in the mill have been converted to a single class of holdings. The co-generation of electricity is seen as one key to future viability.

Douglas & Mossman Gazette 19/2/04; 26/2/04, 4/3/04 & 18/4/04 via Corey Seaton; ABC Cairns local news 30/3/04 via Barry Blair; *The Farmshed* 30/3/04



Top: Kalamia Mill's B-B DH KILRIE (Walkers 632/1969, rebuilt Bundaberg Foundry 1992) at Plantation Creek on Sunday 17 August 2003, with 41 loaded five-tonne bins from McDesme 3. Photo: Scott Jesser

Centre: One of the 762mm gauge push trucks on the Cape Jaffa jetty, South Australia. The purpose-built vehicle has pressed steel wheels and rubber buffers. 31 March 2004. Photo: Colin Harvey

Above: A well-stacked wagon of lobster pots on Cape Jaffa jetty on its way back to the shore and the premises of Lacapade Seafoods, 31 March 2004. Photo: Colin Harvey

MT ISA MINES LTD

(see LR 175 p.22)

1067mm gauge

Com-Eng underground 4wDH 2788 (EC1655 of 1962) was offered for sale at auction on 31 March as Lot 324 by Lex E Simshauser. It was situated on the mine site and had a Deutz V12 engine. It is understood that it was previously offered for sale on 18 September 2002. Also for sale at the May Downs Road disposal yard were a 'locomotive rail line chassis assembly' (Lot 291) and an 'underground railway chassis frame' (Lot 324) as well as quantities of wheels, wheelsets and spare parts.

Ray Graf 4/04; www.lexsimshauser.com.au

PROSERPINE CO-OPERATIVE SUGAR MILLING ASSOCIATION LTD

(see LR 174 p.22)

610mm gauge

It is understood that two bogie Baldwin locomotives have been purchased from Fiji Sugar Corporation's Rarawai Mill. These are:

11	7240.1 5.78	1978
12	8290.1 4.79	1979

They have been out of use since 2001 when raw sugar transport between Rarawai Mill and Lautoka ceased. They will be transported to Sydney and stored by On Trak Engineering for a future return to service.

Name boards have been installed at the end of each siding on the Proserpine system as an aid to safeworking following the collision that occurred last year.

Steven Allen 3/04; David Rowe 3/04; David Jehan 3/04

SOUTH AUSTRALIA

Cape Jaffa jetty tramway

762mm gauge

According to the article in LR 142 the Cape Jaffa jetty was built in 1955 and extended in 1958. Its length in 1964 was 369 ft, but it looks longer now. The jetty is too narrow for use by road vehicles but is a good landing point, hence the survival of the tramway. It has two 'standard' flat trucks available, pushed by hand. Intermediate and terminal sidings have been removed, leaving only a single track for the whole length. There is a sloping section favouring the load when approaching the shore, providing some gravitational assistance. On 31 March, the tramway was being used by Lacepede Seafood for landing lobsters and lobster pots. An unusual feature is the curve near the outer end. This curve is quite sharp and causes a significant increase in friction significant when pushing the trucks.

Colin Harvey 4/04

Other jetty tramways

At **Kingston SE** (1067mm gauge), there is no longer a tramway on the much-truncated jetty, although there is a siding remaining into the Lacepede Seafood premises. It looks as if there used to be a turntable at the shore end of this jetty (or a very sharp curve) with a line into the building.

At **Beachport** (1067mm gauge) six trucks are available on a single track line to just over half way along the long jetty.

At **Port Macdonell** (1067mm gauge), there are two trucks available for use.

Colin Harvey 4/04

PENRICE SODA PRODUCTS PTY LTD, Osborne

1600mm gauge

(see LRN 120 p.12)

Australian Southern Railroad has continued to supply a 500 class Bo-Bo DE locomotive to shunt this plant, with 517 and 518 (both built Islington, 1957) having rotated on this duty for many years. In late February 2004, 518 replaced 517.

MotivePOWER 4/04

WESTERN AUSTRALIA

BHP BILLITON

(see LR 176 p.23)

1435mm gauge

In fact six rebuilt second-hand locomotives arrived in December 2003, to supplement the three that arrived in November. The following details are thought to be correct:

BHP No	FMD No	Date	Original customer/number
3078	31503	1966	Southern Pacific RR 8422
3079	31542	1966	Southern Pacific RR 8461
3080	33674	1968	Southern Pacific RR 8482
3081	786170-75	1979	Union Pacific RR 3573*
3082	786263-31	1979	Union Pacific RR 3639
3083	786170-2	1979	Union Pacific RR 3500
3084	786263-35	1979	Union Pacific RR 3643
3085	786170-25	1979	Union Pacific RR 3523
-	786175-9	1979	Southern Pacific RR 8335

* has also been reported as being UP 3373, in which case it is 766056-39 of 1977.

3078 has been fitted with air conditioning and a microwave oven, and has been allocated shunting duties at Nelson Point. 3079 suffered an engine failure and is awaiting its return following repairs in Perth. The remaining locomotives, apart from ex SPRR 8335 (retained for spare parts) are in service as trailing units, allowing an increased number of trains to be run. Another batch, possibly of six locomotives, will arrive around late May, already painted in the new BHP-Billiton livery, while a further batch will follow those.

LOCOMOTIVE, ROLLING STOCK & EQUIPMENT MANUFACTURERS

G & N SOLARI ENGINEERING, Ingham, Q.

(see LRN 101 p.6)

Victoria Mill's Walkers B-B DH *CLEM H McCOMISKIE* (605 of 1969) was moved to Solari's works on 8 March. This locomotive was not extensively altered from its QR form when it was regauged in 1991, and is now being upgraded to the standard of similar locomotives at Victoria Mill. This work involves a fair amount of additional work beyond the provision of a new cab including moving the radiator to the long hood end and the fitting of a fuel tank between the new cab and the engine bay. It is believed that the locomotive is being fitted with a 'dragline' seat, which has the controls on the seat armrests. The new cab is being fabricated on site. New steps and safety railings are also to be supplied. Timeframe for completion of the main structural rebuild is 8 weeks, with electrical wiring, final fit-out and painting being carried out after that.

Chris Hart 3/04; Steven Allen 3/04, 4/04

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The former Goldsworthy line to Yarrie and Nimingarra was closed for about 10 days following flood damage from Cyclone Fay, which crossed right over the Yarrie mine site on Saturday March 27. The Yarrie mine remained inoperable for some time due to the amount of water in it.

Richard Montgomery 4/04; *MotivePOWER* 4/04; Editor

EDI RAIL, Forrestfield

(see LR 163 p.21)

1067mm gauge & 1435mm gauge

During February, ex BHP Whyalla's Clyde Bo-Bo DE 1251 (57-137 of 1957) arrived at the Forrestfield plant from South Australia. It has been supplied on lease by the Australian Rail Group to be used as the narrow gauge shunter here, replacing ex WAGR Clyde Bo-Bo DE A1511 (65-375 of 1965). It joined another ex South Australian locomotive, standard gauge Bo-Bo DE 532 (Islington, 1969), which began its lease in November 2003.

MotivePOWER 2/04, 4/04

PILBARA RAIL

(see LR 176 p.23)

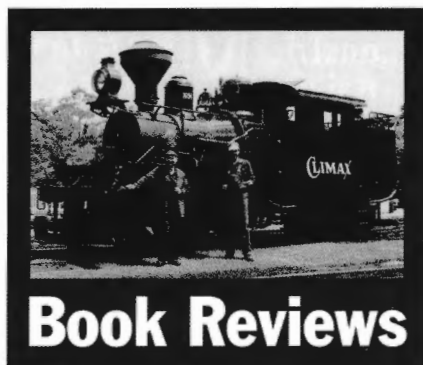
1435mm gauge

Fifteen new General Electric Model CM44-9CW Co-Co DE locomotives arrived from the USA during 2003, with details understood to be as follows:

Nos.	B/nos.
9404-9409	54154-54159
9097-9098	54160-54161
9428-9430	54187-54189
9431-9432	54241-54242
7063-7064	54766-54767

This in turn has allowed the withdrawal of a number of early Robe Co-Co DE units that had been remanufactured by Com-Eng or Goninans. In addition, Goodwin Co-Co DE 3017 (G-6043-04 of 1970 rebuilt by Com-Eng) has been returned to the Pilbara Railway Historical Society.

MotivePOWER 2/04 & 4/04; <http://locopage.railpage.org.au>; Editor



Book Reviews

The Ruston Class 48DS & 88DS locomotives

by David R Hall

58 pages, A5 size. Card colour printed cover. 24 black & white photographs and 5 diagrams. Published 2003 by The Moseley Railway Trust, 11 Ashwood Road, Disley SK12 2EL, England.

This booklet deals with the two smallest types of diesel locomotive built by Ruston & Hornsby that were not designated as narrow gauge models. These were the 44/48HP "shunters" introduced in 1937, and the 80/88HP introduced in 1938. They were reclassified 48DS and 88DS from 1941, and were supplied in gauges from 3ft 0ins upwards.

Mt Lyell's 3ft 6ins gauge locomotive built in 1937 is not classified as a "shunter" as it was the last of its type to retain the narrow gauge style of bodywork, but readers will be familiar with the two 48DS locomotives ordered by the State Electricity Commission of Victoria (LR 169). These show the modernised body styling which changed little up to the end of production in 1967. In addition there were two 88DS locomotives supplied to Australia, one for Electrolytic Zinc in Tasmania, and one for the Metropolitan Colliery in the Illawarra district of NSW. New Zealand also received examples of each type.

This interesting booklet includes production lists of the two types, and provides a range of technical details, photographs and diagrams that would be of interest to modellers, and those interested in small diesel locomotives. Recommended at £4.95 plus £2.00 postage. Orders can be made by providing credit card details to the above address or online at <http://www.mrt.org.uk/shop/>

John Browning

A Guide to Ruston narrow gauge locomotives

by David R Hall
Third edition, 2003

58 pages, A5 size. Card cover; 52 black & white photographs and 29 drawings and diagrams. Published 2003 by Moseley Railway Trust Ltd, 11 Ashwood Road, Disley SK12 2EL, England.

Since an earlier edition of this booklet was reviewed in 2001, it has been enlarged with the addition of a history of the company and enhanced

with many photographs and diagrams from the Ruston & Hornsby archives. It remains good value at £4.95 plus £2.00 postage, and order details are the same as above.

John Browning

Exploring the Railways of Far North Queensland

by Brian Webber

64 pages, A4 size. Card cover with colour photos. 39 black & white and 76 colour photographs, and 11 maps and diagrams. Published 2004 by Australian Railway Historical Society Queensland Division, GPO Box 682, Brisbane 4001.

This book deals with the railways, past and present, north of the Cardwell Range in Queensland and so includes sugar cane railways and mining railways as well as the Mulgrave Shire Tramway and the lines of the Chillagoe Company that were absorbed into QR in 1911 and 1919 respectively. It is geared to the tourist market and is well presented, if a little singularly so with extensive use of yellow "highlighting" of various parts of the text. While mostly devoted to QR, there are four pages on the sugar industry and there is also coverage of the Innisfail Tramway, the Stannary Hills and Irvinebank Tramways, the Ballyhooley operation at Port Douglas, and the Comalco standard gauge line at Weipa.

The photographs are well reproduced in a variety of sizes. There is a pleasant selection of current and recent colour shots and older black and white ones. Very clear and well-presented maps by Owen Betts cover the 3ft 6ins gauge operations, even those now closed, but unfortunately there are no maps for the operating 2ft gauge lines.

If you are thinking of travelling in far north Queensland, by road or rail, you will find this an excellent guide to almost everything of railway interest. If you are merely an armchair traveller, you will find much to give you enjoyment. This publication should be available in railway book outlets for about \$20.00. Recommended.

John Browning

MEMBERS' ADS

FOR SALE

12 wheelsets, heavy construction, roller bearings, 16in gauge, 9in diameter, 1½in tread. Would convert to 12in or 15in gauge. \$20 each or \$200 the lot, plus freight.

Keith Vanstan

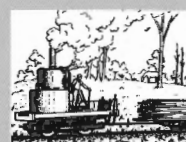
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LRRSA NEWS

MEETINGS

ADELAIDE: "Alice Springs to Darwin"

There will be a revue of videos, taken by LRRSA members, of the first freight and passenger trains to travel over the new railway from Alice Springs to Darwin. Not exactly 'light railways', but a momentous event of interest to all rail enthusiasts, particularly in SA and NT.

Location: 150 First Avenue, Royston Park.

Date: Thursday 27 May at 8.00pm.

Contact Arnold Lockyer (08) 8296 9488

BRISBANE: "Bits and Pieces Night"

"Bits and Pieces" - Robert B Dow will show slides of various light railways.

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

Date: Friday 11 June at 7.30 pm. Entry from 7 pm. Contact Bob Dow (07) 3375 1475

HOBART: "Aids to Research"

Tony Parnell will be presenting an item on "Aids to Research", with special reference to boiler records and aerial photographs.

Location: Transport Museum, Anfield St. Glenorchy

Date: Friday 25 June 2004 at 7.30 pm

MELBOURNE: "Restoration of G42"

Alan Gardner (the Puffing Billy Railway's Workshops Manager) will be presenting an item on the restoration of Beyer Garratt locomotive G42. (This was previously scheduled for the April meeting)

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

Date: Thursday 10 June at 8.00 pm

SYDNEY: "AGM and Light Railway Technology"

The Annual General Meeting will be held. Then, instead of the usual slide night, Jim Longworth will give a talk on the various advantages of light railway technology.

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

Date: Wednesday 23 June at 7.30pm.

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

Built by Baldwin

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

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

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

The Aramac Tramway

By Peter Bell & John Kerr

The history of the 41 mile long 3 ft 6 in gauge Aramac Tramway, almost in the centre of Queensland. Built in 1913, it operated for 62 years, providing the Shire Council a major challenge to keep it going.

48 pages, A4 size, 49 photos, 5 maps and plans, references, bibliography and index.

\$15.00 Soft cover (LRRSA members \$11.25) Weight 350 gm.

Focus on Victoria's Narrow

Gauge Beech Forest Line Part 1

Photographs by Edward A. Downs, published by Puffing Billy Preservation Society. Very high-quality landscape format book of duotone photographs dating from 1930s, but mostly from the 1940s. 48 pages, soft cover, A4 size.

\$35.95 (LRRSA members \$32.35) Weight 280 gm

Echoes through the Tall Timber

The Life and Times of a Steam Man 1895-1984

by Dorothy Owen, published by Brunel Gooch Publications. Life story of Harry Matheson, who drove logging winches, and mill engines in the Warburton-Powelltown area. 176 pages, soft cover, A5 size, 48 illustrations.

\$22.95 (LRRSA members \$20.66) Weight 375 gm

Focus on Victoria's Narrow

Gauge Gembrook Line Part 1

Photographs by Edward A. Downs, published by Puffing Billy Preservation Society. Very high-quality landscape format book of duotone photographs from the mid-1930s to the mid 1940s. 48 pages, soft cover, A4 size.

\$35.95 (LRRSA members \$32.35) Weight 280 gm

Powelltown

A History of its Timber Mills and Tramways

by Frank Stamford, Ted Stuckey, and Geoff Maynard. 150 pages, soft cover, A4 size, 150 photographs, 22 maps and diagrams, references and index.

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

The Innisfail Tramway

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

by John Armstrong & G.H. Verhoeven. 128 pages, A4 size, 99 photos, 22 maps/diagrams.

\$37.90 Hard cover (LRRSA members \$28.43)

Weight 650 gm.

\$29.95 Soft cover (LRRSA members \$22.46)

Weight 470 gm.

Modernising Underground Coal Haulage

BHP Newcastle Collieries' Electric Railways

by Ross Mainwaring. 60 pages, soft cover, A4 size, 18 photographs, 13 maps and diagrams, references and index.

\$16.50 (LRRSA members \$12.38) Weight 230 gm.

Laheys' Canungra Tramway

by Robert K. Morgan, revised by Frank Stamford

Describes Queensland's largest timber tramway. 32 pages plus soft cover, A4 size, 28 photographs, plus maps/diagrams and index.

\$9.95 (LRRSA members \$7.46) Weight 220 gm.

Mountains of Ash

A History of the Sawmills and Tramways of Warburton

by Mike McCarthy
Describes a network of over 320 km of tramways which linked 66 major mills to the Warburton railway. 320 pages, A4 size, 280 photos, (incl. 52 duotones), 50 maps/diagrams, (incl. 14 four-colour maps).

\$59.95 Hard cover (LRRSA members \$44.96)

Weight 1500 gm.

Settlers and Sawmillers

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

by Mike McCarthy

168 pages, soft cover, A4 size, 96 photographs, 17 maps and diagrams, 6 graphs, one loco diagram, references and index.

\$31.90 (LRRSA members \$23.93) Weight 700 gm.

Bellbrakes, Bullocks & Bushmen

A Sawmilling and Tramway History of Gembrook 1885-1985

by Mike McCarthy
104 pages, soft cover, A4 size, 71 photographs, 17 maps and diagrams, references and index.

\$26.00 (LRRSA members \$19.50). Weight 500 gm.

John Moffat of Irvinebank

A Biography of a Regional Entrepreneur, by Ruth Kerr

Published by J.D. & R.S. Kerr
296 pages, 243 mm x 172 mm, 3 maps, 47 photographs, references, bibliography and index.

Not a railway history, but a history of an Australian mining magnate who was very much involved with associated railways and tramways in North Queensland. He was seen as a "monument to honesty".

\$45.00 hard cover (LRRSA members \$40.50) Weight 950 gm

\$30.00 soft cover (LRRSA members \$27.00) Weight 820 gm

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- If joining in December or January, pay \$22.50 (\$27.75/\$32.25 overseas) and receive 3 issues of Light Railways (Nos 181-183).

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- If joining in April or May, pay \$52.50 (\$64.75/\$75.25 overseas) and receive 7 issues of Light Railways (Nos 183-189).

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

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of _____

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(occupation) _____

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Dear Sir

Malcolm Moore Loco at Beech Forest

I would like to know if anybody can provide any information on a small diesel loco that was used in the dismantling of the Colac to Beech Forest narrow gauge railway during the late 1960s. I was then living near Kawarren and worked for the contractor helping to pull up the rails. The loco used in the dismantling of the rails was a small four-wheel diesel loco which the contractor told me had originally been used by a Victorian government organisation in the northeast of the state, possibly by the SEC. I now believe from photos I have seen that this was a Malcolm Moore loco.

An aside to this was that my parents' farm was beside Birnum station which would have been accessed by transiting through my parents farm or the farm the other side of the line as both farms had a gate opening onto the line. I still have the padlock for our farm's gate in my possession.

My parents acquired the railway property that ran beside the farm, either obtained a lease or purchased the portion of the line. Unfortunately, I did not see any trains operate along the line as we moved there only after it had been closed for a few years. Last year I visited our old farm and noticed the Birnum station sign had been moved approximately 500 metres towards Colac from the original site of the station, which was only a stopping place for the trains as it never had a siding.

Gavan Bennett
Macquarie, ACT

Dear Sir,

Light Railways No. 176

I have received the following notes from my friend Bob Darvill in England, concerning some of the locos referred to in *Light Railways* 176.

RH 183063 & RH 183064 (Page 11).

Ex-works 24/2/1937, customer shown as R&H Australia - no end user given. These were 5½-ton locos - 183063 was fitted with engine 181935, and 183064 had engine 181932. The only other note against this pair of locos is that they were fitted with a 'Visco' air filter and had lock-up cabs.

Deer Park Explosives Tramway (Page 20).

The two current Greenwood & Batley (GB) locos are GB 420363/1 and GB 420363/2. They were ex-works during 4/1974 and

were 2-ton, 5hp Trammer locos. They were ordered via an agent and are shown as going to Graham Handling Equipment Pty Ltd, Moorabbin, Victoria, Australia. The article also stated that these locos had replaced two earlier machines of a similar type. I've been through the GB records, and it appears that this firm did not supply the original locos. Many GB locomotives went to Australia, but all these are accounted for, and almost all were used in the mining industry. I also had a check through the English Electric and Wingrove & Rogers lists, but there does not appear to be any locos built by these companies delivered to this site. It would be interesting to find out by whom the original locomotives were built. From the article it appears that the GB locos will be scrapped. This is a pity, as the firm only built one other Trammer loco (GB 420416 for Peru in 1976) before loco construction ceased. **Millenium Parkland Railway (Page 27).**

Mention was made of a Wingrove & Rogers locomotive being displayed here, that carried a plate showing Whipp & Bourne, Manchester 50149/1942. This was probably a part supplied by this firm, and it's the first time I've come across this name.

Darryl Grant
Balwyn, Vic

Dear Sir,

Charters Towers Water Board Tramway (LR 173)

Aveling & Porter locomotives (LR 143, 145, 146, 147, 148, 150)

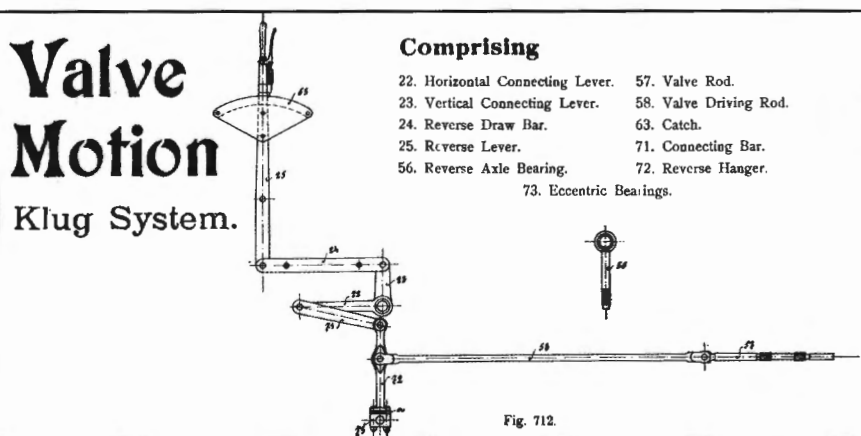
Nearly every gauge of railway once existed in Great Britain, many of the more unusual ones being older lines that were probably horse worked. Therefore there were lines of not only 2ft 8½ ins but also 2ft 8 ins and 2ft 9 ins. Of the handful of lines of 2ft 8½ ins gauge, one may be of interest. This was at the works of Knight, Bevan & Sturge at Northfleet in Kent. Northern Kent had many chalk quarries that were connected by railways to cement works on the rivers Thames and Medway. There was a wide range of narrow gauge lines that were not directly connected to the main line railway companies. Bevan's works had opened in 1853 and in 1873 acquired its first known locomotive, Aveling & Porter 952, a 6 inch machine. This is the only recorded locomotive of this gauge in the Aveling & Porter works list. During 1893-

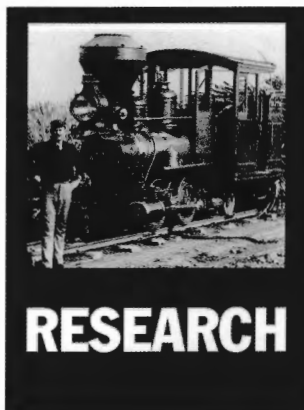
1894 three further locos arrived, this time ordinary 0-4-0STs by Black Hawthorn (their 1085 and 1107) and Chapman & Furneaux (1182). As the ultimate fate of the Aveling is unrecorded, it was probably displaced by these new locos. As the Rochester works of Avelings was close by perhaps it was sold to them and exported. Against this, not all the locations and gauges of the railway locos are known in the works list and in his book "British Steam Locomotive Builders" James Lowe states "Locomotives were also exported to India and Australia". I have another A&P works list but this again gives no indication of locomotives for Australia.

(Aveling & Porter 952 and its origins have been raised by correspondents previously, in LR 148 by Ray Gardiner and LR 150 by Richard Horne. Richard pointed out that, because of its small size, it seems unlikely to have been the one that was at Charters Towers. - Editor)

Moving on to the Orenstein & Koppel, I note that it had a large plate on the cabside. O&K 2609 of 1907, a 2ft gauge 0-4-4-0T delivered to the Magnet Silver Mining Co. in Tasmania, had a similar plate that carried the name of The Central Mining & Tramway Appliance Proprietary Co. of Sydney. Besides the conical chimney it had another characteristic of woodburners, additional rails around the side bunkers to accommodate the bulkier fuel. The cutaway cab front would also have made handling logs easier. I would have expected to see a raised tank filler at the front of the bunker as in the GA drawing on page 6. The bunkers normally had a limited water space connected to the well tank by a U-bend that can be made out above the valve rod on the drawing. In think that the latter actually represents a 30 hp loco as it has sloping valve covers and a continuous valve rod (compare with b/n 819) The valve gear was a development of the Klug gear. In the latter, the reversing shaft bearings were secured to the locomotive frames but in the O&K patent system the bearings were mounted on the axle boxes, an arrangement that in theory caused less stress to the gear on uneven track. Locomotives fitted with this gear had a small diamond shaped plate (on the lower cabside) that showed the patent number, and this can be just made out in the photograph on page 3.

Peter Witts
Cheltenham, U.K.





Australian Railway Monument, accident database

The Australian Railway Monument (ARM), located at Werris Creek in northern New South Wales, will acknowledge the major contribution made by the railway industry, its employees and contractors to Australia's development and in particular, those who gave their lives in the course of their work. It will be a place where families of deceased workers and others can remember and honour the contribution by those railway men and women who have given their lives. A research team, headed by historian Rosemary Broomham and including

LRRSA member Jim Longworth, has documented the names and details of railway men and women who lost their lives working on railways in New South Wales for incorporation into the Monument's honour roll. This covers the employees of railway organisations or contractors in the State, including industrial railways, killed on railway property and while being formally commissioned for railway work. The research team accessed NSW Government Railways employee cards, indexed newspapers, annual reports of government departments (eg, of Mines) and private companies, parliamentary papers, coroners' records, registers of accidents and magazines (including *Light Railways*) for information on accidents and fatalities and detailed cross-checking was undertaken.

As a result of this work, the Australian Railway Monument has a database containing over 2100 New South Wales railway men and women who lost their lives in the course of their work since a railway contractor's employee was killed during construction work on the Sydney to Parramatta railway on 13 March 1854. The ARM team

is working with the Rail, Tram and Bus Union to extend the research task to other states.

The Access database for individuals contains information in the following fields:

- Name
- Occupation
- Employer
- Location (of death)
- Outcome of investigation
- Sources (of information)
- Date Deceased
- Grade
- Branch
- Accident Description
- Payment (eg compensation)
- Comments

There is scope to provide relatively detailed descriptions of the accident, the outcome of the investigation and sources of information, and to link these back to the accident entries. Accidents involving the deaths of employees of railway contractors and those of private industrial railways have proved difficult to obtain in a comprehensive manner and it is expected that there will be a number of gaps in these areas. The intention is to constantly update and refine the database so that its coverage and accuracy is strengthened.

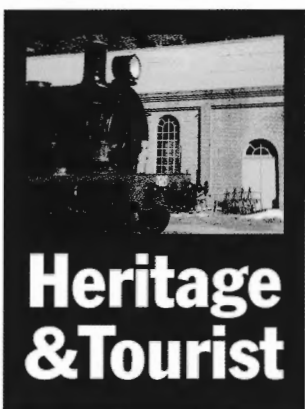
Accordingly readers are invited to

send details of relatives or friends who were killed on the railways to the ARM for verification of the information in the database. Please send any information or queries to The Secretary, John Chapmann, ARM Management Inc., PO Box 43, Werris Creek NSW 2341, E-mail: john16phc@bigpond.com or contact Bob McKillop, rfmckillop@bigpond.com.

LRRSA Woods Point Goldfield Tour

The Society has scheduled its 'Timber, Gold and Firewood II' Tour for 20 and 21 November 2004. It will provide the opportunity to investigate the remains of the tramways of Woods Point amongst the magnificent scenery of Victoria's Great Dividing Range. Participants will explore preserved tramway formations dating from the 1860s, descend spectacular inclines, photograph boilers, waterwheels and ancient quartz batteries "in the wild", and amble along historic walking tracks.

Tour numbers are strictly limited. Details will be circulated to LRRSA members in the October issue of *Light Railways*. Peter Evans



News items should be sent to the Editor, Bob McKillop, Facsimile (02) 9958 8687 or by mail to PO Box 674, St Ives NSW 2075. Email address for H&T reports is: rfmckillop@bigpond.com Digital photographs for possible inclusion in *Light Railways* should be sent direct to Bruce Belbin at: boxcargraphics@optusnet.com.au

NEWS

Queensland

Childers Historic Complex

A visit to the Historical Complex in the National Trust town of Childers, 30km north of Howard on

the Bruce Highway, offers much of interest to the industrial railway historian. The town has an amazing variety of architectural styles, which remain largely intact, much of it the result of rebuilding following the disastrous 1902 fire. The Historical Complex is an open air-museum in a public park, with many old buildings from around the district, including a cottage (c.1890) and school from the Isis Central Sugar Mill. These evidently contain a treasure trove of memorabilia, but they only open up part of the day, usually around mid-day, and were closed when our reporter arrived about 3 pm.

The main attraction is former Isis Central Sugar Mill 0-6-0 No.6 (John Fowler 13325 of 1912), which is preserved in the open air, but with a roof protecting it from the elements, together with three cane trucks (see p.26). It had been recently repainted. This loco was originally built as a 0-6-2, with bogie tender, for the CSR Childers Mill, but the trailing truck was removed early in its career. It was sold to Isis in 1933, Childers Mill having closed the year before.

Peter Jones, 04/04; John Browning 04/04

DURUNDUR RAILWAY, Woodford 610mm gauge

Aust. Narrow Gauge Railway Museum Soc. Inc.

Updating the report in LR 170 (p.27), ex-Mulgrave Mill Baguley 0-6-0DM 1 (3377 of 1953) was delivered to Woodford with two of the ex-St Helena Island passenger cars on 13 April 2004, following a period in store after being removed from the island in 2002. Terry Olsson 4/04

LOCOS FUNCTION CENTRE, Mourilyan 610mm gauge

The old Social Club at the entrance to Mourilyan Mill has been transformed into a function centre. Placed outside on a concrete pad in around February 2004 was ex-South Johnstone Mill Drewry 0-6-0DM 15 (Baguley 2520 of 1954), which has been very nicely restored in yellow paint with black frames, handrails and radiator guard, and red jackshaft, counterweights and coupling rods. Terry Olsson 4/04

MOUNT MORGAN EXPERIENCE 1067mm gauge

The former Mt Morgan Mines 0-4-0ST No.3 (Hunslet Eng. 854/1903) was fired up for the Golden Mount Festival from 30

April to 4 May. The locomotive operated trains over the 3.5km line 'on the hour' on each of the four days of the Festival. Other events at the railway station included trolley rides and the inaugural spike-throwing contest.

The Morning Bulletin, 29 April 2004, via John Browning

New South Wales

ILLAWARRA TRAIN PARK, Albion Park 610mm gauge Illawarra Light Railway Museum Society

The 4wDM Motor Rail 'Simplex' (10219 of 1951) that formerly worked the ganger's train at the old Goondi Sugar Mill depot arrived at the museum on 9 March 2004. The locomotive was in operable condition, although it had been some time since it had worked on the Mourilyan Mill system. The event was covered on WIN TV News in Wollongong. Chris Stratton, John Garaty, Brad Peadon, LocoShed E-group, 03/04

JOHN FOWLER 7607, Kirrawee

Ex-Isis Mill John Fowler 0-6-0T 7607 of 1896 was recently advertised for sale at \$18,000. It was described as having been in a shed for 19

Heritage & Tourist

years, but now appears to be in open storage at an industrial site. It is fitted with an original style boiler, but has a home made smoke box door and external injectors and plumbing, attached to the outside of the side tanks. It is said to have been de-tubed a few years ago for a prospective buyer to look inside the boiler and it is claimed that the boiler plates are not badly wasted. It is described as "approx 6 ton" but probably weighs about 10 tons. The owner has had the locomotive up for sale for at least five years. It was originally supplied to CSR's Childers Mill, and was last reported sold to a private owner in Sydney by Tod Watson of Moama, NSW, in 1983. Enquiries to (02) 4283 5618.

Farm Trader (supplement to *The Land*) 4/04 via Ray Graf; Tony Madden 4/04; Peter Neve 4/04

NEWINGTON ARMOURY & RAILWAY

610mm gauge
Sydney Olympic Park Authority
Further to our report in LR 176 (p.) on the public open day at what was described as the Millennium Parkland, the event was in fact the official opening of Newington Armoury, the new name for the former Royal Australian Naval Armament Depot. The site, featuring 100 heritage buildings dating from 1897, has been



Former Isis Central Sugar Mill 0-6-0 No.6 (John Fowler 13325 of 1912) on display at Childers Historic Complex, April 2004.
Photo: Peter Jones



Hunslet 0-4-OST B/N 854 of 1903 (ex-Mt Morgan Mines) pauses to take water during Mt Morgan's Golden Mount Festival, 1 May 2004.
Photo: Lynn Zelmer



At the Newington Armoury & Railway's Open Day on Sunday 15 February, a four-car passenger train, with a Gemco 4wBE locomotive at each end, is loading at the Five Ways pick-up and set-down point, as a tractor train, used to tour the 'American' area of the complex, waits in the background. Photo: John Wicks

restored as a heritage precinct within Sydney Olympic Park. It offers a rich program of exhibitions, tours and performances that celebrate the Armoury's unique spirit of place.

As reported extensively in *Light Railways*, the former munitions tramway has been restored to provide public transport around the Park. We have received a detailed report on the preparations for the Opening Day. Following technical problems with the proposed articulated passenger carriages, John Dunlop of Bermagui Foundry was appointed to complete the construction task. There were a number of safety features to be addressed and John and Ian McDonald were busy putting the final touches to the first 4-car articulated set on 11 February. The Gemco 4wBE 60 volt locomotives were progressively fitted with additional equipment – two step-down transformers of 12 and 24 volt for auxiliary supplies, an extra switchboard and automatic couplers – to operate the carriage set. For a trial run, various shunting movements were undertaken in Building 30 using one of the Wingrove & Rogers locomotives and a Gemco loco. This enabled a second Gemco to be placed at the other end of the 4-car articulated set for push-pull operations.

At 11am on 11 March, Olympic Park staff and Marsupial Landscape personnel were invited to join the train to form a full passenger compliment test load. With 48 people on board and the sliding doors securely locked, driver Terry Milham took the train from Five Ways Junction to Building 46 at the end of the line through the wooded area. The run identified a number of faults. The low chassis made contact with the ground at several locations and the public address system in the carriages was inadequate over the noise of the train's wheels on rails embedded in concrete. Further work is being undertaken to address these problems. A 5-car articulated carriage set is nearing completion, but was not ready for the recent open days.

During the 15 February Open Day, the train operated ten trips. Many of the 800 visitors experienced disappointment, however, as the restricted capacity of the train (48 passengers) meant that only about half of them were able to experience

the train journey. A road train was also used to take visitors around the Loop Road near Holker Street to view the American section of the complex built during World War II. A second open day was held on 21 March with 21 train trips operated, each carrying full capacity loads. The round trip took 20 minutes, with passengers being required to remain on the train at the outer limit of the run. The series numbers on the Gemco locomotives reported in LR 176 are a new addition and represent a code for accreditation and certification, which is recorded on the Authority's computers. The Newington Armoury and Railway is only open to the public on specified Open Days. Check the Olympic Park Web site: (www.olympicpark.com.au) for dates or ring (02) 9714 7545/7509. Len King, 03/04 and 04/04; Olympic Park Web site, 04/04

RICHMOND VALE RAILWAY, Kurri Kurri 1435mm gauge Richmond Vale Preservation Cooperative Society Ltd

On the locomotive front, 2-8-2T ex-SMR No.30 (BP 6294 of 1925) was out of service in March-April 2004 for its annual boiler survey. A leaking boiler valve was replaced, the steam pipes to and from the blower valve

were annealed, the fusible plugs were removed and cleaned, and a new regulator body and valve has been machined. The loco was passed for 12-months service. 0-4-0ST *MARJORIE* (Clyde 462/1938) returned to service again with a special run in February 2004, when two defects were found, namely a blow from the brake cylinder drain valve and a minor problem with an injector. These problems have now been rectified.

Jeff Mullier, the RVRs historian, has compiled a list of all the Society's rolling stock, which shows a total of 10 steam locos, six diesels and four rail cranes, of which two steam locos are operational with a third, the frame of Vulcan Foundry 0-6-0ST 834 of 1878, on loan to the Yass tramway museum. Two diesels and two of the rail cranes are also operational. Of the remaining steam locos, four are in storage, one is awaiting workshop attention and two are in various stages of restoration. The rolling stock comprises 21 classes of ex-NSWGR wagons, 30 classes of private owner wagons for a total of 154 goods wagons or substantial parts thereof, and 22 ex-NSWGR passenger carriages representing five classes. Ten carriages are currently accredited with the NSW Department of Transport.

Heritage & Tourist

The Society now has its own official Web Page: www.richmondvalerailwaymuseum.org, which is linked to the Hunter River Country Tourism and *Steamfest* Web pages

Link Line, March/April 2004

STATE MINE HERITAGE PARK & RAILWAY, Lithgow

1435mm gauge

A visit to this museum on 21 March found its presentation much improved, with new landscaping and a general clean up of machinery. The recently repainted 2-6-2ST 2605 (Dubs 2794/1892 was in the carriage shed, together with Ex-AIS Port Kembla steelworks B-B DE D21 and the society's carriages. Sister locomotive D20, parked outside with carriages for the new *Ozback Explorer* train, showed off its new heritage livery to advantage. New displays have been established in the bath house, including one featuring restored underground coal skips and a rail trolley fitted with a stretcher for accident victims.

Editor, 03/04



John Fowler 0-6-0T 7607 of 1896 (Ex-Isis Central Mill No.4) was recently advertised for sale. (See News Item p.25). Its riveted water tanks and original style of boiler are well illustrated in this view, taken at its current (May 2004) storage site.

Photo: Peter Neve

Heritage & Tourist

Victoria

ALEXANDRA TIMBER TRAMWAY & MUSEUM

610mm gauge

Long-standing problems with the generator of the ex-Rubicon 0-6-ODM (Kelly & Lewis 4271 of 1935) have finally been remedied by volunteer Carl Hopkins. Earlier attempts to address the problem had been unsuccessful. Carl studied the generator and regulator in depth and conducted various tests. It was found that while the generator worked, it had one wrong field coil and was not properly configured, the regulator was maladjusted and had dirty contacts, and there were errors in the reference circuit diagram being used. The generator and charging system was successfully recommissioned at Alexandra on 8 March 2004. The years of flat batteries and jump starting 4271 are no more and, most importantly, the repairs conform to the Burra Charter, with almost all the original fabric of the heritage unit being retained.

Five ATT volunteers – Bryan Slader, Rowan Millard, Chris Holmes, Peter Evans and Ian Morrison – successfully completed the WorkSafe Victoria reciprocating steam engine driver certification at Coal Creek on 21 February 2004 (see below). All five were ready to sit for the old DLI drivers' examination when this was abolished in 1994. Since then, the ATT and other railway preservation groups have been seeking an examination by private assessors.

Timberline 77, April 2004

COAL CREEK BUSH TRAMWAY, Korumburra

610mm gauge

This tourist railway operation was last reported in LR 163 (p.28). In February 2004, the society played host to the WorkSafe Victoria classes and examinations for reciprocating steam engine drivers. Conducted by Examiner Tony Van Maanen, the tests used the Bundaberg Fowler 0-6-2T *COUNT STRZELECKI* (7 of 1953), which has cylinders of the necessary 250mm minimum diameter for WorkSafe Examinations. Eight

candidates sat for the drivers' examination, which commenced with practical tests from 8am. One by one, they were put through their paces on the steep grades of the Coal Creek tramway for about an hour, before being marched off to the tramway office for a written paper, for which two hours were allowed. By day's end at 6pm, seven of the candidates had passed the examination. Tony Van Maanen then addressed the group, noting the importance of upholding the steam tradition by passing on its specialist skills to new generations.

Timberline 77, April 2004

Tasmania

BUSH MILL RAILWAY,

Port Arthur 381mm gauge
Bush Mill Steam Railway & Settlement

As reported in LR 153 (p.30) and 155 (p.30), the attempted sale of this property in 2000 did not find a suitable buyer and the award-winning tourist complex, comprising 4.08 ha of 'prime waterfront real estate', was withdrawn from the market. The property was again offered for sale in November 2003 at an asking price of \$1.5 million and, as at April 2004, it was still available. The complex features a 'Turn of the Century' steam sawmill, based on the Stingaree Bay Sawmill, which operated on the site between 1897 and 1927, and the 4km steam railway, which opened in April 1986. The latter is best known for the replica of the world's first Garratt locomotive, the famous TGR K-class built by Beyer Peacock in 1910, which was built at the Bush Mill and entered service in 1990. One might add the Bush Mill settlement buildings, visitor's centre, restaurant, shop, residence and convention centre.

We have received a report of a recent visit to the complex. Participants on a 50-member Sunshine Express Rail Tour in November 2003 joined the train headed by the K1 replica Garratt. The loco pushed back to the extreme end of the station headshunt before heading off down the steep grades toward the Serpentine Trestle, with cameras clicking and videos activated as the train traversed the 180 degree trestle bridge. The Garratt looked magnificent in the bushland

setting. On reaching the bottom station, it was cut off and ran around the train, ready for the return trip, providing the opportunity for more photos and a closer inspection of the loco. The highly polished brass and boiler casings, black smokebox and polished wheels were all extremely well-maintained by the dedicated staff. The trip back up to the main station was made under heavy cloud, the loco performing effortlessly as it hauled six carriages up the steep incline and back around the Serpentine Trestle.

All too quickly the trip was over and the group adjointed to a well-appointed dining room for a three course luncheon. Following lunch, our reporter had the opportunity to explore the Pioneer Settlement with its diverse range of interesting buildings, with the working sawmill among the many fascinating exhibits.

Property profile, via John Browning, 03/04 Peter Wilson 04/04; Bill Dunn 04/04

WEST COAST WILDERNESS RAILWAY, Queenstown

1067mm gauge

This operation has settled down to a consistent pattern with very well loaded trains over summer. The advent of the new *Spirit of Tasmania* ferry from Sydney has had a noticeable impact on tourism in the State and the WCWR has been a beneficiary. A minor incident that resulted in the morning train ex-Queenstown returning from Lynchford after the driver found a fault with the locomotive received some coverage in the local media. We have received some outstanding photographs of the WCWR and we plan a colour feature in the next issue of *Light Railways*.

Rob Bushby, 03/04

South Australia

COBDOGLA IRRIGATION MUSEUM

610mm gauge

Cobdogla Steam Friends Inc.

While a little outside our normal fare, the return to service of the Fowler Z7 Ploughing Engine number 14460, *George William*, after a 12-year or so on again off again restoration period may be of interest to our readers. The Z7 was steamed for a road run from the Loveday Workshops to the Cobdogla Museum on 5th April.

A large following of members and the public accompanied the Z7 on the 1½ hour drive along the bottom road to Cobdogla. The Z7 was formally recommissioned at 12.30 pm on Easter Sunday and was worked in conjunction with the Fowler B6 on the day.

Denis Wasley, ASP 81, 04/04

MOONTA MINES RAILWAY

610mm gauge

National Trust of SA (Moonta Branch)

A tourist train comprising the ex-Maylands Brickworks 4wPM and six carriages, carrying 14 passengers, derailed on Saturday 20 March 2004 when it struck a large rock near Ryan's overpass on the 2km line. The impact caused the locomotive to derail, the radio console in the cabin crashed down and a number of sleepers were damaged. No passengers were injured, but the volunteer driver was admitted to hospital for observation after he reported back pain.

The train had passed over this section some 20 minutes prior to the accident, so the rock was evidently deliberately placed on the track and Moonta police and Crime Scene personnel instigated the matter. Volunteer maintenance crew took 45 minutes to rerail the locomotive. Repairs to the track were quickly carried out and the train was operational again by Sunday afternoon.

Yorke Peninsula Country Times, 23 March 2004, via Barry Blair; Elaine Woodward 04/04

Western Australia

BENNETT BROOK RAILWAY,

Whiteman Park 610mm gauge

WA Light Railway

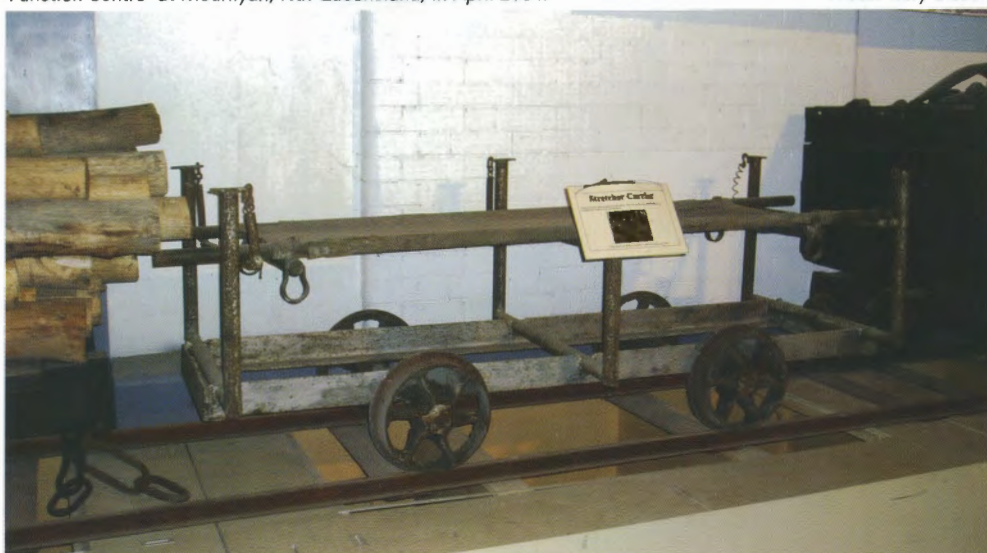
Preservation Assoc. Inc.

Priority continues to be given to upgrading the track at Whiteman Park, the most basic of tasks for any railway. The "mid-week" crew have become a "well oiled maintenance gang, taking pride in their work." The crew have modified and even built many items of track maintenance equipment, so much of the heavy track work has been mechanised. The Mussel Pool line has recently received remedial work, allowing speed restrictions to be lifted, and the Kangaroo Flats line was receiving urgent attention in March. The closed section of the

Heritage & Tourist



Former South Johnstone Mill Drewry 0-6-0DM 15 (Baguley 2520 of 1954) on display outside the new 'Locos Function Centre' at Mourilyan, Nth Queensland, in April 2004. Photo: Terry Olsson



An extremely basic stretcher trolley on display at the State Mine Heritage Park & Railway, Lithgow. Photo: Bob McKillop



Bellarine Peninsula Railway's Vulcan 0-6-0ST Arthur T Middleton (ex Fyansford Cement Works No.4) shrouds the Drysdale water tank in steam as it departs for Queenscliff with a set of former QR Evans suburban cars, on Sunday 7 March 2004. Photo: Steven G Haby

Loop Line still requires much work before it can reopen.

On the locomotive front, the 0-6-0 DM (J Fowler 4110019/1950) was on blocks in March, its wheels having been sent to Gemco for re-profiling. One broken and one damaged spring have been repaired. 0-4-2T BT1 (Perry Eng. 8967.38.1 of 1939) was undergoing its annual boiler inspection and service, with the left side valve linkage being rebushed and refitted. Restoration work on 2-8-2 NG123 (Franco-Belge 2670/1951) continues to make steady progress and it is hoped to have this locomotive back in service later this year.

BB Railway Worker, 04/04

BROOME MUSEUM

A visit to this museum, based in the former customs house and once had an entrance directly onto the railway, revealed a treasure trove of local history. The displays of photos, documents, relics and other artefacts tell much about the pearling industry, the air raids during WW2 and many other aspects of Broome. Research carried out by members of the museum on many facets of Broome history is also available for perusal. The museum staff, were most helpful, especially Val Burton who brought out several items from the archives and provided other information. The 'toastrack' 4-wheel carriage previously in Bedford Park (see LR 56, p.9) was been relocated to the grounds of the museum some years ago. It is in a very derelict state, but enough remains for it to be rebuilt. Ex-Public Works Simplex locomotives PW32 and PW29 (Motor Rail 9008 and 9097) are located in a yard not far from the museum. They were obtained by the museum a few years ago from a scrap yard in Kununurra for use on a planned tourist railway.

Bill Hanks, 04/04

MINING HALL OF FAME, Kalgoorlie 610mm gauge

We reported on this operation in February 2002 (LR 163, p.31), at which time the Gemco 4wBE

G 42 REVIVAL Puffing Billy Railway

762mm gauge

The weekend of 17 and 18 April was a red letter day for the Puffing Billy Preservation Society. It marked the realisation of a dream which was first seriously mooted in 1976, when Beyer-Garratt locomotive G42 was inspected at Menzies Creek Museum, to determine its mechanical condition. A more thorough inspection at Belgrave, in 1979, led to the decision that restoration was practical. The cost was estimated at a "notional" \$150,000.

G42 was built in 1926 and worked on the VR's Moe-Walhalla line until closure in 1954. It then went to the Colac - Beech Forest - Crowes line. After closure of that line on 30 June 1962 it was purchased by the PBPS in 1963 for £500, but the copper firebox and tubes had been removed by the VR.

Fund raising has been maintained over a period of 25 years, and the total cost of the project turned out to be \$1,700,000, almost all raised by voluntary effort. Of that amount, 29% came from donations, 28% from the Great Train Race, 11% from Santa Specials, 10% from interest, 9% from the sale of merchandise, with the rest from other sources.

On Saturday 17 April G42 hauled a special train from Belgrave to Cockatoo for those who had contributed significant funds or labour to the G42 project. Lunch and speeches took place at the Cockatoo Community Centre.

The official launch of G42 took place on Sunday 18 April when it took a train from Belgrave to The Packing Shed at Nobelius Siding. Here former Deputy Prime Minister, Tim Fischer performed the launching ceremony, and the locomotive broke through a ceremonial banner.

G42 is now running the Lunch Train seven days a week, and is rostered on this service until 18 July.

Frank Stamford

Top: On Tuesday 16 March, G42 crosses Monbulk Creek Trestle bunker first on its way to Emerald to turn on the turntable there. This was its first outing on the main line.

Centre: On a wet Monday 29 March, G42 and van pass through Lakeside station on the very first test run to Gembrook. **Bottom:** Project Manager Harold Hibgame (3rd from left) and team pose with their charge after arrival at Gembrook. □ Tim Fischer speaks at the launching ceremony, Sunday 18 April, watched by ETRB Chairman, Graeme Breydon and PBPS President, John Thompson. □ G 42 breaks through the ceremonial banner. All photos: Peter Ralph



Heritage & Tourist

locomotive and its train of miner's cars were not operational. A visitor in August 2003 found the train operational and providing tourist train rides around the surface of the site. Also noted on static display were a small Gemco 0-4-0BE Trammer and a 4wBE and side tipping hopper. A sad-looking, rusting Planet diesel locomotive 0-4-ODM (FC Hibberd 2011 of 1937) was also observed beside a shed.

John Shoebridge, 04/04

Overseas

WELSH HIGHLAND RAILWAY, United Kingdom

597mm gauge
Given the publicity surrounding the return of G42 to service on the Puffing Billy Railway, an update on the restoration of Beyer Garratt 0-4-0+0-4-0 K1 (Beyer Peacock 5292 of 1909) at the Boston Lodge Works in Wales is appropriate. In LR170 (p.30) we reported that funding difficulties had forced the WHR to halt work on K1 by the Boston Lodge Staff after 20 December until the further funds became available. Donations by the Welsh Highland Railway Society and supporters enabled work to resume in the second half of 2003.

In late January 2004 funding arrangements reached the stage where recruitment of an engineer to work on the completion and commissioning of K1 could be initiated under a five-month contract. Roland Doyle was appointed to the post from 1 March. By the weekend of 17-18 April, the front engine was complete, the front tank had been permanently refitted; and it is expected that the hind engine would be ready to receive its tank during May. With the firebox cladding complete, the boiler backhead was having the final fitting of its various gauges, valves etc, with the cab spectacle plate removed for access; the cab is being painted prior to its final reassembly.

It is planned to conduct extensive trials on the WHR in late summer in readiness for a public launch later in 2004.

WHR Web Site 25/04/04



Long standing problems with the generator of the Alexandra Timber Tramway & Museum's ex-Rubicon 0-6-ODM (Kelly & Lewis 4271 of 1935) have finally been remedied by volunteer Carl Hopkins. Photo: Peter Evans



The replica K-class 0-4-0+0-4-0 Garratt at the Bush Mill Railway, Port Arthur, November 2003. Photo: Bill Dunn



At the Kalgoorlie Mining Hall of Fame, this Gemco 4wBE and two man-riding cars are used to take tourists around the surface. August 2003. Photo: John Shoebridge



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