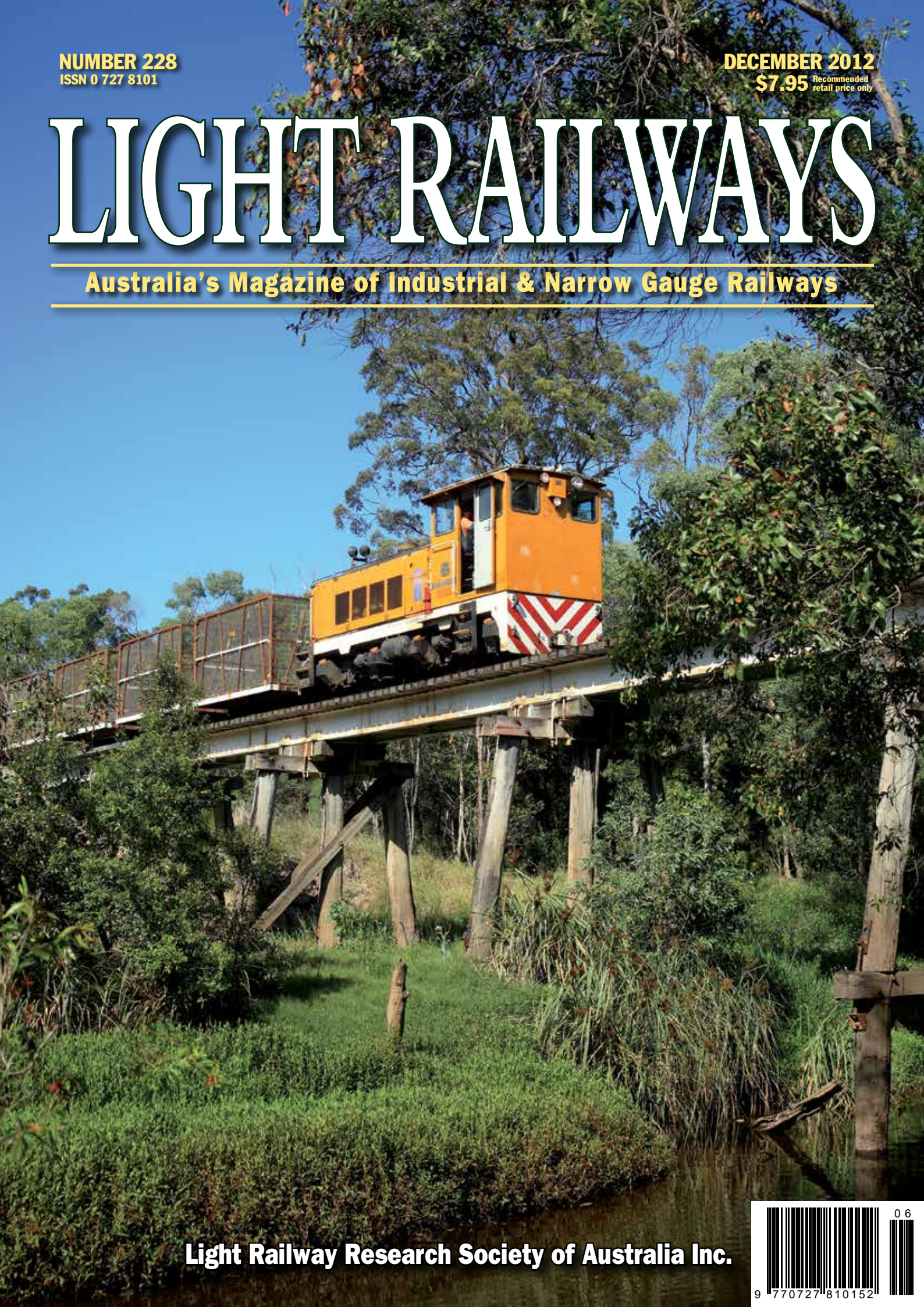


NUMBER 228
ISSN 0 727 8101

DECEMBER 2012
\$7.95 Recommended
retail price only

LIGHT RAILWAYS

Australia's Magazine of Industrial & Narrow Gauge Railways



Light Railway Research Society of Australia Inc.



LIGHT RAILWAYS

Australia's Magazine of Industrial and Narrow Gauge Railways

No 228 December 2012

ISSN 0 727 8101 PP 342588/00002

Editor: Bruce Belbin,
PO Box 674 St Ives NSW 2075
editor@lrrsa.org.au

Heritage & Tourist Editors:
Andrew Webster, David Fitzsimons
heritagetourist@lrrsa.org.au

Research and Field Reports Editor:
Scott Gould
fieldreports@lrrsa.org.au

Industrial Railway News Editor:
John Browning,
industrial@lrrsa.org.au

Distributor: Gordon and Gotch Limited.
Printed by Graphic Impressions.



**Light Railway Research Society
of Australia Inc. A14384U**
PO Box 21 Surrey Hills Vic 3127
www.lrrsa.org.au

COUNCIL

President: Bill Hanks (03) 5944 3839

Secretary: Phil Rickard (03) 9870 2285

New South Wales Division

c/o PO Box 674 St Ives NSW 2075

President: Jeff Moonie (02) 4753 6302

Secretary: Ross Mainwaring (02) 9449 2738

South Australian Group

9 Craiglee Dr, Coromandel Valley SA 5051

Secretary: Les Howard (08) 8278 3082

South-east Queensland Group

365 Fairfield Rd, Yeronga Qld 4104

Secretary: Bob Gough (07) 3848 3769

Tasmanian Representative

11 Ruthwell St, Montrose, Tasmania 7010
Ken Milbourne (03) 6272 2823

MEETINGS

Regular meetings are held in Adelaide, Brisbane, Melbourne and Sydney. For dates, times and locations of future meetings, see LRRSA NEWS, page xx.

SUBSCRIPTIONS

Contact the Membership Officer,

PO Box 21, Surrey Hills, Vic. 3127.

Fax (03) 9701 8221. Email: subs@lrrsa.org.au

or use the coupon on page xx.

SALES

Back issues of *Light Railways* and other publications available from LRRSA Sales, PO Box 21, Surrey Hills, Vic. 3127, or visit www.lrrsa.org.au/LRR_Online_shop.html

Imperial to metric conversions:

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

Contents

The Mount Lyell Railway's Baldwin locomotives	3
North Mount Lyell mine disaster commemoration	14
Diesels in the canefields — Java	14
Industrial Railway News	20
DVD Review	26
Letters	26
Research	28
Field Reports	29
Heritage & Tourist News	34

Comment

To say that Tasmania has a rich railway history is rather like saying that Don Bradman was a cricketer. Aside from a government system that featured two gauges and a fascinating diversity of motive power and rolling stock, including the world's first Garratt locomotives, there are the many and varied mining railways, timber tramways and horse-drawn 'trams' that once populated the apple isle.

Probably the most famous of them all was the Mount Lyell Railway, running from Queenstown to Regatta Point on Tasmania's rugged west coast. Closed in 1963, after 66 years of operation, it was resurrected as a tourist railway in 2002, and today, as the West Coast Wilderness Railway, it is one of the state's major tourist attractions.

The railway's charming little Scottish-built 0-4-2T Abt locomotives, three of which are still in operation on the line, are well known to enthusiasts and tourists. What is not so well known is that the MLR once also boasted a trio of powerful little Baldwin 0-6-0T locomotives. Very much a product of their American maker, sadly, none of these survived into preservation – though one came close. Beginning on page 3, Jim Stokes takes a detailed look at the history of these fascinating machines.

And while on the subject, on page 14 Ross Mainwaring reports on a special event commemorating a sad anniversary in Queenstown's mining history. *Bruce Belbin*

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

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

Light Railways is the official publication of the Society. All articles and illustrations in this publication remain the copyright of the author and publisher. Material submitted is subject to editing, and publication is at the discretion of the Editor.

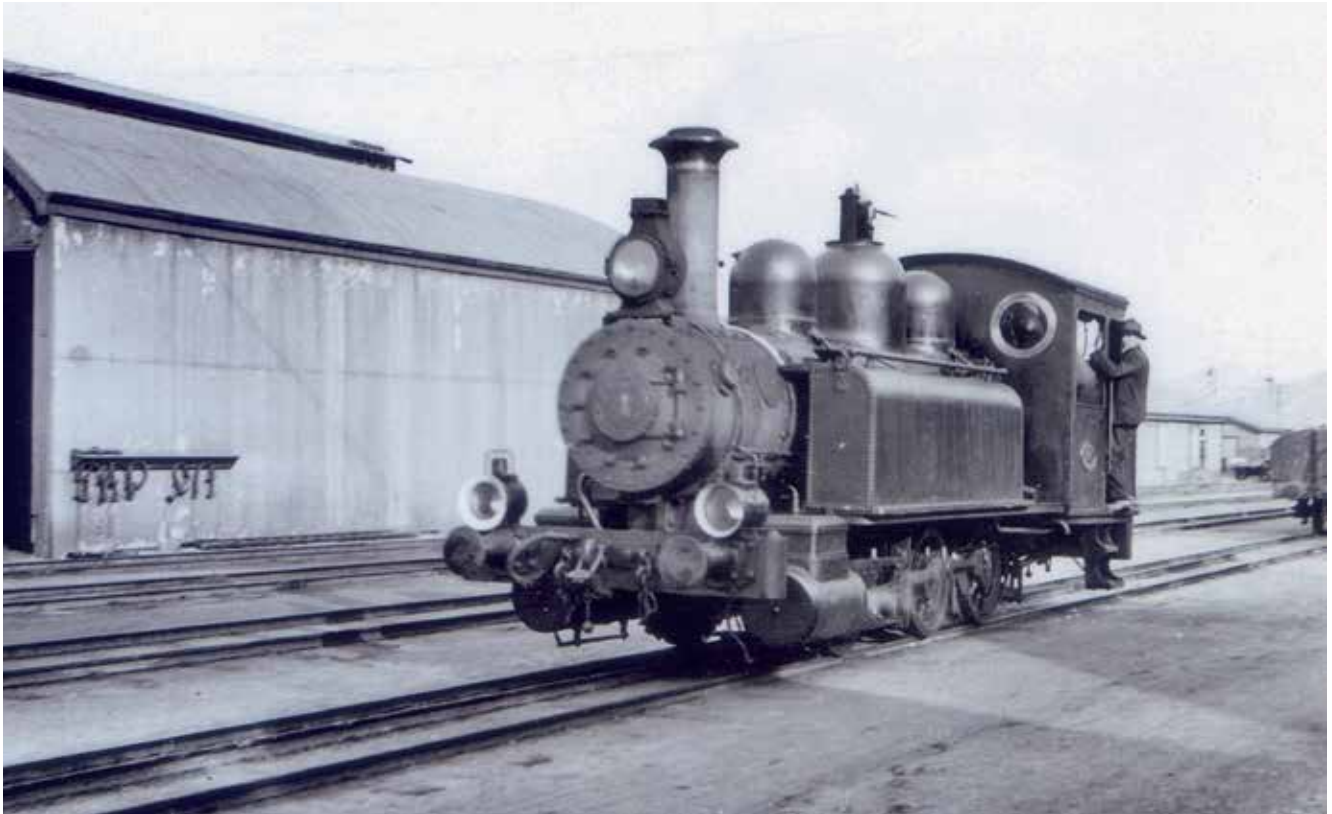
Articles, letters and photographs of historical and current interest are welcome. Contributions should be double spaced if typed or written. Electronic formats accepted in the common standards.

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

Front Cover: Bingera Mill's 610mm gauge EM Baldwin B-B DH OAKWOOD (5800.1 5.75 of 1975) crosses the Splitters Creek bridge as it heads towards the old Fairymead Mill site with a rake of empties, 27 September 2012. Photo: Scott Jesser

Back cover top: Standard gauge Motor Rail 2129/1922 outside its shed at Byron Bay, with curator Brian Parkes, who has affixed the distinctive Simplex plates for photographic purposes. Brian was the last driver of the loco prior to its retirement in 1984. Photo: Phil Rickard

Back cover bottom: As reported in our Heritage & Tourist pages, the Water Wheel Creek Timber Heritage Experience at Mawbanna, in north-west Tasmania, is no longer open to the public. In happier times, on 29 August 2007, Mark Fry photographed the 2006-built logging tractor and its train travelling through the forest.



Baldwin 0-6-0T number 4 (15815 of 1898) at Queenstown Station, circa 1940.

Photo: Dargaville, Queenstown

The Mount Lyell Railway's Baldwin 0-6-0 tank locomotives

by Jim Stokes

Construction of the Mt Lyell Railway

The Mount Lyell Mining and Railway (MLM&R) Company completed the construction of its 1067mm gauge railway between Queenstown and Teepookana in March 1897. From Teepookana, at the head of barge navigation on the King River, the line followed the river upstream for 7.4km to Dubbil Barril, thence climbed out of the King River gorge to Rinadeena on 4.3km of 1 in 20 Abt rack line, descended into the Queen River valley at Halls Creek on 2.5km of 1 in 16 rack line and continued up the valley for 8.6km to Queenstown station.

From Queenstown the line ran northwards for a further two kilometres to the workshops, locomotive sheds and the base level of the Mt Lyell reduction works. Just south of the workshops the 1 in 16 Abt Siding diverged from the main line, crossed Glover Creek on an inclined trestle bridge and climbed to the upper levels of the reduction works. The Abt Siding, which despite its name does not appear to have been equipped with rack rails, was built in 1895 and extended on dual 610mm and 1067mm gauge to the ore and flux delivery bins at the top of the complex in 1896-97.¹

In 1898 the company built a new dual gauge line on a 1 in 30 grade up the eastern side of the valley to join the top of the Abt Siding at the reduction works. Incoming flux and firewood traffic was then worked up the new line (known as the Smelting Loop), with empty trains returning to the flux quarries and the main line via the Abt Siding.² The Smelting Loop remained the route to the upper levels of the reduction works until the railway closed in 1963. The Abt Siding was eventually abandoned, although the trestle bridge over the creek was still in use as a footbridge in the early 1960s.

Between December 1898 and November 1899 the main line was extended 11.9km from Teepookana to the company's permanent port at Regatta Point on the shore of Macquarie Harbour. In October 1900 the Tasmanian Government Railways (TGR) put in a short connection between Regatta Point and the Strahan Wharf terminus of their line from Zeehan and in December 1900 the Emu Bay Railway (EBR) reached Zeehan from the north, completing the through route between Queenstown and Burnie.

Arrival of the Baldwin locomotives

The Mt Lyell Railway always intended to work both the rack and adhesion sections of the main line with rack locomotives. 0-4-2T Abt locomotive No. 1 (Dubs 3369 of 1896) arrived on 27 August 1896 and underwent trials on a section of rack line on 26 September.³ Unfortunately Abt No. 2 (Dubs 3594 of 1898) was part of the cargo of the steamer *Grafton* when she was wrecked at Macquarie Heads on 13 June 1898. The company managed to salvage parts of the locomotive, but she did not enter service until February 1899 when replacement parts had been received from Europe.⁴ Abt No. 3 (Dubs 3730 of 1898) also entered service in 1899 and Abt No. 4 (Dubs 4085 of 1901) followed on 16 October 1901.⁵

The company also bought three 0-6-0 side tank locomotives from the Baldwin Locomotive Works of Philadelphia, USA, to work firewood, limestone and silica traffic in the Queenstown area. The limestone and silica quarries were located just west of the main line between Queenstown and the workshops and much of the 1067mm gauge firewood traffic came from the Lynchford area about five kilometres south of Queenstown. The MLM&R half yearly report for 31 March 1897 noted that a specially designed 'heavy' locomotive was expected from the United States in May. The locomotive (Baldwin 15174 of 1897) actually arrived in June 1897 and carried the number 3 in the MLM&R 1067mm gauge adhesion locomotive series.



Baldwin 3 (15174 of 1897) at Rinadeena with the Mt Lyell employees picnic train, on 5 December 1897.

Photo: State Library of NSW, ML Vol 2, Photographs Q622.06/M page 89.

It was assembled by company staff and underwent trials on 19 July 1897 under the supervision of a Mr Parmalee, a Baldwin engineer. The trials were very satisfactory, the locomotive easily handling the specified loads, and it was put into service delivering firewood to the reduction works via the Abt Siding. It was fitted with two loud whistles described by the *Mount Lyell Standard* as:

'almost too shriekful for use in the hill-girt valley we inhabit, but on enquiry we find that it will be possible to moderate them to less startling tones'.⁶

Sister locomotives 4 and 5 (Baldwin 15815-6 of 1898) entered service in August 1898 and the half yearly report for 30 September 1899 noted that the Baldwins were in constant work and giving every satisfaction.⁷

The locomotives were intended to work traffic from the flux quarries to the reduction works over the Abt Siding without the need for rack assistance. They were designed to work on steep grades and sharp curves. Their specifications were as follows:

Description	Measurement
Length	27ft 6in
Wheelbase	9ft 1in
Diving wheels	2ft 10in diam.
Weight (wk order)	27 tons
Cylinders	12in x 18in
Boiler pressure	160 lbs/sq inch
Tractive effort	14,300lbs

The locomotives were rated to haul a net load of 128 tons on a 1 in 40 grade. Their water capacity was 600 gallons and bunker capacity was 30 hundredweight. They were fitted with vacuum brakes, while number 3 also had Le Chatelier counter-pressure brakes. Gresham & Craven steam jets supplied sand from two sand domes.⁸ At least by 1922, they had copper fireboxes with

brass tubes and were fitted with Holden and Brookes injectors.⁹

The Baldwin locos were used extensively on the main line, including the rack sections, at least until the first three Abt engines were in service. On 23 February 1898 number 3 worked a special train from Teepookana to Queenstown carrying the Governor of Tasmania, Viscount Gormanston.¹⁰ On 25 June 1898 the *Mount Lyell Standard* reported:

The most powerful locomotive on the line is a Baldwin... This engine performs excellent work not only on the line between Teepookana and Queenstown but also in the haulage of timber and firewood from Lynchford and other points within about four miles of the reduction works.

Baldwin number 3 also played a small part in Australian political history when, on 3 June 1898, decorated with the Union Jack and Stars and Stripes, it worked a train of 18 wagons to bring 150 men down from the reduction works to Queenstown to vote in the first referendum on Australian Federation.¹¹ This loco also worked on the first of the annual employees' picnic trains from Queenstown to Teepookana on 5 December 1897. For the next picnic day on 8 January 1899 the MLM&R planned to run three separate trains, but in the end ran a single train made up of eight carriages and nine wagons fitted with seats. The train engine was Abt 1, with Baldwin 4 following the train from Queenstown at a distance of some 200 yards. At Halls Creek number 4 was attached to the rear of the train and another locomotive, presumably one of the other Baldwins, was attached to the front of the train as pilot.¹² On 4 December 1899 one of the Baldwins working a special train from Queenstown collided with another engine propelling two ballast wagons near Teepookana. One man was killed in the accident, the wagons were wrecked and the Baldwin lost a buffer. It transpired at the subsequent inquest that the ballast engine crew knew the normal train schedules but had not been warned about the special.



Baldwin locomotive operations from 1900

From 1900 the Baldwin locomotives were mainly confined to the tasks for which they had been built and even these gradually diminished. As early as 1899 Mt Lyell's general manager, Robert Carl Sticht, recognised that as local wood supplies were exhausted the smelters would have to gradually convert from wood to coal fuel. In 1899 firewood was being cut mainly in the Lynchford area and along the 610mm gauge lines in the upper Queen River valley. Coal storage bins were provided at the smelters in 1899 with 1067mm gauge rail access.¹⁴ In 1904 a self-acting tram was built from the workshops area up the west side of the Queen valley to access timber on the Howards Plains plateau.¹⁵ By the time of the half yearly report for 31 March 1905, firewood traffic on the main line had ceased and all firewood was coming off the 610mm gauge lines, necessitating the construction of 15 new bogie wagons for the Howards Plains line. Firewood traffic on the main line subsequently resumed, although at least some of it may have been worked by Abt locomotives on Regatta Point trains.

In 1911 the scarcity of firewood and high price of coal were among the factors that encouraged the company to build the Lake Margaret hydro-electric scheme in the mountains eight kilometres north of Queenstown. The Howards Plains timber tram was extended to the power station site in 1912, opening up further firewood supplies.¹⁶ During the construction period the Howards Plains/Lake Margaret tram delivered almost all the firewood required at the reduction works.¹⁷ Electricity from Lake Margaret became available in November 1914 and much of the machinery at the reduction works and workshops that had previously been steam powered was converted to electricity, finally ending firewood haulage from the Lynchford area.¹⁸

Huntley J Clarke, who had been in charge of flux and firewood supplies, recalled in a memoir in 1944 that the

company had cut firewood and milling timber for some 20 years in the forests of the Queen River valley from Mt Sedgwick south to the King River. Some 2000 tons of wood were brought in on the railways each week and 1,300,000 tons of wood were consumed during the start of smelting in 1896 and the introduction of hydro-electric power in 1914.¹⁹

The decline in use of the Baldwins is illustrated by a comparison of the locomotive mileage figures for 1902 and 1913. In 1902 the three Baldwins ran a total of 32,526 miles, of which more than a third was on firewood and log traffic and most of the rest on shunting. number 5 also recorded 5228 miles of main line running. In 1913, number 3 did not run at all; number 5 ran only 60 miles on firewood and local work; and number 4 ran 4541 miles, mainly on firewood and other local work.²⁰

The MLM&R undertook regular overhauls of all its locomotives in the Queenstown workshops, including the construction of new boilers. The boiler of Baldwin 5 was overhauled in 1909 and fitted with a new barrel plate at the smoke box end, a new smoke box tube plate, new stays and a new tube plate for the copper firebox.²¹ During 1911, Baldwin 4 received a new boiler built in the workshops. Its boiler was examined by the government machinery inspector in 1915 and certified to work at full pressure.²²

In May 1918 the company reported that number 3 had last undergone minor repairs, including the replacement of the palm stays and 44 boiler tubes, in May 1907. Its boiler had been inspected in April 1916 and certified to continue working at full pressure, but it had not been used since then. This information seems to conflict with frequent references to number 3 undergoing overhaul between March and June 1918.²³

Locomotive number 5 had not worked since an overhaul in February 1917, but the boiler had been inspected and certified for full working pressure in June 1917.²⁴ The loco received a boiler inspection and overhaul in early 1918 and another in



Baldwin 3 (15174 of 1897) at Teepeakana with the return Picnic train on 5 December 1897.

Photo: State Library of NSW, ML Vol 2, Photographs Q622.06/M page 89.



Baldwin 3 after arrival at Queenstown with the Governor's special train on 23 February 1898.

Photo: State Library of NSW, ML Vol 2, Photographs Q622.06/M page 93

December 1921.²⁵ Number 3 received an overhaul in October 1921 and number 4 in early 1922.²⁶ However caution is needed in relation to the company's use of the term 'overhaul', which seems to have covered anything from a full overhaul to merely preparing the engine for the boiler inspector.

In 1922-23 the MLM&R built massive wooden bins at Regatta Point to store pyritic ore awaiting shipment to the mainland for use in manufacturing superphosphate. There was a siding along the top of the bins for unloading open wagons and, in September 1922, 22 of the North Lyell Railway's four-wheel ore hopper wagons (which had removable bodies with bottom doors) were shipped from Kelly Basin to Regatta Point by barge so that they could be used to move ore from the chutes at the base of the bins to the wharf when a ship was loading. The 10-ton wharf crane from Kelly Basin was also moved to Regatta Point to lift the hopper bodies.

The pyrites traffic only lasted from February 1923 to January 1924, but the bins and wagons were then used for Electrolytic Zinc's (EZ) zinc calcines, which the TGR transported from the Silver Bell smelters near Zeehan to Regatta Point for shipment to Risdon. In 1927-28 the company built even larger wooden bins for the EZ calcines, the MLM&R continuing to provide transport between the bins and the wharf. It is probable that one of the Baldwins was stabled at Regatta Point during the 1920s to move pyrites and calcines when a ship was loading and an Abt locomotive was not available for shunting.

The EZ calcines traffic ceased in 1930, after which the bins were used for Mt Lyell coal, coke and pyrites concentrates storage. In 1953 the old pyrites loading facilities were replaced by underline storage at the Queenstown end of the yard, from which a conveyor belt took the pyrites direct to a new jetty. The North Lyell hopper wagons were still rusting beside the sea at Regatta Point in 1963.

The Little Henty bridge fires

The West Coast climate is generally cool and very wet, but the eucalypt forest and heathland can burn fiercely in occasional periods of hot, windy weather. Over the years many West Coast railways and tramways suffered track and bridge damage from bush fires, the fire risk being increased by the widespread and often careless human use of fire. On 16 February 1920 the afternoon TGR mixed passenger and goods train from Zeehan to Regatta Point arrived at Oceana (6km south of Zeehan) to find that the bridge over the Little Henty River just south of the station had been destroyed by a fire. The bridge was 66.5 metres long and around 12 metres high; it was basically a timber trestle structure, with 21 metres of iron girders in its middle section. Repairers were working on the Little Henty bridge at the time and although they could not save it, they did put out a fire on a smaller bridge (known as the Black Bridge) just to the south by carrying water from the creek in their hats! There were also fires further south and a log culvert was damaged at Bellinger, four kilometres north of West Strahan.

The TGR's three 1067mm gauge engines on the West Coast were all on the Zeehan side of the Little Henty River at the time of the fire, so the TGR arranged with Mt Lyell to provide an emergency service between Regatta Point and the Little Henty using a Baldwin engine and Mt Lyell rolling stock.²⁸ On the afternoon of 17 February, a Baldwin loco, supervised by the MLM&R superintending engineer, E Carus Driffield, and the government mining engineer Hartwell Conder, was successfully 'jumped' across the Bellinger culvert, together with a carriage and wagon. The line was then worked in three sections, with passengers and perishable goods being transferred at the Little Henty and Bellinger. Traffic resumed over the Bellinger culvert on 19 February. The TGR began work immediately on rebuilding the Little Henty bridge, including



Above: The remains of Little Henty bridge, following its destruction by fire on 9 February 1934. A CC class 2-6-0 can be seen on the north side of the river, with a train from Zeehan. **Left:** Baldwin 4 (15815 of 1898) taking water from a wayside creek, while running the Little Henty emergency service in 1934. **Below:** Baldwin 0-6-0T 4 at Firewood in 1934 with the emergency service. The overhanging load of timber on wagon A349 is probably intended for use in rebuilding the Little Henty bridge. Photos: ARHS Archives



provision of a temporary low level bridge and tramway.²⁹ The new bridge was ready for traffic at the end of April 1920.³⁰

The 1920 Little Henty operation may have encouraged an offer made by Mt Lyell in 1922 to take over the operation of the Regatta Point–Zeehan line. Those who knew the Zeehan line in its poverty-stricken later years might wonder why anyone would want to take it over. However until the completion of the road from Hobart in 1932, the railway to Burnie was Queenstown's only land connection with the outside world and the company probably felt that it could reduce freight costs and even make a profit at a time when copper prices were so low that the future of the Mt Lyell mine itself was uncertain.

It would clearly have been more efficient than the existing system under which operation of the 220km Queenstown–Burnie line was split between three organisations, each with its own rolling stock, workshops and administration. Traffic was about to begin from the Electrolytic Zinc calcining plant at Silver Bell, while the firm of G&C Hoskins planned to develop its iron ore leases to the west of Zeehan once the Port Kembla steelworks opened.

The main attraction for the MLM&R was that, because its freight traffic was at such a low ebb, the Abt locomotive and crew that worked the morning passenger train from Queenstown remained at Regatta Point until working the late afternoon train back to Queenstown. They could thus run the daily mixed passenger and goods train to Zeehan and back instead of relying on the TGR engine and crew based at West Strahan.

In May 1922, Driffield reached an in-principle agreement on the proposal with the Minister for Railways and the TGR Commissioner, but more detailed discussions in June 1922 revealed a number of obstacles. Mt Lyell was only prepared to run the mixed train, whereas the TGR wanted the company to take over its entire West Coast operation, including all freight traffic, maintenance, workshops and the 610mm gauge lines in the Zeehan area. In addition, the company would only guarantee to work the Zeehan line until the end of 1922, in case all the Abt engines were then required for increased pyrites traffic. The TGR agreed to a two week trial of MLR working in July 1922, but subsequently deferred it and the scheme lapsed. Even if Mt Lyell had agreed to take over all TGR West Coast operations there would probably have faced political difficulties, since the transfer of work to Mt Lyell employees and workshops would have significantly reduced employment in the already depressed Zeehan area.³¹

On 9 February 1934, the Little Henty bridge was again destroyed by a bush fire and this time the Black Bridge was also damaged. Once again the only two TGR engines on the West Coast were at the Zeehan end of the line and Mt Lyell provided Baldwin 4 and rolling stock to run a temporary service between Regatta Point and the Little Henty. Russell Murray reported on 13 February 1934 that: *'our Baldwin engine... is kept at Regatta Point, and used occasionally for shunting'*. It was fortunate that number 4 was already at Regatta Point, as there were also fires along much of the company's line damaging bridges on the Abt section and destroying two cottages and the signal cabins at Rinadeena and Halls Creek. Locomotives could not run over the Abt section for at least several days after the fires. Bridge repairs at the Little Henty were completed at the beginning of April.³²

The operation of number 4 to the Little Henty was recorded in a photograph in the Hobart *Mercury* on 14 February 1934 and by an Institution of Engineers group who travelled over the line on 27 February. On the latter occasion the loco

hauled two MLR clerestory saloon cars and bogie brake van BB1 and propelled a four-wheel flat wagon carrying two large iron tanks. One of the tanks appeared to be filled with sacks of coal, while the other was topped up manually by a bucket brigade at the Henty River bridge at Koyule and from at least one wayside creek. At Firewood Siding (where Mt Lyell had a timber cutting operation) they picked up a bogie wagon of piles and a four-wheel wagon with an overhanging load of sawn timber and propelled them to the Little Henty. The party then walked across a temporary low level bridge and joined the TGR train worked by a CC-class 2-6-0.³³

Baldwin 5 on Myalla–Wiltshire Junction construction

In 1919 the Public Works Department (PWD) began construction of the final extension of the TGR Western line from Myalla to Wiltshire Junction, where it was to join the isolated Stanley–Trowutta–Smithton lines. Construction was delayed by a strike at Broken Hill Proprietary's South Australian iron ore quarries, which in turn held up the delivery of most of the rails from Newcastle until mid 1921. The PWD's main construction locomotive was former EBR Beyer Peacock 2-6-0 number 10, which it had purchased in 1920. It was supplemented on the Myalla–Wiltshire Jct line by hiring the TGR's ex-Tasmanian Main Line Railway (TMLR) Hunslet 4-4-0 B+1. This locomotive was not popular with PWD staff, who claimed that it was a poor steamer, heavy on coal and too feeble to work trains of loaded ballast hoppers. Accordingly the PWD approached both the EBR and Mt Lyell to seek a replacement. On 8 December 1921 Driffield offered the PWD either a Baldwin or one of the North Lyell Avonside 4-6-0s. The Baldwin could be hired for £3 per day for the first 10 weeks and £2/10 shillings per day thereafter. The PWD also had the option to purchase the Baldwin for £1750, in which case the first 10 weeks' rent would be remitted. Alternatively the PWD could hire an Avonside for four pounds per day for a minimum of six months (to justify the cost of shipping it from Kelly Basin to Strahan), with an option to purchase for £5500.

The PWD decided to hire one of the MLM&R Baldwin locos and number 5 was brought up from Regatta Point to Queenstown and overhauled.³⁴ She was delivered to the TGR at Zeehan on 20 December 1921, arriving in Burnie on 23 December. The PWD arranged for the EBR workshops to fit number 5 with a universal joint to take water from an adjacent tank wagon as Driffield had warned the PWD that the Baldwin's 600 gallon tank capacity only allowed them to run for 10 miles without replenishment. The loco was intended to work ballast trains from Flowerdale Ballast Pit (on the existing TGR line between Wynyard and Myalla) onto the new line as it advanced westwards from Myalla. On its first day at work. Number 5 was found to have a very sharp exhaust and burning coals started a number of fires before it was fitted with a spark arrestor.

In January 1922 the PWD decided that it could use a third engine on lighter work from the Myalla end, leaving C28 and number 5 to complete ballasting through to Wiltshire Junction. The PWD owned two other ex-TMLR Hunslet 4-4-0s (TGR numbers E+2 and E+4), which had been stored at Branxholm since the TGR Branxholm–Herrick line was completed in 1919. The machinery inspector reported in February 1922 that E+4 could work at Myalla at the reduced boiler pressure of 120 pounds per square inch, but the TGR said that the boiler was unsafe and refused to allow E+4 to traverse its system. In consequence the PWD had to accept the return of the despised B+1, complaining in May 1922 that

it cost around £6 per day to hire, compared with only £3 for the much more efficient Baldwin. Tracklaying was completed through to Wiltshire Junction on 8 February 1922 and, to allow workers to celebrate the event, two trains of ballast wagons were scheduled to run to Wiltshire that afternoon. C28's train picked up workers from Detention River ballast pit westwards and number 5 set out to pick up workers between Myalla and Hellyer. Unfortunately number 5 derailed near Watts Road level crossing and it was not re-railed until 8.30 pm. The line was officially opened on 11 July 1922 and number 5 was returned to the MLM&R the same month.³⁵ New railway construction in Tasmania had virtually ceased, so that the PWD had no reason to extend the hire or purchase the engine.³⁶

Attempts to sell the Baldwins

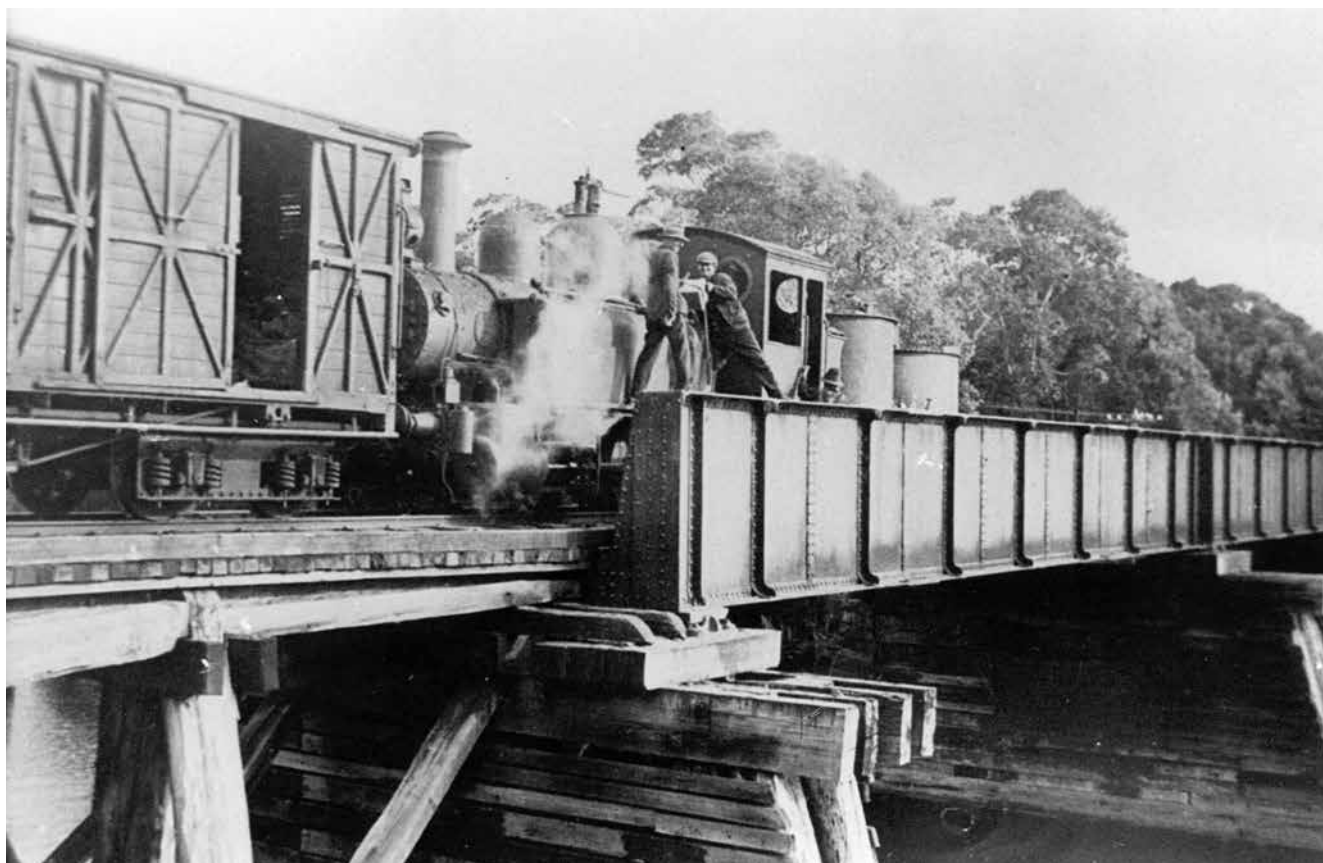
In July 1913, the Mt Balfour Copper Company asked if Mt Lyell could sell it a 1067mm gauge locomotive, presumably for use on the line that it had started to build from Stanley to Balfour. Sticht advised that all Mt Lyell's 1067mm gauge locomotives were required,³⁷ but within a few years the completion of the Lake Margaret hydro-electric scheme and the decline of traffic on the North Lyell Railway had changed the company's attitude to selling locomotives. In May 1918 the TGR, which was then short of motive power, asked Mt Lyell if it was prepared to sell locomotives.

Driffield tentatively offered Baldwins 3 and 5 for £2500 each, but pointed out that the directors might not be prepared to sell in case they were needed in the future. He may have been trying to talk up the market, as Sticht told the Mt Lyell directors on 4 June 1918 that the Baldwins had been out of traffic for several years and it was unlikely that more than one of them would be needed in the future. They were steadily deteriorating, unsuitable for working over the Abt section and not very saleable as shunting engines. The directors confirmed

the offer of two Baldwins for £2500 each. The TGR, which was considering using them on the Stanley–Trowutta line, replied that the price was too high, given that the boilers would soon need extensive repairs or rebuilding. Driffield responded on 19 June 1918, justifying the price by stating that the Baldwins had cost £2200 each new 'under pre-war conditions'. He said that the company was by no means anxious to sell them and unlikely to reduce the price; adding that while there was no immediate use for them they might be required in the future in connection with the development of the Rosebery mines.³⁸

There was further contact with the TGR from April 1921 and in June 1921, Driffield offered the TGR the two Baldwins and one of the North Lyell Avonside 4-6-0s for a total price of £12,500. In September 1921 the MLM&R changed its position, in view of the possible closure of the southern half of the North Lyell Railway. It was decided to keep the Baldwins and transfer two of them to the North Lyell line, all three Avonsides being offered to the TGR instead. However the TGR had by then purchased six South Australian Railways T-class 4-8-0s and was looking forward to the delivery of the Q-class 4-8-2s and R-class Pacifics, so it was no longer interested. Baldwin 3 gained some unexpected international exposure when her maker's photograph appeared in the journal *The Locomotive* on 15 November 1922 in an article on Tasmanian railways.

The amount of time devoted to attempts to sell locomotives during the 1920s reflected the problems facing the company as a whole. Its driving force, Sticht, retired in early 1922 and died soon afterwards. He was replaced by Russell Murray, who had been with the company since 1900, latterly as engineer-in-charge. Murray was an able and dedicated manager and he tackled the major reforms needed to keep the company operating in a period of industrial unrest and collapsing



Baldwin 4 takes water from the Henty River at 50 Mile while working the emergency service between Regatta Point and Little Henty in 1934.
Photo: ARHS Archives

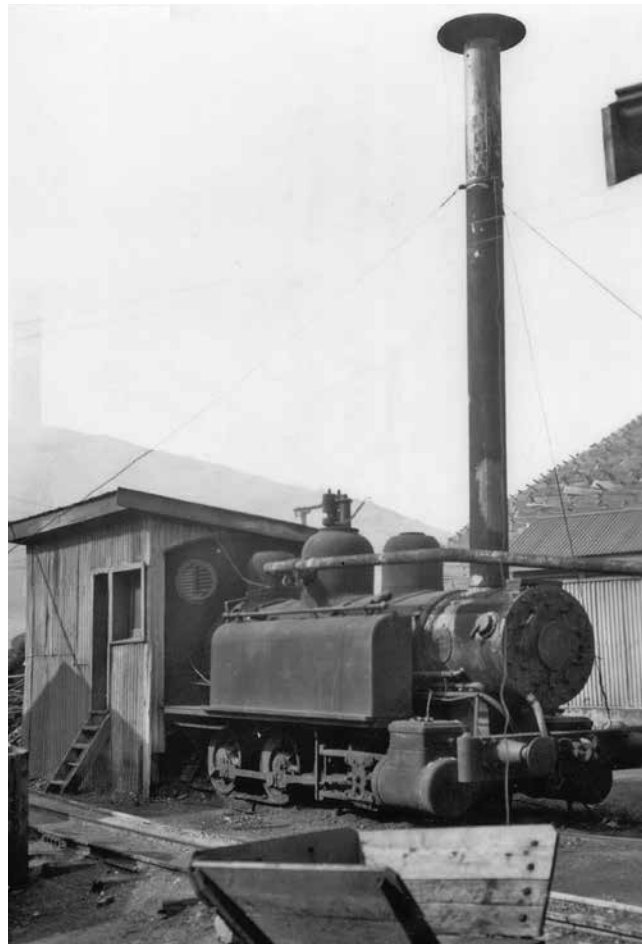
world copper prices. Among the reforms was the merging of the company's Railway and Mine Departments in 1924, which led to the retirement of E Carus Driffield and Charles Whitham (Traffic Clerk), who had been with the railway since the early days. One of the consequences of the merger was that reporting was concentrated on mining and refining operations and there was less information about the railways in the weekly and annual reports.

The Darwin–Kelly Basin section of the North Lyell Railway was closed in January 1925, but the proposal to transfer the Baldwins to the remaining Linda–Darwin section did not eventuate and the company continued its attempts to sell them, mainly through the Melbourne machinery agents Cameron, Sutherland and Seward (CS&S).

Despite the North Lyell plan the company offered one of the Baldwins for sale through CS&S on 30 September 1921 for £2200 free on board at Regatta Point. The agents had a potential buyer in Western Australia and in addition, Mt Lyell had already offered one Baldwin to the Victorian State Electricity Commission through Salisbury's Foundry in Launceston.⁴⁰ In January 1922 government machinery inspector Daniel Clark reported on the Baldwins at Queenstown, but in March 1922 the company told CS&S that if the Avonsides were sold, at least two of the Baldwins would still be required. Two of them were in good order, but the third (presumably number 3) needed considerable repairs. The company agreed, however, to the Baldwins being listed in the CS&S catalogue in case a buyer preferred a lower-priced engine than the Avonsides.⁴¹

In August 1925 all three Baldwins were offered to the Victorian State Electricity Commission for a total price of £3500 and in September 1926 they were offered to Australian Portland Cement at Fyansford for £1750 each, with a reduction if more than one was purchased. In the latter offer it was noted that two of the Baldwins carried 160lbs boiler pressure and the third (again presumably number 3) 140lbs.⁴² In July 1927, in response to an inquiry from Broken Hill Proprietary through C, S and S, Russell Murray suggested prices of £1000, £750 and £500 for the Baldwins; one of which was stated to be in good order, one in fair order and one (with a boiler pressure of 140lbs) would require extensive boiler repairs, if not a new boiler. In August 1927 the Baldwins and Avonsides were brought to the attention of the Victoria Construction Company, which had the contract to build the Oodnadatta–Alice Springs line.⁴³

None of these contacts led to a sale. Avonsides 1 and 3 were shipped from Kelly Basin to Regatta Point in May 1925 and then stored in the TGR locomotive shed at Zeehan.⁴⁴ Number 3 was eventually sold to the EBR (its second number 10) in 1929 for £1250 pounds and number 1 went to the EBR (its number 15) in 1930 for £750.⁴⁵ Avonside 2 remained at Linda to work and then dismantle the line to Darwin. By 1935 the company had despaired of selling the loco and was about to cut her up for scrap when the Hobart machinery firm of AG Webster & Sons arranged a sale to the Fairymead sugar mill at Bundaberg, Queensland. However, after paying Websters a generous fee and the cost of dismantling number 2 and transporting the parts from Linda to Queenstown by road, the company only cleared some £311 on the sale.⁴⁶ Ironically, the only 1067mm gauge locomotive for which the company managed to make a reasonably rewarding sale was the ancient ex–Mersey & Deloraine Tramway and TGR 0–6–0 saddle tank *Malvolio* (Sharp, Stewart 2030 of 1870), which spent many years as shunting and permanent way engine at Kelly Basin until it was sold in 1923 for £850 to the Elphinstone Sawmilling Company in Victoria.⁴⁷



Baldwin 5 was supplying steam to the electrolytic copper refinery when photographed by JLN Southern on 28 February 1937.

The gradual dissolution of Baldwins 3 and 5

In 1931 the three Baldwins were insured for a total value of £3600⁴⁸ and they were listed in the CS&S catalogue of January 1932, which was probably the last time that numbers 3 and 5 were offered for sale as operational units. The booklet on Mt Lyell operations published by the company in August 1934 stated that there were five 1067mm gauge locomotives, which would have been Abt 1–4 and Baldwin 4, so that Baldwins 3 and 5 were presumably regarded as being out of service.⁴⁹

JLN (Jack) Southern photographed number 5 on 28 February 1937 in use as a stationary boiler to supply steam heating to the electrolytic copper refinery at Queenstown. It was basically intact, but the cab had been built into a small shed, it was fitted with a very tall stovepipe chimney and the headlight had been removed to make way for a steam pipe leading into the refinery. Number 5 may have been serving in this role at least intermittently since June 1930, when it was reported that a 'locomotive boiler' had replaced an electric boiler to supply heating to the refinery, drought having reduced the supply of power from Lake Margaret. Murray reported that the arrangement was effective, but very costly.⁵⁰ Jack Southern does not seem to have sighted number 3 in 1937. The company sold some 700 tons of iron and steel scrap to CM Clemenger of South Melbourne in May 1937, so it is possible that this included the remains of number 3.⁵¹

On 1 March 1945 John Buckland noted that number 5 was derelict and long disused at the back of Queenstown locomotive shed and on 26 March 1952 Ken Flood noted the cab, boiler and underframe of number 5 at Queenstown. In February 1956, Bart Wiles noted that there were two Baldwins stored outside the Queenstown running sheds, one (presumably number 5) being without its chimney and dome.⁵²

The later years of Baldwin 4

Baldwin 4 was probably saved from her sisters' fate by a substantial revival in pyritic concentrates traffic as Australia gradually emerged from the great economic depression of the early 1930s. Freight traffic on the Mt Lyell railway steadily increased from 44,822 tons in the year ending 30 September 1932 to 106,788 tons in the year ending 30 September 1939, the latter being the highest annual total the railway had ever recorded.⁵³ In addition to extensively overhauling the existing freight stock, including the last of the wagons brought over from the old North Lyell line, the company decided in 1937 to purchase a fifth Abt engine and also a small 48 horsepower 0-4-0 Ruston & Hornsby diesel shunter (187072 of 1938) for Regatta Point wharf work. Abt 5 (North British 24418 of 1938) worked its first train on 19 July 1938, by which time the Ruston & Hornsby was reported to be 'rendering useful service' at Regatta Point.

The arrival of Abt 5 enabled the railway to carry more than 1000 tons of pyrites each week and in June 1941 Russell Murray said that capacity could be increased to 5500 tons per month in the longer summer days. The company was reluctant to run more trains in the dark, probably because of very limited visibility on parts of the line and the risk of earth and tree falls.⁵⁴

In late 1938 or early 1939 Baldwin 4 was overhauled and fitted with a new boiler built in the workshops.⁵⁵ This was presumably to make her available as a backup shunter at Queenstown and Regatta Point, although it is uncertain how much work she actually did. Jack McLean noted her at Queenstown on 14 May 1940, John Buckland photographed her stored in the workshops on 1 March 1945 (she was stated to be out of use because of the coal shortage) and George Sweetapple did the same on 8 March 1947. Photographer

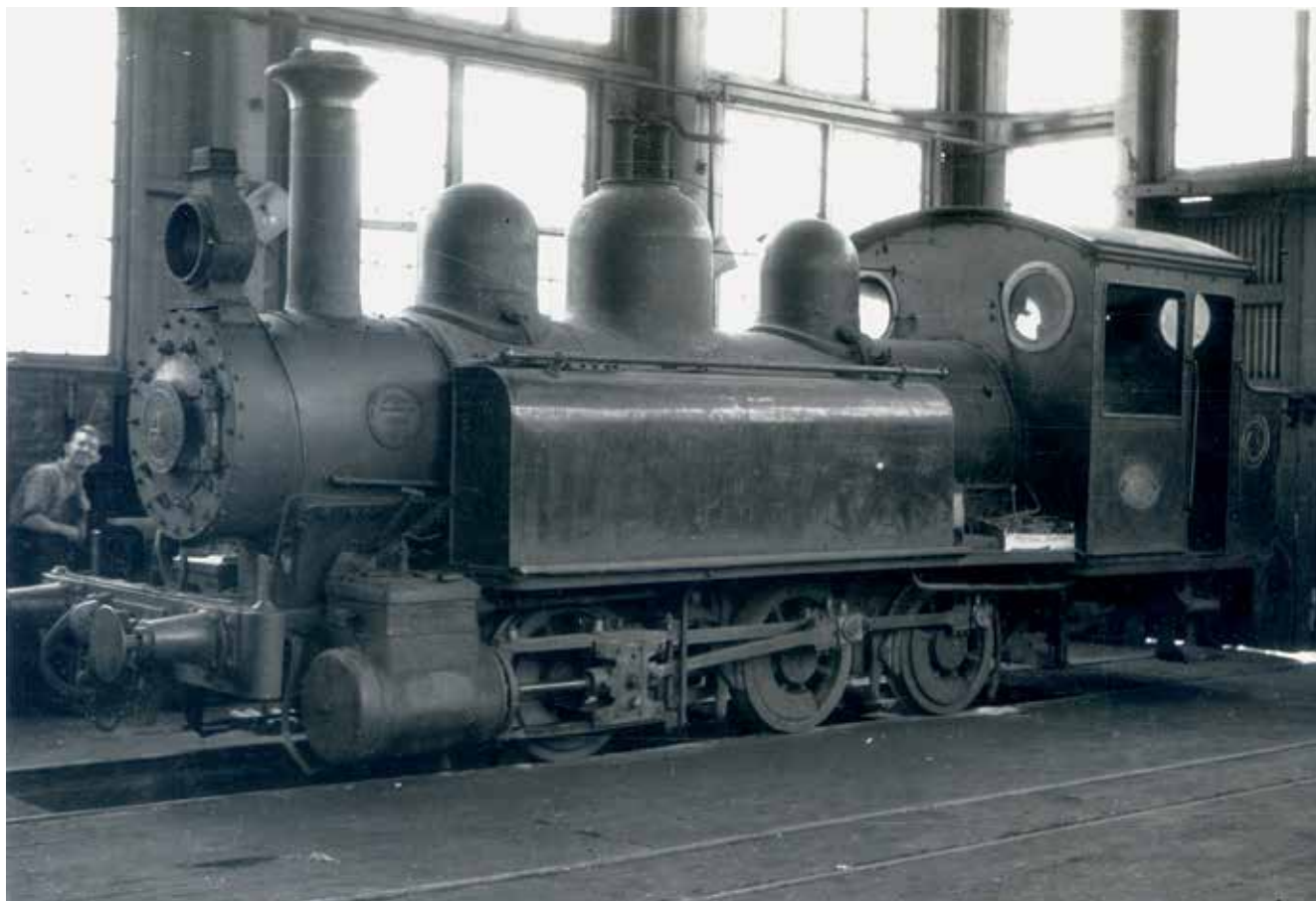
Frank Hurley took a colour view of the workshops area in the early 1950s and number 4 can be seen standing just outside the southern end of the locomotive shed facing north.⁵⁶

The most interesting sighting of the loco was by Ken Flood at Regatta Point on 24 March 1952. She was standing on a siding between the island platform and the goods shed facing south, but was not in steam. It is probable that she had had a last spell of shunting at Regatta Point, but had been superseded by ex-New Zealand Railways/TGR 2-6-4 tank engines DS1 and DS4, which were purchased by Mt Lyell in May and January 1952 respectively as stopgaps pending the arrival of the two Drewry/Vulcan 0-6-0 diesel-mechanical units built in 1953.

Number 4 was still stored in a shed near the Queenstown workshops in February 1960, but was cut up later that year, her remains allegedly being dumped in the old flux quarry. One of her large Baldwin Locomotive Works maker's plates was on display in the workshops office in 1963. It is sad that after such a long life she was scrapped only three years before the railway closed, when she might have had a chance of preservation.

Acknowledgements

I am very grateful for information given to me over the years by John Buckland, Andrew Dix, Ken Flood, David Jehan, Greg Johnston, Richard Knight, Bruce Macdonald, Jack McLean, Ian Manning, Jack Southern, George Sweetapple, Jeremy Wainwright, John O Ward and Lindsay Whitham. I would also like to thank the staff of the University of Melbourne Archives, in particular Sophie Garrett, for their unfailing welcome and helpfulness; and the State Library of NSW, Mitchell Collection, for permission to reproduce photographs.



Baldwin 4 inside the workshops at Queenstown on 1 March 1945.

Photo: JL Buckland



Baldwin 4 and ex-NZR/TGR 2-6-4T DS4 at Regatta Point on 24 March 1952.

Photo: Ken Flood

End notes:

1. University of Melbourne Archives [UMA], records of the Mt Lyell Mining and Railway Coy [MLMC], half yearly reports for 31 March and 30 September 1895 and 31 March 1897.
2. UMA, MLMC, half yearly reports for 31 March and 30 September 1898 and 31 March 1899.
3. UMA, MLMC, railway engineer's report for 30 September 1896.
4. UMA, MLMC, half yearly reports for 30 September 1898 and 31 March 1899.
5. UMA, MLMC, half yearly reports for 31 March 1899 and 30 September 1901; personal information from Mt Lyell workshops manager 1963.
6. UMA, MLMC, half yearly report for 30 September 1897; Mount Lyell Standard (Queenstown) 5 June 1897 p. 4 and 24 July 1897 p. 3.
7. In 1963 the Mt Lyell workshops manager gave me the dates on which the Baldwins entered service as 1 July 1897, 26 August 1898 and 11 August 1898 respectively
8. Archives Office of Tasmania [AOT] box PWD 214/1/136, file Myalla – Stanley Railway. Construction. File No 2; AOT file TC 10/1/2520; Mount Lyell Standard 24 July 1897 p. 3. For drawings of the Baldwins see the article by Peter Manning in *Narrow Gauge Down Under*, Issue 46, July 2012, pp. 43–47.
9. UMA, MLMC, Letters from Queenstown, Vol 98, 20 April 1922.
10. *Mercury* (Hobart) 24 February 1899 p. 3.
11. *Mount Lyell Standard*, 4 June 1898 p. 3.
12. *Mount Lyell Standard*, 7 January 1899 p. 2 and 9 January 1899 p. 3.
13. *Mercury* 5 December 1899 p. 3 and 12 December 1899 p. 3.
14. UMA, MLMC, half yearly reports for 31 March and 30 September 1899.
15. UMA, MLMC, half yearly report for 30 September 1904.
16. UMA, MLMC, half yearly report for 30 September 1913.
17. Geo. W Wright, Lake Margaret hydro-electric power scheme, Mt Lyell [circa 1915], p. 88, in UMA, MLMC, box U17/11, Mount Lyell Mining Material.
18. UMA, MLMC, half yearly report for 31 March 1915.
19. UMA, MLMC, box U17/11, Mount Lyell Mining Material, Notes compiled by HJ Clarke April 1944.
20. David Jehan, *Rack Railways of Australia*, Sydney, 1997, p. 29.
21. UMA, MLMC, box L17/3, folder 'G.M's Railway Letters 1903–1911', Sticht to Mellor 23 April 1909.
22. UMA, MLMC, half yearly report for 31 March 1911; Letters to Queenstown, Vol 46, railway report for half year ending 30 September 1915.
23. UMA, MLMC, Letters from Queenstown, Vol 70, 15, 22 and 28 March and 5 April 1918; Vol 71, 9, 16, 24 and 31 May 1918 and 7 June 1918.
24. AOT file TC 10/1/2520.
25. UMA, MLMC, Letters from Queenstown, Vol 69, 25 and 31 January and 8 and 15 February 1918; Vol 94, 23 December 1921.
26. UMA, MLMC, Letters from Queenstown, Vol 94, 14 and 21 October 1921; Vol 98, 20 January and 3 February 1922.
27. I have not been able to identify which Baldwin was used.
28. *Mercury* 17 February 1920 p. 5, 18 February 1920 p. 4, 19 February 1920 p. 5, 20 February 1920 p. 5, 21 February 1920 p. 7, 24 February 1920 p. 5, 26 February 1920 p. 4, and 9 March 1920 p. 4; UMA, MLMC, Letters from Queenstown, Vol 84, 20 February and 5 and 12 March 1920.
29. TGR annual report for 1919–20 in Tasmanian Parliamentary Papers, Vol 83, Paper 60. The report gives the date of the fires incorrectly as 26 February 1920.
30. *Mercury* 1 April 1922 p. 7, 3 April 1922 p. 4, 19 April 1922 p. 4, 25 April 1922 p. 5, 27 June 1922 p. 4 and 5 July 1922 p. 6; UMA, MLMC, Letters from Queenstown, Vol 98, 14 March 1922; Vol 99, 11 and 25 May and 29 June 1922; Vol 100, 13 July 1922.
31. *Mercury* 10 February 1934 p. 11, 12 February 1934 p. 9, 14 February 1934 p. 9 and 2 April 1934 p. 9; UMA, MLMC, Letters from Queenstown, Vol 175, 9, 13 and 16 February 1934.
32. A full account of the Institution of Engineers' visit was published in their *Journal* for March 1934 and parts of the West Coast section were reprinted in *Light Railways* No 181, February 2005. Several photographs of the Little Henty operation came into the possession of the Australian Railway Historical Society, although they may not all have been taken on the same day.
33. UMA, MLMC, Letters from Queenstown, Vol 94, 23 December 1921.
34. UMA, MLMC, Letters from Queenstown, Vol 100, 20 July 1922.
35. For the hire and use of Baldwin 5 on the Myalla – Wiltshire Jct line see AOT box PWD 214/1/135 (file Myalla – Stanley Railway. Miscellaneous), box PWD 214/1/136 (file Myalla – Stanley Railway. Construction. File No 2) and box PWD 214/1/137 (file Myalla – Stanley Railway. Hire of Engine, file Myalla – Stanley Railway. Inspection of Engine and file Opening of Myalla – Stanley Railway).
36. UMA, MLMC, Letters to Queenstown, Vol 38, 25 and 26 July 1913.
37. AOT file TC 10/1/2520; UMA, MLMC, Letters from Queenstown, Vol 71, 4, 11 and 14 June 1918.
38. AOT file TC 10/1/2520; UMA, MLMC, Letters from Queenstown, Vol 92, 15 and 29 April, 10 May and 6 June 1921; Vol 93, 15, 20 and 30 September 1921.
39. UMA, MLMC, Letters from Queenstown, Vol 93, 30 September 1921; Vol 94, 7 October 1921; Letters to Queenstown, Vol 96, 4 October 1921.
40. UMA, MLMC, Letters from Queenstown, Vol 98, 13 January and 19 March 1922.
41. UMA, MLMC, Letters from Queenstown, Vol 122, 10 August 1925; Vol 128, 28 September 1926.
42. UMA, MLMC, Letters from Queenstown, Vol 135, 1 July and 26 August 1927.
43. UMA, MLMC, Letters from Queenstown, Vol 121, 4, 15 and 21 May 1925.
44. UMA, MLMC, Letters from Queenstown, Vol 151, 11, 18 and 22 July 1930.
45. UMA, MLMC, Letters from Queenstown, Vol 157, 23 June 1931 and Vols 183–4, frequent references between April and July 1935.
46. UMA, MLMC, Letters from Queenstown, Vol 107, 10 August 1923 and Vol 108, 29 October and 2 November 1923. The Sharp, Stewart was number 2 in the MLR 1067 mm gauge adhesion locomotive fleet, but it was always referred to in Mt Lyell correspondence by its local name of *Malvolio*.
47. UMA, MLMC, Letters from Queenstown, Vol 157, Phoenix Assurance to RM Murray 31 March 1931.
48. Mt Lyell Mining and Railway Co, Brief Description of Mines and Works at Mount Lyell, Tasmania, August 1934, p. 53, in UMA, MLMC, box U17/11, Mount Lyell Mining Material. The company also told the United States Commerce Department on 9 November 1937 that they had five 1067mm gauge locomotives (UMA, MLMC, Letters from Queenstown, Vol 202).
49. UMA, MLMC, Letters from Queenstown, Vol 151, 11 July 1930 and Letters to Queenstown, Vol 153, 8 July 1930. A photograph of Baldwin No 5 supplying steam to the refinery appeared in the *Evening Post*
50. (Wellington NZ) of 8 July 1932 p. 5.
51. UMA, MLMC, Letters from Queenstown, Vol 201, 26 May 1937.
52. Mitchell Library, Gifford Eardley papers, Box 73, File 396.
53. The annual railway and mine reports are included in UMA, MLMC, Letters from Queenstown, in October each year.
54. UMA, MLMC, Letters from Queenstown, Vol 210, 22 July 1938 and Vol 226, 20 June 1941.
55. UMA, MLMC, Letters from Queenstown, Vol 220, 31 January 1939; assistant general manager AHP Moline advised Victorian railway historian Leo Harrigan in 1939 that No 4 had been rebuilt and was in good order (UMA, MLMC, Letters from Queenstown, Vol 221, 11 August 1939).
56. Frank Hurley, Tasmania, Sydney, 1953, p. 51.



The re-creation of the funeral train, with a superbly turned out MOUNT LYELL No.1 at the head, stands ready to depart from Queenstown railway station at 9.15am. The specially adapted funeral wagon, built to resemble the original used in 1913 that carried the coffins to the cemetery, was decked out in black fabric and wreaths as is seen behind the locomotive.

North Mount Lyell mine disaster commemoration weekend, October 2012

Text & images by Ross Mainwaring

A century ago, on 12 October 1912, poisonous carbon monoxide gas extinguished the lives of 42 underground miners at the North Mount Lyell copper mine, situated near Queenstown, on the west coast of Tasmania.

To commemorate this tragic event the *Queenstown Heritage and Arts Festival* committee planned cultural displays over the period Friday 12 to Sunday 14 October 2012. A centrepiece of the festival was the running of two special trains by the West Coast Wilderness Railway (WCWR,) one a *Funeral Train* and the other a *Rescue Train*.

Early on Friday morning invited guests, including descendents of the victims, were bussed up to the site of the former North Mount Lyell shaft by kind permission of the present lease owners, Copper Mines of Tasmania (CMT). The shaft was located on the northern end of a high ridge overlooking the Linda Valley, to the east of Queenstown and overlooked by the heights of Mount Lyell.

There was a distinct chill in the air as mist and cloud hung low over the mountain peaks of Mount Lyell and Mount Owen when the commemoration service commenced at 8.00am to the wail of the bagpipes. The piper, whose kilt offered minimal warmth against the chill air, stood above the gathering on a rocky slope. The General Manager of CMT gave a short speech along with some other community and parliamentary

leaders. Members of the CMT Mines Rescue Squad laid a wreath at the foot of a plaque that was unveiled for the occasion. This was dedicated and blessed by Father Mike Delaney. The rain fortunately stayed away for most of the moving ceremony.

For the railway historian, the highlight of Friday was the re-enactment of the run of the funeral train that transported the bodies of the deceased from Queenstown railway station to the cemetery, which is situated a short distance beyond South Queenstown. An immaculate Abt rack locomotive, *MOUNT LYELL No.1* (Dübs 3369 of 1896), resplendent in green livery, was at the head of the six car train. Of great interest was the funeral wagon. This was built to resemble the original that carried the coffins on a funeral train of March 1913. This bogie flat wagon, painted grey and lettered as for the Mount Lyell Mining and Railway Company Ltd, was modified from an ex TGR vehicle and was draped in black fabric; affixed to the outside were beautiful wreaths made by the local florist from chrysanthemums and carnations together with green leaves from laurel and native plum.

At 9.20am the train, with standing room only, departed the station. Light drizzle befitted the scene as the train slowly drifted down grade to the cemetery, watched by many visitors and townspeople. Beside the level crossing at the graveyard, a temporary wooden platform and pathway had been built the day before to detain the passengers. At 10.00am a commemorative service began beside the common grave of the disaster victims. The names of the interred had been plotted out and marked on the grassy grave so any descendants would know the exact location of their distant relative. Guest speakers included Professor Geoffrey Blainey (noted historian) and Mr Peter Schulze, retired electrical engineer of the old Mount Lyell Mining and Railway Company. A piper played an appropriate funeral dirge.



The only participant exempt from a high visibility vest was Father Mike Delaney (although he still had to wear a hard-hat and safety glasses) as he read the service before dignitaries and invited guests at the unveiling of the North Mount Lyell memorial plaque a little after 8am on Friday 12 October 2012. This ceremony was held high atop the desolate ridge near the location of the old North Mount Lyell shaft.

Meanwhile, the locomotive had taken the carriages down to Lynchford where it could run around the train. When shunting was completed the train was hauled back to the cemetery platform to await the conclusion of the service. At 10.35am a long blast of the locomotive whistle (believed to be a five-chime whistle borrowed from a Victorian Railways locomotive) interrupted the ceremony. Simultaneously the church bells in Queenstown rang out for five minutes. The pealing of the bells at this time was to symbolise the discovery of the underground fire at the 700 feet level pump station of the North Mount Lyell mine 100 years ago to the minute. CMT also arranged for a plume of black smoke to waft skyward at the same time from the site of the shaft, to represent the smoke and fumes that killed 42 men in the mine. A westerly breeze was blowing, so little of the smoke could be seen through the mist from Queenstown but the few remaining residents of Gormanston and Linda, once the domicile of many of the North Mount Lyell employees, could watch first hand as the smoke drifted down the Linda Valley as it probably did on that fateful day all those years ago.

At the conclusion of the funereal service, passengers boarded the train for the return to Queenstown at 11.25am. Wet rails made for slippery conditions for the loco crew as

the locomotive struggled with the heavy train back up to the station. The WCWR had on display an excellent photographic exhibition of railway interest titled *Labor Omnia Vincit – We Find a Way or Make It* – in the station building.

That evening the lower end of Queenstown's main street, Orr, was closed off for curbside dining. Around 8.00pm, children of St. Joseph's Catholic School carried lanterns down the main street pausing to listen to a history reading then the singing of 'Abide with me' from the upstairs balcony of the Empire Hotel. They then continued across the road to the railway station where each lantern, representing a deceased miner, was handed up to a member of the train crew who then placed it in the funeral wagon which was coupled to a locomotive at the turntable end of the station.

Sunday was the much anticipated run of the *Rescue Train*. The original train of October 1912 carried breathing apparatus from the goldfields of Victoria which had been landed at the north-west coastal port of Burnie by ship. This was then rushed down the Emu Bay

Railway to Zeehan then along the TGR to Strahan, thence on to Queenstown and up the haulage to the crest of the ridge, from which a 2ft gauge Krauss locomotive carried the equipment to the North Mount Lyell mine.



The grave of the North Mount Lyell disaster victims at Queenstown General Cemetery where the commemorative service was held at 10:00 on Friday morning, 12 October. The conglomerate rock, upon which the plaque carrying the men's names is affixed, was removed from the ground near the North Mount Lyell shaft.



The funeral wagon, lettered for the Mount Lyell Mining and Railway Co. Ltd. is attached at the rear of the six car train as it awaits departure for the return journey to Queenstown near the temporary cemetery platform. Friday was typical of West Coast weather with Mt Owen obscured behind the mist and cloud in the background.

Participants of the re-enactment departed Queenstown by road bus at 8.00am bound for Regatta Point near Strahan. Here *MOUNT LYELL No.1* stood in the station at the head of a three car train which was booked out. Departure was at 9.25am in drizzling rain. An exceptionally interesting historical commentary was provided by a female member of the train staff during the journey. A little way before Lowana the train came to a rapid stop, a paper boy in period dress boarded the train with a fictitious newspaper called *The Rack O-pinion*

dated October 1912. This informative three page publication contained historical details of the disaster, the ships involved in the Bass Strait crossing, the train journeys involved and the heroic rescue attempts to reach the trapped miners.

The train stopped for 20 minutes at Dubbil Barril, both passengers and locomotive partook of liquid refreshments, departing at 11.02am. A further water stop was made at Rinadeena which is at the summit of the ABT rack section. Arrival back at Queenstown was a little after midday; the passengers were very pleased with the superbly organized trip which reflected well upon the WCWR and its employees.

The commemorative weekend was a credit to the organisers, with many events to choose from, such as historic photographic exhibitions, art exhibitions, underground and surface mine tours as well as helicopter rides up over the Iron Blow, West Lyell open cut and the North Mount Lyell disaster site. The Lake Margaret hydro-electric power station, once accessed by a 2ft gauge tramway, was also open for inspection. It has been a long time since Queenstown has enjoyed so much activity!

For further reading about the North Mount Lyell disaster interested readers should consult the book *The Peaks of Lyell* by Professor Geoffrey Blainey. However care should be exercised in interpreting the analysis of the Royal Commission's report into the disaster as written up by Blainey. Readers would be well advised to consult a recently published book, launched at Queenstown titled *An Engineer Speaks of Lyell* by Peter Schulze. This new book adopts a far more detailed and technical appraisal as to the true cause of the disastrous fire that began in the 700 feet level pump station of the North Mount Lyell mine, refuting many of the findings of the Royal Commission.



The driver of the 'Rescue Train' oils round MOUNT LYELL No.1 at Dubbil Barril amidst the gloom of the rainforest and overcast sky. The loco is taking water from the hose while the turntable is in the foreground. From this station the locomotive engages the Abt rack for the very steep climb of 1 in 20 up to Rinadeena which is the summit of the rack section.



Jatiroto Mill's Hokuriku Juki Kogyo 0-6-0DH 27 (2420-09 of 1976), sporting the Indonesian flag, heads out to the canefields across an irrigation channel on the morning of 21 July. Each main line locomotive at Jatiroto and Semboro runs with a permanently-coupled 'tender'.

There are many reasons why readers might choose to visit the narrow gauge sugar cane railways on Java with their fascinating variety of locomotive types and operations.

One special reason is to see the best concentration of industrial narrow gauge steam left in the world in the Pemalang area of the north coast. Pangka and Sragi mills have up to 12 superb 600mm gauge locomotives in use every day of the cane season. At nearby Sumberharjo Mill, there are another six steam locos on 700mm gauge that may be seen in operation on a single visit. Their Ducroo & Brauns 0-8-0TT locomotives work on field lines but mostly return to the mill during night time.

This is a reminder of a second special reason to visit Java, to see the ten mill rail systems that still haul harvested cane from the canefields rather than just operating trackage from a road transshipment yard to the mill. Some of the best of these field line operations have perhaps been neglected in the past because they are diesel hauled. When visited in July 2012 they provided an interesting contrast to operations in Queensland. This feature deals with four of them, all operating on 700mm gauge track.

Krebet Baru is a privately-owned mill near Malang. It has nearly 40 kilometres of track and uses a fleet of more than 20 Schöma 110hp 4wDH locomotives built in 1975 and 1976. About a dozen of these are in service at any one time. An interesting feature is an out-depot at Gondanglegi, about 13 kilometres south of the mill, where full trains are marshalled for onward haulage. On the wet afternoon of 18 July, five

Diesels in the canefields – Java

Text & images by John Browning

trains (one with a banker) travelled in convoy from the depot towards the mill.

Jatiroto and Semboro

have interconnected systems near Tanggul. These are extensive rail systems with Semboro apparently the earlier mill to be established. Jatiroto appears to be the product of a large planned land drainage and development scheme dating from the early decades of the twentieth century. A major irrigation channel runs through the Jatiroto area and it is crossed by several tramline bridges. There are also crossings of the Government Railway. There are reportedly 280 kilometres of track in the Jatiroto system alone. The Semboro system appears to be almost as extensive.

Cane haulage on the field lines of the two mills is largely handled by large fleets of 14-tonne Hokuriku Juki Kogyo 0-6-0DH locomotives built in 1976. At Jatiroto, 14 of these were seen in use, and 10 were in use at Semboro. Semboro not only has two Orenstein & Koppel fireless locomotives at work in the mill yard but also has four 4-tonne Schöma 4wDM locomotives that are used to haul loaded cane trucks on portable track in the fields, a task reserved elsewhere for oxen and water buffalo. Jatiroto also has a collection of Hokuriku Juki Kogyo line cars built in 1976.

Wringin Anom has a system 38.5 kilometres in length that connects to the lines of the neighbouring Olean Mill. Japanese locomotives available for use at Wringin Anom are three Kyosan Kogyo 4wDM built in 1965 and two 15-tonne Keio 0-6-0DH built in 1983. Two of the Kyosan Kogyo diesels double headed a cane train back to the mill on 24 July.



Top (left to right): Krebet Baru's Schöma 4wDH 14 (3906 of 1975) hauls empty ash wagons through the township of Gading on its way back to the mill on 18 July. • Semboro's Hokuriku Juki Kogyo (HJK) 0-6-0DH 9 (2420-14 of 1976) crosses an impressive steel bridge over a main channel on 22 July. • Semboro's HJK 0-6-0DH 10 (2420-17 of 1976) delivering empty cane trucks on 22 July. • Wringin Anom's Keio

0-6-0DH 4 (DH-15 9 of 1983) prepares an empty train on 24 July with volcanic Mt Ringgit behind.

Centre (left to right): Krebet Baru's Schöma 4wDH 19 (3911 of 1975) waits at a passing place as 16 (3908 of 1975) hauls a loaded train up the climb from Gondanglegi on 18 July. • Semboro's Schöma 4wDM 22 (4304 of 1979) gingerly hauls two loaded trucks over portable track



laid in a canefield on 22 July. • At Jatiroto Mill, two 1976-built HJK linecars, numbers 9 and 1, carry out manoeuvres in the mill yard on 21 July. • Two of Wringin Anom's Kyosan Kogyo 4wDM locos, 6 (50474 of 1965) and 3 (50473 of 1965) push full cane trucks back into the mill yard on 24 July.
Above (left to right): Kreet Baru's Schöma 4wDH 17 (3909 of 1975)

heads a full train across a waterway in Banjarejo on its way to Gondanglegi depot on 18 July. • HJK 0-6-0DH 31 (2420-15 of 1976) hauls a train of fulls at Jatiroto on 21 July. • Wringin Anom's Kyosan Kogyo 3 and 6 double head a loaded train back to the mill on 24 July. The crew members on the front buffer beam are there to provide manual sanding as required.



Industrial Railway NEWS

Industrial Railway News Editor : John Browning
 PO Box 99, ANNERLEY 4103
 Phone: (07) 3255 9084
 e-mail: industrial@irrsa.org.au

Special thanks to contributors to the LRRSA and Cane Trains e-groups, the Sugar Cane Trains/Navvy Pics 2ft Facebook page, and Jim Bisdee's West Australian Railscene e-Mag

LOCOMOTIVE & EQUIPMENT MANUFACTURERS

IBS ENGINEERING SUPPLIES PTY LTD, Innisfail, Qld

IBS Engineering Supplies and Innovative Solutions have been awarded a contract to refurbish a 610mm gauge Clyde 0-6-0DH locomotive for Fiji Sugar Corporation. The locomotive was one of five purchased recently from Bundaberg Sugar by FSC. It arrived in Innisfail in early September and is ex-Millaquin Mill 591 *ASHFIELD* (65-441 of 1965). The work was said to be worth \$200,000 and IBS was anticipating further similar work on other FSC locomotives, either in Australia or in Fiji. IBS were responsible for the 2009 hi-rail modification for South Johnstone Mill's weed spray unit (see LR 226 p.24).

Townsville Daily Bulletin 15/9/2012 via Luke Horniblow;
<http://ibsonline.wordpress.com/2009/11/01/hi-rail-spray-truck/>

QUEENSLAND

BUNDABERG SUGAR LTD, Bundaberg area mills

(see LR 227 p.20)

610mm gauge

Bundaberg Sugar has announced that it is intended to keep Bingera Mill open and a substantial maintenance and capital program before the 2013 season is planned. The company is also considering the feasibility of building a cane railway bridge over the Burnett River to replace the ferry, near the site of the old Fairymead Mill, that is currently used. Four Clyde 0-6-0DH locomotives from Millaquin and Fairymead mills sold to Fiji Sugar Corporation were noted in a transport yard in Wacol, Brisbane, on 28 August on their way to the port of Brisbane. The fifth locomotive



Top: Racecourse Mill's multi-pair Clyde 0-6-0DH locomotives, cableless MARIAN-11 (56-104 of 1956) with HABANA (60-215 of 1960), haul a train of 170 empties at Homebush Junction on 17 October 2012. Photo: Scott Jesser. **Centre:** Fiji Sugar Corporation's ex-Millaquin Mill Clyde 0-6-0DH 591 ASHFIELD (65-441 of 1965) at IBS Engineering in Innisfail on 29 September, where it is being refurbished. Photo: Luke Horniblow. **Above:** Victoria Mill's newly refurbished Walkers B-B DH VICTORIA (599 of 1968 rebuilt Tulk Goninan 1994) near Scrubview on the Bambaroo line, 27 October. Photo: Luke Horniblow.



Centre: Jacaranda time in the valley. Marian Mill's Eimco B-B DH 19 NARPI (256 of 1990) shunts at Finch Hatton on 30 October. Photo: James Chuang. **Above:** In for running repairs. Racecourse Mill's HABANA separated from its partner, comes through City Gates at Mackay on road transport en route to the mill after suffering a bearing failure, 24 September 2012. Photo: Scott Jesser.

sold to FSC, Millaquin Mill's 591 *ASHFIELD* (65-441 of 1965) was transported to Innisfail for refurbishment as noted above. Bundaberg Canegrowers Monthly Newsletter 8/12; Bob Ellwood via Dean Stalker 8/12; *Townsville Daily Bulletin* 15/9/2012 via Luke Horniblow

MACKAY SUGAR LTD, Mackay area mills

(see LR 227 p. 20)

610mm gauge

A tragic accident occurred at about 1.30am on 25 August when a former Mackay Sugar locomotive driver was struck and killed by a train hauled by EM Baldwin B-B DH *BALMORAL* (10684.1 4.83 of 1983) on the line to the east of the mill.

BALMORAL was also involved in a head-on collision with Eimco B-B DH 18 *GARGETT* (L255 of 1990), on the afternoon of 23 October near Jukes Junction north of the Messmate Range. Following the accident, *BALMORAL* was noted on road transport on its way to Racecourse Mill on 24 October. *GARGETT* suffered major bending of the frame at the short nose end and was also sent to Racecourse Mill for assessment.

Another casualty noted being taken to Racecourse Mill on road transport was on 24 September when Clyde 0-6-ODH *HABANA* (60-215 of 1960) required attention after suffering a collapsed bearing.

Some of the locomotives stored at North Eton are being cannibalised. For example, it seems that the engine of Clyde 0-6-ODH 43 *CHELONA* (59-201 of 1959) was removed during September while the engine from Clyde 0-6-ODH 50 *HOMEBUSH* (55-58) was fitted to *BROADSOUND* (70-710 of 1970) some time ago. Side rods and probably wheelsets from Com-Eng 0-6-ODM 49 *RICHMOND* (A1308 of 1955) were removed to be sent to Mossman Mill during September.

Daily Mercury 27/8/12; Brian Millar 8/12, 10/12; Scott Jesser 9/10, 10/12; Hayden Quabba 9/12;

SUCROGEN (HERBERT) PTY LTD, Herbert River Mills

(see LR 227 p.21)

610mm gauge

The significant damage done to Victoria Mill's Sandy Creek bridge at Upper Stone in the 20 August derailment required at least two weeks intensive repair work to return it to service.

Victoria Mill's Clyde 0-6-ODH *PERTH* (69-682 of 1969) was loaned to Macknade Mill from 24 to 28 September while Clyde 0-6-ODH 12 (65-434 of 1965) was out of service with turbocharger problems.

From 5-10 October Macknade Mill's *DARWIN* (6171.1 9.75 of 1975) was on loan at Victoria Mill to assist with a short-term motive power crisis. By 10 October, Walkers B-B DH *VICTORIA* 599 of 1968 rebuilt Tulk Goninan 1994) had re-entered service at Victoria Mill following its rebuild. Only EM Baldwin *RYNNE* (5423.1 9.74 of 1974 rebuilt N+P 2009) was then out of service and possibly would remain so for the remainder of the season with transmission problems.

Invicta Mill's Tamper Model STM-XLC tamping machine (94952 of 1993) was on loan to the Herbert River mills in October. On 23 October it

was sighted at Girgenti's Siding in the Victoria Mill 4 Mile and in the next few days was at work on the Lucinda line with ballast being hauled by Victoria Mill's EM Baldwin 4wDH *Sugarworld Shuttle* (9109.1 9.80 of 1980).
Chris Hart 9/12, 10/12; Luke Horniblow 10/12;
Herbert River Express 29/8/12

**SUCROGEN (PIONEER SUGAR) PTY LTD,
Inkerman Mill**

(see LR 227 p.22)
610mm gauge
Com-Eng 0-6-0DH *KOOLKUNA* (AM4993 of 1965) was noted in the mill workshops on 10 September being fitted with a new Mercedes 926 engine as part of the mill's upgrade program for this type of locomotive.
Luke Horniblow 9/12

**SUCROGEN (PIONEER SUGAR) PTY LTD,
Pioneer Mill**

(see LR 224 p.26)
1067mm gauge
Clyde 0-6-0DH *PIONEER* (63-287 of 1963) was noted newly repainted in yellow livery on 10 September. It was waiting at a radio control point during an emergency exercise to prepare for the possibility of a level crossing collision.
Luke Horniblow 9/12

**SUCROGEN (PROSERPINE) PTY LTD,
Proserpine Mill**

(see LR 227 p.22)
610mm gauge
Sucrogen (Pioneer) Pty Ltd changed its name to Sucrogen (Proserpine) Pty Ltd in October 2012, and is the owner of Proserpine Mill.
Wilmar International 10/12

**SUCROGEN PLANE CREEK PTY LTD,
Sarina**

(see LR 227 p.22)
610mm gauge
Clyde 0-6-0DH D1 (56-101 of 1956), based on the section of the Plane Creek branch isolated by bridge works, was in use hauling cane over the rarely used 2km between 4 Plane Creek siding and the terminus at 5 Plane Creek siding on 19-20 October.
Scott Jesser 10/12

VICTORIA

**JOHN HOLLAND PTY LTD,
Melbourne Replacement Sewer Project**

762mm gauge
This is a previously unreported \$206m four-year project that was completed during 2011. It involved a 2.4m diameter tunnel 2.3km long from the Charles Grimes Bridge in Docklands to Swallow Street in Port Melbourne replacing a Victorian-era sewer, with the main work site situated at Fennel Reserve on the corner of Evans Street and Ingles Street in Port Melbourne. Apart from the crossing of the Yarra River, the tunnel was cut by tunnel boring machine and Schöma 4wDH locomotives were used, presumably for spoil disposal and



Top: Millaquin Mill's Bundaberg Foundry Engineering B-B DHELLIOTT (002 of 1991), heading towards the mill with fulls on the Calavos/Clayton main line, approaches the Riverview line junction on 28 September. Photo: Rod Milne. **Centre:** Marian Mill's Eimco B-B DH 19 NARPI approaches the Owens Creek Road overpass on its way back from Finch Hatton towards the mill on 30 October. Photo: James Chuang **Above:** Dusk gathers as Mulgrave Mill's Clyde 0-6-0DH locomotives 24 PYRAMID (56-90 of 1956) and 23 BEHANA (55-56 of 1955) await their next duties outside the loco shed. These were each new to the neighbouring Hambledon Mill, but Mulgrave is the fourth and fifth mill respectively at which they have operated. Photo: Alf Atkin



Top: Locomotives and brake wagons wait outside the Isis Mill locoshed during a mill breakdown on 28 October. Left to right are EM Baldwin B-B DH 11 (10130.1 6.82 of 1982) and Walkers B-B DH locomotives ISIS No.2 (598 of 1968 rebuilt Walkers 1994), ISIS No.3 (600 of 1968 rebuilt Walkers 1994), ISIS No.4 (656 of 1970 rebuilt Walkers 1994) and ISIS No.6 (610 of 1969 rebuilt Isis 2002). Photo: Vicki Darby **Centre:** Plane Creek Mill's Clyde 0-6-ODH D1 (56-101 of 1956) kicks up the dust as it hauls a rake of 14 full bins towards Plane Creek 4 on the Plane Creek line, 20 October. Photo: Scott Jesser **Above:** Mulgrave Mill's Com-Eng 0-6-ODH 7 (B1010 of 1956) ambles along at Bennetts Hill on 20 September with line bogies carrying lifted track from the old Babinda Mill area, and with two loaded cane bins at the rear. Photo: Carl Millington

segment transport. These locomotives would be from the batch of ten purchased by John Holland for Melbourne tunnelling work in the last few years, 6242 to 6247 and 6278 to 6280 of 2008, and 6374 of 2009.

The Age 16 July 2012 via Rod Smith; http://trenchless-australasia.com/news/melbourne_main_sewerage_replacement_complete/076351/

WESTERN AUSTRALIA

BHP BILLITON IRON ORE PTY LTD

(see LR 227 p.23)

1435mm gauge

The batch of Progress Rail Model SD70MACe Co-Co DE locomotives delivered in August consisted of numbers 4386 to 4390, not as previously stated, and have entered service. The next batch, numbered 4391 to 4400, is due to be delivered in early 2013 although 4391 had been completed by early September. It is equipped with a new step protection device and safety protection gating on the front and rear walkway.

WA Railscene e-mag 207 & 211.

CFCL AUSTRALIA PTY LTD

(see LR 227 p.23)

1435mm gauge

Refurbished ex-Robe River CM40-8M Co-Co DE CD4301 (Com-Eng C6096-05 of 1975 rebuilt Goninan 202, 1996) has been named *THE VICTORY*. It departed Perth by road transport on 5 September for use on construction trains on Fortescue's Solomon Mine extension.

WA Railscene e-mag 208

GREENTRAINS LTD, Maddington, WA

(see LR 227 p.23)

1435mm gauge

The movement of ex-Hamersley Iron AE Goodwin Co-Co DE rebuild DR8405 *Maggie* (G 6014 04 of 1968, rebuilt Com-Eng 1984, rebuilt GTSA Engineering 2008) to the Gemco Rail compound at Bellevue was only a prelude to its scrapping, which was reported to be under way by late October. The 2008 GTSA rebuild of ex-Hamersley AE Goodwin Co-Co DE 3008 (G 6014-01 of 1968 rebuilt Com-Eng 1984) as DR8406 was never completed. It was scrapped at Maddington in late August/early September.

WA Railscene e-mag 216

THE PILBARA INFRASTRUCTURE PTY LTD

(see LR 227 p.23)

1435mm gauge

Eight new Progress Rail Model SD70ACe Co-Co DE locomotives numbered 701 to 708 were delivered at Port Hedland on 27-30 August. They were taken by road transport to Rowley Yard where they were placed on rail and then hauled to the workshop for commissioning. A total of 738 new

ore wagons have been delivered. A further 11 locomotives and 738 ore wagons are scheduled to be delivered by the end of January 2013. In the quarter ending 30 September, 24km of formation was completed and 47km of track laid in the main line duplication program. All rail was on site and 5 out of 7 sleeper shipments had been received.

41 additional kilometres of formation had been completed for the Solomon spur, with all bridges finished.

Signalling works have progressed along the mainline duplication with several installations commissioned. The remaining signalling is expected to be commissioned by the end of March 2013.

WA Railscene e-mag 207; FMG Quarterly Report 30/9/2012

PILBARA RAIL

(see LR 227 p.24)

1435mm gauge

Fortescue Metals Group has successfully challenged in the High Court a decision of the Australian Competition Tribunal about access to the Pilbara Rail lines of Rio Tinto. The Competition Tribunal had overturned decisions of the Federal Treasurer that potentially allowed access to the Hamersley and Robe River lines by other miners but the Tribunal's decision was struck out by the High Court as not made according to law. The matter has been referred back to the Tribunal.

A 'Rail King' road-rail unit is in use for shunting ore cars at the 8 Mile Yard workshops in Dampier. It is numbered RK4 and was built by Stewart & Stevenson Material Handling in Houston, Texas. The four-wheel unit weighs approximately 22 tonnes and is fitted with a Cummins QSB6.7 turbocharged diesel engine. It is painted orange. Further details of this and other shunt units operated by Pilbara Rail would be welcome.

WA Railscene e-mag 208; ABC News 14/9/12

OVERSEAS

FIJI SUGAR CORPORATION

(see LR 227 p.24)

610mm gauge

A visit to all four mills in late August/early September provided some grounds for cautious optimism for the future of Fiji's sugar cane railways if the present course is maintained. Continuing action is needed to increase the quantity and quality of cane crops, improve mill efficiency, and rehabilitate rail transport infrastructure and equipment, but it appears that some sound decisions have been made. Tate & Lyle have seconded an experienced consultant to FSC for two years to advise on rail improvements.

The 2012 season seems to have been regarded as generally satisfactory in spite of the impact on the crop of flooding, and mill performance and sugar yields are said to have improved. The potential for further progress is considerable when it is noted that the 2012 crush was predicted to total about 1.6 million tonnes compared to a nominal milling capacity of 4.5 million tonnes. From the 2013

season, cane payments will be based on sugar content according to an announcement made in October.

The last full visit report from the three mills on the main island was in 2011 but the last from Labasa was in 2006. What follows is an attempt to update the information in those reports.

Labasa Mill

Labasa Mill on Vanua Levu appears to be the mill most dependent on rail transport as the roads to the east are poor and very circuitous. Most of the locomotives that were out of use in 2006 have been disposed of as follows, apparently in a large scrap drive in 2010:

2	0-4-ODM	Baguley	2365	1950
3	0-4-ODM	Baguley	2676	1960
15	6wDH	Diema	5175	1991
17	6wDH	Diema	5173	1991
(18)	6wDH	Diema	5174	1991
21	0-6-ODH	Baguley-Drewry	3662	1971
	4wDM	Motor Rail	60s375	1969

Other changes since 2006 include the arrival of two refurbished locomotives from Ontrak in Sydney and a Baguley-Drewry from Lautoka Mill as follows:

(13) <i>CHILLI</i>	0-6-ODH	EMB	9442.1	4.81	1981
		rebuilt Ontrak	2435-1		2009
15 <i>OSCAR</i>	0-6-ODH	Clyde	56-91		1956
		rebuilt Ontrak	2434-2		2009
18	0-6-ODH	Baguley-Drewry	3770		1983
		ex Lautoka			2010

CHILLI was previously Labasa Mill 13 and is painted light blue and grey while *OSCAR* was formerly Proserpine Mill number 2 and is painted orange-red and grey like all the Ontrak Clyde rebuilds. They are used on cane haulage, generally on the flatter lines close to the mill. The Baguley-Drewry arrived in 2010 and is currently being used as truck shop shunter. This is the only unit transferred from Lautoka in recent years and the report in LR 220 of others sent in 2010 has proved to be unfounded.

Other locomotives noted on cane haulage were as follows:

8	0-6-ODH	Clyde	DH1.8		1954
9	0-6-ODH	Clyde	62-270		1962
10	0-6-ODH	Clyde	64-320		1964
11	0-6-ODH	Clyde	64-319		1964
12	0-6-ODH	EMB	5995.1	1.76	1976
20	0-6-ODH	Clyde	57-149		1957

The weighbridge shunter is EM Baldwin 4wDH 5 (3229.7 4.70 of 1970, rebuilt Labasa 1980). All the other surviving locomotives are under repair, stored or dismantled.

There are three motorised linecars kept at out depots. These are sited at Wainikoro in the east, Nigigi, and Waiqele in the west. The linecar shed at Nigigi was shifted from Bucaisau earlier in 2012 to bring it closer to the main line (and the homes of the navvies).

Lautoka Mill

With the closure of the Sigatoka line to the south past Batiri Point, working patterns have changed. This has resulted in the four surviving Clyde Model HG-3R locomotives (numbers 10, 11, 12 & 14) being based at Navo and the smaller Clydes at the mill. Two major tramline bridges damaged during the 2012 floods have been rebuilt and were in use. These are at Navo, south of Nadi,

and Naviago on the line north from the mill that connects to the Rarawai Mill tramline system.

All the locos stated in LR 220 to have gone to Labasa had in fact been sold for scrap with the exception of Baguley-Drewry number 18. The "rotten row" outside the loco shed now contains the following dismantled units:

2	0-6-ODH	Clyde	57-146		1957
5	0-6-ODH	Clyde	58-189		1958
9	0-6-ODH	Clyde	64-380		1964

An additional refurbished locomotive, formerly Lautoka number 1, has arrived from Ontrak this year as follows:

(24) <i>BRANDY</i>	0-6-ODH	Clyde	57-140		1957
		rebuilt Ontrak	2435-3		2012

Other locomotives noted on cane haulage were:

10	0-6-ODH	Clyde	65-437		1965
11	0-6-ODH	Clyde	65-432		1965
12	0-6-ODH	Clyde	65-431		1965
14	0-6-ODH	Clyde	68-655		1968
20	0-6-ODH	Clyde	64-385		1964
22	0-6-ODH	Clyde	59-204		1959
23 <i>Howie</i>	0-6-ODH	Clyde	59-202		1959
		rebuilt Ontrak	2434-1		2008

Howie was formerly Proserpine Mill number 4. Clyde 0-6-ODH 21 (58-191 of 1958) was transferred to Penang Mill in July 2012.

Three Simplex Mechanical Handling 4wDH locomotives remain in use in the mill yard as follows:

13	4wDH	SMH	122U135	1973	weighbridge
14	4wDH	SMH	122U136	1973	full yard
15	4wDH	SMH	122U156	1975	empty yard and truck shop

Number 15 was seen in the shed on 8 September with the front axle sheared through at the left hand side axlebox due to a bearing failure.

The body of a 'Free Train' carriage (built by Clyde Engineering in Sydney in 1914) is in the full yard in use as a shelter shed for lorry drivers.

Four diesel line cars were in use, stationed at Navo (1), Navota (2) and Tavarau (1).

Another visitor noted the first recently-arrived ex-Bundaberg Sugar Clyde 0-6-ODH locomotive to be put into service. *MARGAM* (57-159 of 1957) ex Millaquin Mill was seen operating out of Navo on 22 October with a FSJ sticker placed over the cabside Bundaberg Sugar logo.

Rumours suggest that FSC is considering reopening the line to Sigatoka and rebuilding the lengthy bridge there that was closed following the 2009 flood.

Rarawai Mill

The mill appeared to have been hard hit by the flood events of earlier in the year. Flood waters went right through the mill including the loco shed. The locomotives had not been moved away to higher ground and on at least one occasion were swamped well above footplate level.

A number of lines in the Ba River valley have been closed due to flood damage, although an examination of Google Earth indicates that several of these closures date back several years. For example, all the up river lines on the east bank of the Ba River have gone.

Locomotive number 8 has been refurbished by Ontrak and entered service last year as follows:

8 <i>BOZLEY</i>	0-6-ODH	Clyde	62-271		1962
		rebuilt Ontrak	2435-2		2011

It carries the additional 'name' *WAI/SILVA* painted on the radiator.

Industrial NEWS

Other locomotives on cane haulage were:

6	0-6-ODH	Clyde	57-157	1957
9	0-6-ODH	Clyde	64-378	1964
10	0-6-ODH	Clyde	64-384	1964
22	6wDH	Hunslet	9274	1987
27	0-6-ODH	Clyde	56-113	1956
28	0-6-ODH	Clyde	55-66	1955

Numbers 9 and 22 are based at Tavua. The remaining Hunslet 6wDH locomotives, 20 (9087 of 1982) and 21 (9273 of 1987), were both in the shed at the mill under repairs but number 21 had emerged to be parked in the yard on 8 September. EM Baldwin 4wDH 17 (5060.1 9.73 of 1973) was on its normal weighbridge duties and Baguley-Drewry 0-6-ODH 24 (3773 of 1983) was working on empties and the truck shop. Diema 4wDH 15 (5170 of 1991) was parked in the loco shed. There are two diesel linecars in use, one based at the mill and the other at Tavua.

Ex-Bundaberg Sugar Clyde 0-6-ODH 55 (DHI.6 of 1955) from Fairymead Mill was in use at Tavua on 22 October, replacing Hunslet 22 which had been brought back to the mill. The remaining two Bundaberg locomotives, both ex-Fairymead, were being recommissioned in the Rarawai workshop on the same date. 60 (60-219 of 1960) with repainted dazzle stripes and black hood top was ready for release to service, while 56 HINKLER (56-89 of 1956) was having its couplers replaced and headstocks repainted.

Penang Mill

A surprise arrival here from Lautoka Mill is Clyde 0-6-ODH 21 (58-191 of 1958) which has been fitted with a monstrous radiator housing. A couple of locomotives have been given locally-applied names.

Locomotives noted on cane haulage duties were:

3	WAIKIKI	4wDH	EMB	5060.2 9.73	1973
9		0-6-ODH	Baguley-Drewry	3772	1983
10	KAI WAI	4wDH	Diema	5172	1991
21		0-6-ODH	Clyde	58-191	1958

The Diema normally works on the weighbridge but was sent out to haul in cane on 7 September following the failure of number 21. Dismantled Baguley 0-6-ODM 8 is now sitting under a tree in the full yard.

John Browning & Huw Williams 9/12; Patrick Keef 10/12; *Fiji Times* Online 8/10/12, 2/11/12

GECKO TRADING (FIJI) LTD, Vuda

610mm gauge

A keen-eyed visitor in October noted ex-Lautoka Mill Clyde 0-6-ODH 13 (65-449 of 1965) in this transport yard between Lautoka and Nadi. It is no more than a shell without wheels and cab. It is understood that it was acquired from a Korean scrap dealer in 2010, with a view to being put on display near the gate, but to date this has not eventuated.

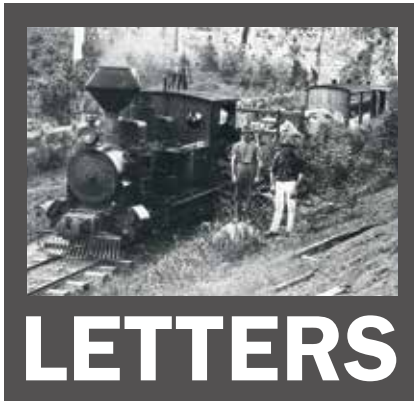
Patrick Keef 10/12

CORRECTION

Hayden Quabba points out that the Farview Engineering brake wagon shown on the back cover of LR 227 was built in 2011 not 2007. He also points out that the EM Baldwin bogies obtained by Mackay Sugar from Inkerman Mill (see LR 227 p.22) were from /YAH (6558.1 6.76 of 1976). (This suggests that Inkerman obtained both the ex-Fiji bogies – Ed.)



Top: Clyde 0-6-ODH 11 (65-432 of 1965) from Fiji Sugar Corporation's Lautoka Mill eases its train onto the newly rebuilt Navo bridge south of Nadi on 4 September 2012. Photo: John Browning. **Above:** Newly arrived in Fiji from Australia, ex Fairymead Mill Clyde 0-6-ODH 55 (DHI.5 of 1955) shunts loaded cane trucks near Tavua depot on the Rarawai Mill system on 22 October. For many years, this side of the locomotive has only had the single numeral 5. Photo: Patrick Keef



LETTERS

Dear Sir

Langley Brothers (LR 226)

Although I thoroughly enjoyed Part 1 of Ian McNeil's well researched article on Langley Brothers in LR 226, it seems that the story of the firm's shipbuilding involvement may have become a little confused. Although Ian indicates that Langley Bros built three "ships" on the Lansdowne River during the early years, he appears to contradict himself when he states that the first of these, the drogher, *Bowra* was built by John Sullivan for the North Coast Steam Navigation Company.

Ian also indicates that the *Bowra* was designed to ply the shallow waters of the Manning River. However, although that may have been the case, I have been unable to find even a single reference linking the *Bowra's* operations to the Manning. All references that I have found link the drogher, *Bowra* with the Nambucca River,

of which the Bowra River is a tributary and where the small town of Bowraville (Bowra for short), can be found. An early twentieth century photo exists of the *Bowra* seemingly high and dry while being attended to at Rock Davis's shipyard on the Nambucca River.

Despite the fact that the *Bowra*, which was propelled by a large stern mounted paddlewheel, was built at Rockville and launched by William Langley's daughter, Gwendoline, that seemingly was the limit of the vessel's connection with Langley Bros and the Manning.

Further research, however, reveals that another vessel was built in that part of the world for Langley Bros, although she wasn't steam powered. The two-masted, topsail schooner, *Gwendoline* (84 tons per register) which was constructed at Jones Island by the Sullivan Brothers (John junior and Dennis) for Langley Bros of Sydney, was launched on 4 September 1897 by Miss Langley.¹

Regarding Langley Bros' screw steamers, *Duroby* and *Coolon*, the former was built at Cooperook by Dennis Sullivan and had a registered tonnage of 119 tons.² The *Coolon* had a registered tonnage of 141 tons.³ The *Duroby's* seagoing career ended when she was severely damaged by fire in Sydney Harbour in March 1923.

References

1. *Sydney Morning Herald*, 6 September 1897 - p5, & *Encyclopedia of Australian Shipwrecks*.
2. *Encyclopedia of Australian Shipwrecks*
3. *Ibid.*

Ron Madden
Wagga Wagga, NSW



DVD Review

Kalahari Sunrise

DVD/CD twin pack with 75 minute film by Frameline Film & Television and 'bonus' Photo CD, for The Sandstone Heritage Trust. \$16 plus postage and packing from: joannewest@btinternet.com (Paypal facilities available)

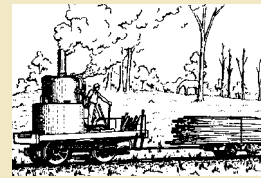
Every year, Sandstone Estates, in South Africa's Eastern Free State, hosts a major event to celebrate the country's industrial heritage. The theme for the 2012 event was 'Kalahari Sunrise', celebrating the centenary of the HD Class 2-8-2 locomotives of the Otavi Railway in German South West Africa. The design of these locos evolved into the well-regarded NG15 Class – nicknamed 'Kalaharis' (though, in fact, they never went there!). As one might expect, Sandstone's own 'Kalahari',

NG17, features prominently. The program commences with a brief account of the rescue and major restoration of what had been a derelict wreck, and there are some impressive scenes of the locomotive in action.

Over the ten day period the Sandstone Heritage Trust provided a magnificent exposition of vintage machinery, including traction engines, cars and buses, military vehicles, a bullock dray, tractors (old and new) and a Sentinel S4 steam lorry. 18 of Sandstone's 22 2ft gauge steam locomotives were in action, in various combinations, ranging in size from a 4-tonne Decauville 0-4-0T to a trio of NGG16 Class Garratts.

During the event, the trains were crewed by steam enthusiasts from all over the globe, with Australia being particularly well represented. In fact, in charge of drivers and firemen for the duration of the event was well-known LRRSA (Old) and Lake Macquarie Light Rail identity Dave Rollins. Rio Tinto drivers John Mere and John Lyas also feature prominently in a couple of segments. At one stage, a train powered by two charming little Orenstein & Koppel 0-4-0Ts and an Arnold Yung 0-4-0T is, appropriately enough, crewed entirely by Germans!

This DVD was professionally produced, and it shows, with high production values throughout. The bonus Photo CD contains 125 images – all of which are interesting and some quite superb. Highly recommended. *Bruce Belbin*



LRRSA NEWS

MEETINGS

ADELAIDE: "Gerry Ohmer's railway films"

More films from Gerry Ohmer. Bring along a basket supper and an item of light rail interest. We would like to hear from any member who can supply current information on heritage or tourist light rail sites in South Australia.

Location: 150 First Avenue, Royston Park.
Date: Thursday 6 December at 7.45 pm.
Contact Les Howard on (08) 8278 3082

BRISBANE: "The Mike Loveday Photo Competition"

The December meeting will feature the Mike Loveday Photo Competition, and Bob Gough will show a cane railways DVD.

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 14 December at 7.30pm.
Entry from 7pm.

Members please note that the first meeting for 2013 will be on Friday 15 February, and meetings will then be held on the 3rd Friday of every 2nd month.

MELBOURNE: "Steep lines"

John McCutchan will show videos on two outstanding steep lines. The former Deniston incline was a balanced haulage to lower coal down to sea level on the New Zealand South Island west coast. The Mount Washington cog railway in USA is thought to be the world's first mountain rack railway. It is still running.

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

Date: Thursday 13 December at 8:00pm

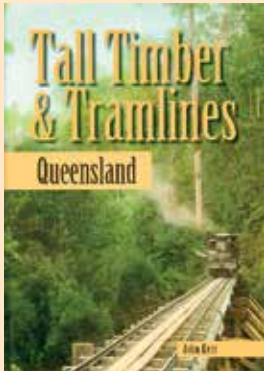
SYDNEY:

The NSW Division's next meeting will take place in February 2013.

See the February issue of *Light Railways* for details, or contact Jeff Moonie, on (02) 4753 6302.

New from LRRSA Sales ...

Tall Timber & Tramlines Queensland



By John Kerr

Published by the LRRSA.

Describes all Queensland timber tramways known to the author.

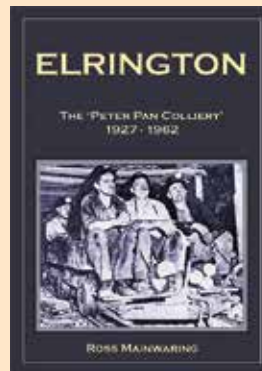
Soft cover, 104 pages, A4 size
90 photographs, 28 maps and diagrams,

References, bibliography, and index.

Price \$29.95 plus postage
(\$22.46 to LRRSA members)
Weight: 520 gm

Elrington

The 'Peter Pan Colliery' 1927 — 1962



By Ross Mainwaring

Published by the LRRSA.

A coalmine and its railways near Cessnock NSW, established by the BHP in 1927.

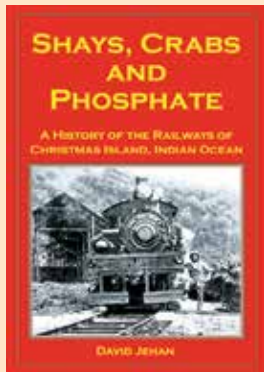
Soft cover, 96 pages, A4 size
64 photographs, 9 maps and diagrams,

References, bibliography, and index.

Price \$25.95 plus postage
(\$19.46 to LRRSA members)
Weight: 460 gm

Shays, Crabs and Phosphate

A History of the Railways of
Christmas Island, Indian Ocean



By David Jehan

Published by the LRRSA.

Soft cover, 136 pages, A4 size
Over 160 photographs, 14 maps
and diagrams,

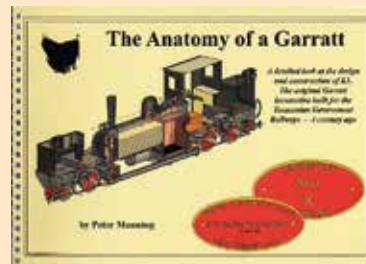
References, bibliography, and index.

Price \$33.00 plus postage
(\$24.75 to LRRSA members)
Weight: 700 gm

The Anatomy of a Garratt

A detailed look at the design and construction of K1.
The original Garratt locomotive

Published by Peter Manning Design & Drafting



64 pages, A4 size
landscape, card cover
spiral bound, about
350 illustrations.

Price \$39.95 plus postage
(\$35.96 to LRRSA members)
Weight 320 gm

Postage and packing: Within Australia, 501 gm to 3 kg \$10.90, over 3 kg \$15.00
Send to: LRRSA Sales, P.O. Box 21, Surrey Hills Vic 3127, Fax (03) 9701 8221.
Payment may be made by cheque, money order, Mastercard or Visa.

Buy securely on line,
see our web site:
www.lrrsa.org.au



An invitation to join the LRRSA ...

Membership of the LRRSA offers you:

- *Light Railways* magazine, mailed to you six times a year
- Substantial discounts on LRRSA publications
- Meetings in Adelaide, Brisbane, Melbourne and Sydney
- Tours to places of light railway interest

Annual Subscription for year ending 30 June 2012 is \$48.00

Includes LR Nos 220 to 225 (Overseas by airmail: NZ, PNG, Japan, South-east Asia - \$A65.00; Rest of world - \$A77.00).

- If joining in June or July pay \$48.00 (\$65.00/\$77.00 overseas) and receive 6 issues of *Light Railways* (Nos 220-225).
- If joining in August or September, pay \$40.00 (\$54.20/\$64.17 overseas) and receive 5 issues of *Light Railways* (Nos 221-225)
- If joining in October or November, pay \$32.00 (\$43.33/\$51.33 overseas) and receive 4 issues of *Light Railways* (Nos 222-225).
- If joining in December or January, pay \$24.00 (\$32.50/\$38.50 overseas) and receive 3 issues of *Light Railways* (Nos 223-225).

- If joining in February or March, pay \$16.00 (\$21.67/\$25.67 overseas) and receive 2 issues of *Light Railways* (Nos 224-225).
- If joining in April or May, pay \$56.00 (\$75.83/\$89.83 overseas) and receive 7 issues of *Light Railways* (Nos 225-231).

Join easily on our website: www.lrrsa.org.au

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

I, _____
(full name of applicant)

of _____

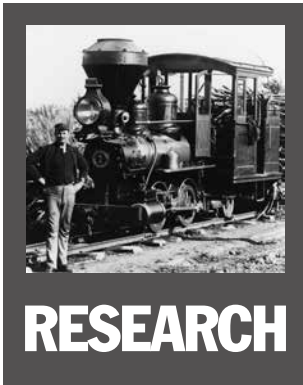
(address) _____ (postcode)

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

Expires

Name on Card _____

Signature _____



Send contributions to fieldreports@lrrsa.org.au or to P.O. Box 21, Surrey Hills, Vic 3127.

Early i/c locos in Australia

From the LRRSA Yahoo group:

John Browning wrote (with regard to early internal combustion locomotives in Australia):

I'm wondering how much we know about this topic. I'm particularly interested in the period up to 1912, (ie before the first Caldwell Vale loco appeared). I know there was a variety of linecars early on but I'm concentrating on locos just now. What I know of at present (all from Queensland and Victoria):

- 1903 – 2ft gauge 3-ton loco built by Wilson in Brisbane with Tangye 8hp kerosene engine in use on construction of Dulong tramline, Moreton Mill. Loco may have been a 4-4-0. Most likely dismantled in 1904.
- 1904 – 2ft gauge or thereabouts steam outline petrol loco built by the Tarrant Motor Company for Melbourne Zoo. There were initial mechanical problems but it was operating successfully by 1905. The Tarrant Motor Co was operated by Captain Harley Tarrant who had built the first motor car in Australia in Melbourne in 1901. Did the loco last until the arrival of the "Here she Comes" locomotive in 1922?
- 1907 – 2ft gauge loco with oil engine for cane haulage in Finch Hatton area by Vidulich & Co, contractors. Unsuccessful.
- 1909 – Two 2ft gauge locos with oil engines (8hp and 4hp) from Union Engine Co (Michigan) in use by contractor Innes in Plane Creek Mill area. These seem to have been moderately successful.
- 1910 – 2ft gauge 15hp 1¼ ton loco by Britannia Engineering, Colchester, England, for Pleystowe Mill. Other than that it arrived, nothing further is known.

- 1910 – Mercedes petrol electric locomotive in use at Gladstone meatworks, Queensland. Presumably 3ft 6in gauge.
- 1911 – 3ft gauge 20hp petrol/kerosene loco built by AH McDonald & Co, Imperial Engine Works, Burnley, Victoria for E A Robinson, Warburton, Victoria for timber haulage. Unsuccessful. Subsequently rebuilt to 3ft 6in gauge and sold to Dalgety & Co Ltd for use on Kingston Jetty in South Australia.

Is there any other information out there of internal-combustion locos in use on any gauge railway in Australia before 1912?

John Browning, additional information provided by Mike McCarthy, Richard Horne and Peter Medlin.

Barlow & Bridge rails

Following on from the Field reports by Chris Wurr in LR 227 featuring both Barlow and bridge rails, there were several posts on the LRRSA Yahoo group discussing the different types and uses of these rails. An email from John Shoebridge covers off the key points of the topic:

It is important to distinguish between 'bridge' and 'Barlow' rail. Whilst Barlow rail was long extinct for actual railway purposes, bridge rail remained in common use in underground coal mines well into the 1950s. Bridge rail required timber sleepers, Barlow rail was intended to be laid directly on the ballast, maintained in gauge by connecting ties.

To confuse the issue, there was also a similar rail section, 'crane rail', designed for overhead gantries and used on the surface at some NSW coal mines, where its low profile reduced the risk of workmen tripping. I have seen it similarly used on wharf tramways.

Whilst I have, of course, no experience with the use of Barlow rail, I can vouch from experience, that bridge rail was less than suitable for structural purposes.



During my 1968 investigation of the Great Cobar Copper Smelters, (see ARHS *Bulletin* Sept 1969) lengths of Barlow Rail were apparent as reinforcing in many of the furnace bases. Around the same era, I came upon numerous intact lengths of Barlow rail used to construct the hill-side flue for a mercury roasting furnace at Fine Flower Creek near Grafton NSW. It is a remote location and they may well be there to this day. I can also recall short lengths of the rail driven as piles to retain earthen loading banks at several NSWGR country stations, their specific locations today escape my memory.

On a similar vein, may I ask if anyone has seen an illustration of Barlow road pointwork? To me this has been an enduring mystery.

In LR 197, Mike McCarthy quotes a report that a quantity of Barlow rail from the Melbourne to Geelong railway was purchased for use at Cape Paterson Vic, and that "this included 12 sets of points and crossings, thrown out of Geelong yard, all Barlow rail." This implies to me that this type of track utilised special points and crossings, rather than making do with a transition connection to normal pointwork, as was the practice on Brunel's GWR baulk roads.

The attached photo (below) may be of interest. It shows the track on Nobbys Breakwater at Newcastle when it was operated by the NSW Department Public Works. The date is uncertain, and indeed I am unsure if the rails are indeed Barlow or a form of large bridge rails.

Further reading on the topic can be found in the following publications: *Sydney Railway 1848-1857* by Don Hagarty, published by ARHS NSW Div in 2005, Chapter 20.

The Origin and Development of the Railway Rail – English & American Wood, Iron and Steel by GP Raidabaugh, published by The Pennsylvania Steel Company

in 1915. Available for download on the weblink <http://archive.org/details/origindevelopment-00raidrich> which will be of interest to this discussion. It specifically mentions the origins of "bridge rail". *A History of the South Australian Railways Volume 1: The Early Years* ISBN 9780858490475 from ARHS Vic Div. has a good article on the development of rail and the SA use of Barlow Rail.

Stephen Larcombe, Bruce Rankin

Jarosite mine, Torquay, Vic.

Has any history been documented, or are there any known photographs of the Jarosite mine and its tramway, which was located at the Ironbark basin, near Torquay, Victoria? I do recall visiting the site some years back and observing the obvious signs of an apparent incline tram, which can also be seen with Google; Jarosite mine. It had the appearance of heading out to a non-existent wharf.

Despite current evidence of vertical mine shafts in the "works" area, a recent reference indicated that the mine was actually on the shore line cliff face. This would suggest that the incline was to bring the raw material back to the works, which were located further inland.

Geoff Winkler

Little Yarra Sawmilling Co., Reid's tramway, Powelltown Vic.

An Enquiry from Bill Hanks regarding the popular walking track along Reid's tramway and its operation has led to an interesting response from Frank Stamford:

During the time the tramway was owned by Reid I believe it was worked by horses, I don't know of any evidence of him using a rail tractor on that line. As for the earlier period when it was owned by Little Yarra Sawmilling Co. well that is a little more complicated. The Little Yarra Sawmilling Co was a subsidiary of the Victorian Hardwood Co. and I think the LYS Co operations were pretty closely integrated with the VHC operations. The manager of LYS Co was John Ingram, the younger brother of the manager of the VHC, Chris Ingram. I suspect the only reason it was set up as a separate company was to get access to more timber leases. The VHC already had access to a larger area than was normal, and probably would not have been allowed to get more.

None of the people who the authors

of *Powelltown* spoke to ever mentioned the Little Yarra Sawmilling Co having used locomotives, but they may not have been asked the right questions! Certainly in my case at the time I was doing interviews I did not know the LYS Co's tramway had steel rails. Nor is there any photographic evidence to prove they used locomotives. And at the time *Powelltown* was written there was no written evidence of locomotives being used.

However the tramway is well graded and the loads from the sawmill go downhill – not very taxing for a small locomotive. And since the LYS Co had used steel rails, they presumably

could have used a locomotive if one was available.

It was early last year that I became aware the Upper Yarra Valley Historical Society had the account books of the Little Yarra Sawmilling Co. I have not studied them in detail (yet) and on the whole they are not very exciting documents. But in a very brief perusal I picked up some interesting items of expense: hire of locomotive, and repairs to locomotive. This was around 1924. Almost certainly these were payments to VHC. So which locomotive would have been surplus to VHC requirements at the time, and which would be most

suitable for this line? There is no evidence that *Squirt*, the Andrew Barclay 0-4-2ST, had any other gainful employment at this time, all the other locos were fully occupied. And I think it would have been within *Squirt's* limited capabilities to operate that line. I think it would have been easier than its previous assignment working along the Latrobe River east of the The Bump – which required hauling loads up hill. So during the Little Yarra Sawmilling Co.'s ownership of the line it would seem that a locomotive was used, and I believe the locomotive must have been *Squirt*.

Frank Stamford

Bauple Central Mill, Bauple, Qld.

A recent trip to the Bauple Historical Society has led to Garry Allen sending in a copy of a five page report dated 13 November 1900 to the shareholders of the Bauple Central Mill Co outlining a proposal to construct a link from the mill's tramway system to the QGR North Coast line at Gundiah. The proposal for the 2ft gauge line gives full estimates for construction and operation of five miles of tramway, with provision for regauging at a later date. The proposal was never undertaken, and a 1067mm gauge line was opened in 1907.



Field Reports

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

POINT NEPEAN QUARANTINE STATION TRAMWAY

661mm gauge

Point Nepean is the western most extremity of the Mornington Peninsula, culminating in the treacherous rip, the narrow entrance to Port Phillip with Point Lonsdale on the western side forming 'the heads'.

The colonial government of Victoria established a new temporary quarantine station at this location in 1852 with the arrival of the ship the *Ticonderoga*, which had set sail from Liverpool with in excess of 400 souls on board, one hundred of whom had died of disease on the way and had been consigned to the deep.

On the third of November 1852 she arrived at Port Phillip Bay with 300 very ill passengers, and was flying the yellow flag according to maritime rules. The yellow flag is universally recognized as a sign of quarantine, and dates back to the 14th Century. Ships arriving at their destination with suspected disease on board had to remain at anchor for 40 days, before attempting to land their passengers. The *Ticonderoga* was ordered to drop anchor in the bay that now bears its' name and wait for the disease to run its' course. The word quarantine is derived from the Italian 'quaranta giorni' which means 40 days.

Building of the impressive complex of hospital accommodation, administration and disinfecting facilities were started soon after the *Ticonderoga*

incident. Once completed, the former facilities at Point Ormond (Elwood) were then shut down.

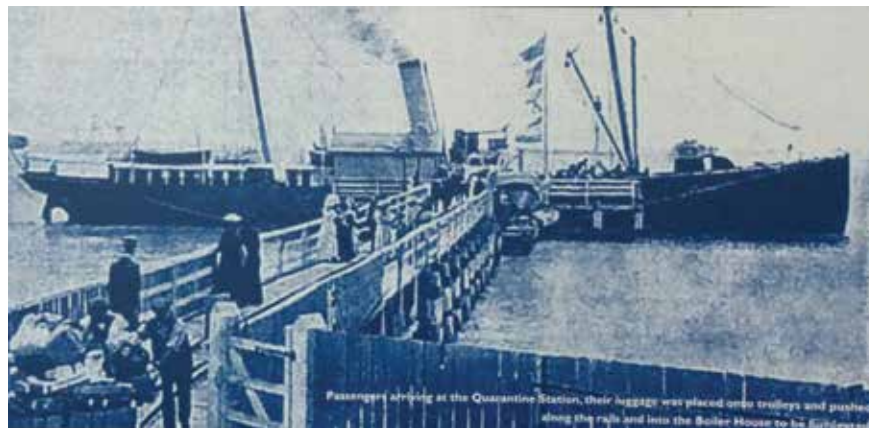
These new buildings consisted of five two storey barracks made of local limestone, a boiler house with disinfecting equipment, a foul luggage receiving store and a bath house complex.

Tramway

A jetty was constructed in 1858-1860 and was located some 200 metres east of the three main buildings with a 2ft 2in gauge tramway for the movement of luggage from the jetty to the foul luggage receiving store, disinfecting and bath house complex. The tramway for the early part of the history of the quarantine station (pre-1910) was a single line system utilizing a turntable and a short sharp 'U' turn through the original autoclave. In 1910 a decision was made to upgrade the disinfecting and boiler house facilities in the centre of this complex.

The tramway system is very interesting and worthy of note. The up-grading and augmentation to facilities has created a mixture of rail weights and sections still extant including 12lb, 18lb & 20lb, whilst the rail used on the jetty could have been 30lb. The jetty was demolished in 1973 after being damaged in severe storms.

The remaining rail system described is all set in concrete – a little hard to scrap! The photo below clearly shows men pushing a loaded trolley through a reverse curve at the end of the jetty, diverging to the eastern (leeward) side of the passenger waiting room.



An early view of Port Nepean jetty, on the historical information board. Photo: Nepean Historic Society

Tramway operations

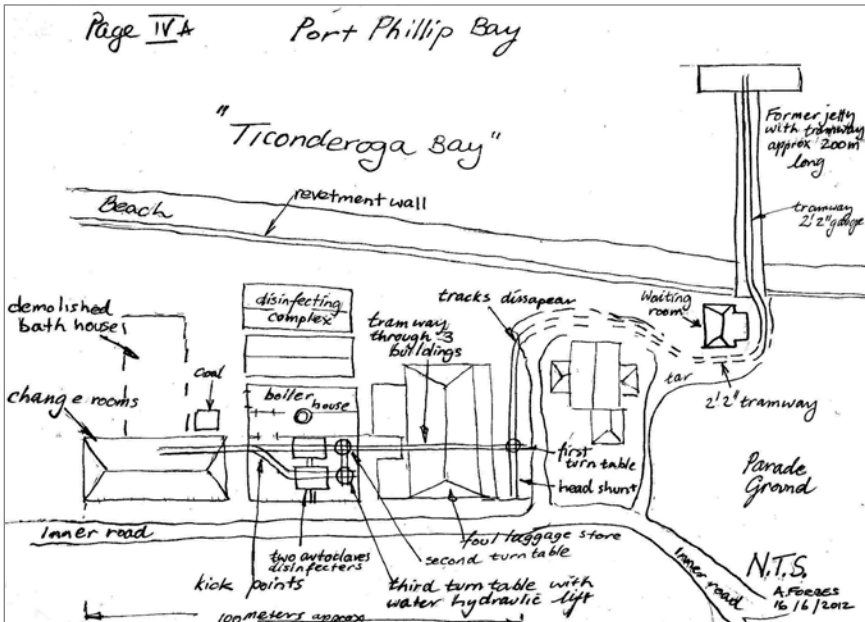
The tramway was a man pushed system utilising at least three coach built flat top baggage trolleys. These still exist in good and operable condition. The wooden frame chassis with wooden pedestals for the axle bearings is 2133mm by 1219mm and 457mm off the ground, the axles and wheels (355mm), run in cast iron saddle bearings.

The baggage was manhandled onto the trolleys and pushed to the foul luggage receiving store for sorting. To gain access to this building with the loaded trolley the men would use a turntable to turn 90 degrees with a short sharp push up into this building. There also exists a short headshunt beyond this turntable; the rails disappear into concrete and may continue under the roadway. Other plans viewed on site show track layouts to adjacent buildings that are now covered over by roadway. Some more research on this would probably uncover more details.

The site layout (see page 30) shows what is or was where the tracks disappear under the tar.

From the foul luggage store the trolleys as described could be pushed further on through two sets of double wooden doors into the disinfecting house. This is the newer layout (post 1910) and was worked in a very interesting way.

Immediately inside the doors the through line passes over a turntable, then continues, passing through the newer autoclave via a set of points through two sets of wooden doors and into the bath house.



A sketch map of the site layout at Port Nepean



The main buildings, with the foul luggage store in the foreground

Photo: Andrew Forbes



The two autoclaves. A small wooden-framed trolley sits inside the circular unit Photo: Andrew Forbes

From the turntable, a branch line 3.6m long at right angle to the left of the through line leads to a second turntable (which is pretty special as not only does it turn the trolley 90 degrees, it raises it on a water hydraulic ram by 0.6m to the elevated tramway leading to sorting and reloading onto a special autoclave trolley).

The display as set up shows the wooden trolleys being used in the autoclave. This could not have been the case, as at 180 degrees C the wooden frames would not last very long, not to mention the impregnation of formaldehyde!

I believe that the gallery area in front of the two autoclaves was a sorting and loading area onto the special all-steel trolleys; a low trolley to suit the circular autoclave and a large rivetted box shaped unit to suit the newer French autoclave.

The smaller low trolley is 1829mm x 1219mm with 150mm flanged wheels, whilst the box shape unit measures 2438mm x 1219mm x 1829mm high. The logistics of loading from the ship to these facilities is mind boggling. New arrivals were generally immigrants and therefore, one could assume they would have all their worldly possessions with them. These trolleys, having been checked in the 'foul luggage house', were now un-loaded again onto the autoclave trolleys. Then all your possessions, if they had not been incinerated by the treatment they had received, were handed back in the change rooms of the bath house.

The trolleys exited the autoclave through either the level and on into the 'Bath House' or down an interesting piece of track work traversing a right hand curve with cant, down and through a set of self acting kick points.

The steam supply is possibly the second installation (there were two vertical boilers before this). The boiler is a 'Trevor' wrought iron front of 135 horse power at 120 pounds per square inch – there is said to be 11,365 litres of water at this pressure.

The boiler house is complete in every detail and is a wonderful piece in itself to peruse. While the coal bunker is easily accessible today, access would have been difficult until the bath house buildings were demolished, prompting the thought that a tramway accessed coaling system would be needed, assuming the coal would come by ship to the jetty, as land transport to this relatively remote area would have been problematic.

Andrew Forbes

Hells Gates breakwater, Strahan, Tas.

While holidaying in Tasmania, we went on a boat cruise around Macquarie Harbour at Strahan and from the boat it was possible to see some of the old light railway tracks rusting away on the breakwater at Hells Gates, which is the entrance of Macquarie Harbour. The breakwater was built during 1900 and 1901 as part of the dredging of the shallow entrance. It was made by backing a narrow gauge train along its length which tipped its load of rocks into the channel with more rails being added as the breakwater increased in length. The channel was dredged so that large vessels could anchor at Strahan to pick up timber which was logged in the area. There is a legend

that when the breakwater was completed the train was left at the end to rot, but I cannot find evidence to prove this. The breakwater has been damaged over the years by storms and is no longer usable. Also noted in the district were the remains of the wharf at Regatta Point, now little more than piers and rusting rail.

Peter Jones

An extract from a contemporary report of the breakwater and training wall construction:

MACQUARIE HARBOUR WORKS.

Hobart Mercury Monday 21 October 1901

The party were conveyed to the works in trucks drawn by one of the contractor's locomotives. The visitors were much impressed with the gigantic character of the operations, which were explained by Mr. Barrowman and the contractor, Mr. Langtree. The breakwater is now out about half a mile, in the direction of the bar, passing on into deeper water, 19ft. having been reached, and already thousands of tons of sand have been washed up into the little bay to the left that was formerly deposited on the bar and about the fairway. It was officially stated that vessels had recently crossed the bar without touching, which before could not have entered. In constructing the breakwater great blocks of white quartzite are being used for the lower parts, which weigh 15 to 20 tons, the stability of the whole thing depending on the free use of these, the breakwater having the same effect on the waves as a rocky headland on the coast. Whilst standing on the breakwater the visitors had an opportunity of seeing some of these great blocks of rock, octagonal, hexagonal, pentagonal, and some of no "agonal" at all, conveyed to the nose of the structure from the quarry, on trucks, tipped out, and by means of a long pole driven by the locomotive, pushed into the deep going down with a great splash roar, and reverberation. Each of these blocks passes over a weighbridge and has to be paid for according to weight. As a 20-ton piece of rock went into the depths, it was said – "Down goes four pounds worth!"

Spray Tunnel, Zeehan, Tas.

(LR 213 & 214)

The former British Zeehan Silver Mining Co. Spray tunnel at Zeehan which passes under the alignment of the TGR's Comstock tramway has been closed to road traffic. Formerly part of a scenic drive, the tunnel has been fitted with a boardwalk for easy pedestrian access, with bright yellow steel bollards barring access to cars.

Peter Jones

Coffs Harbour breakwater, NSW

(LR 74, 76, 86 & 142)

A recent visit to the Coffs Harbour breakwater revealed some remaining rails and the imprint of the sleepers as well as a deviation (possibly points) where the rail line ran from the quarry (and other points west I believe) out to the end of the southern breakwater.

The sleeper imprints can be seen most of the way to the end of the breakwater, and in many places

the sleepers still exist. However, the sea is playing havoc with the remaining portions, particularly where the waves break over the breakwater and are dislodging the rocks and embankment. From the concrete elements stacked in the nearby quarry, it appears that some remedial work is about to commence which may wipe out many traces of the old line. (A two-year project to raise and reinforce the breakwater is scheduled to commence this year, and will bury the remains of the tramway by 800mm – Editor.)

Ken Littlefair

The remains of the Regatta Point wharf, seen on 12 August 2012

Photo: Peter Jones



Hells Gates breakwater, showing the remains of the construction railway

Photo: Peter Jones



The remains of the Coffs Harbour breakwater tramway, last used in 1974 and soon to be covered forever as reconstruction works raise the wall level, seen on 25 August 2012

Photo: Ken Littlefair

Q STATION (formerly Manly Quarantine Station) and its light railway
(LR 198)

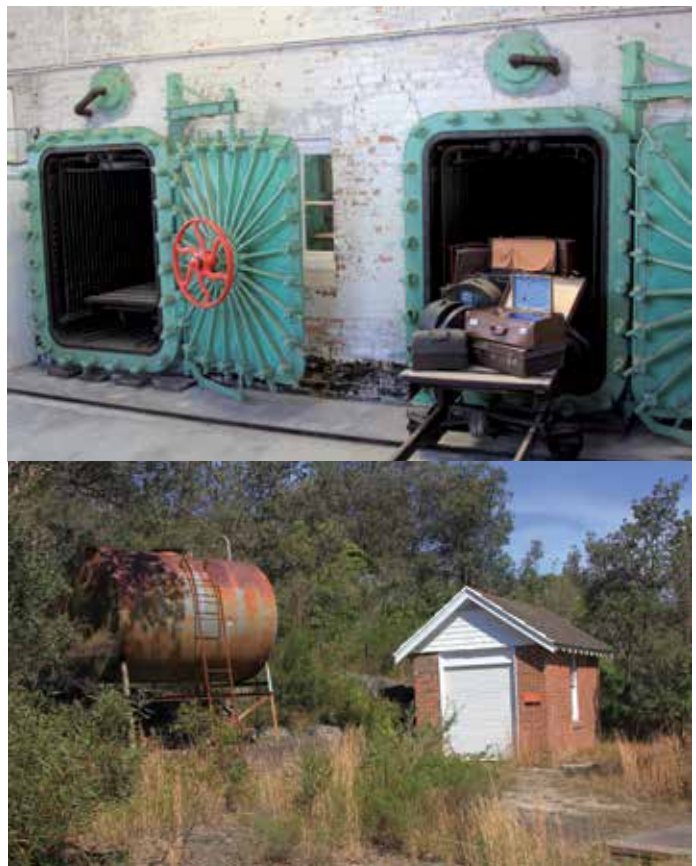
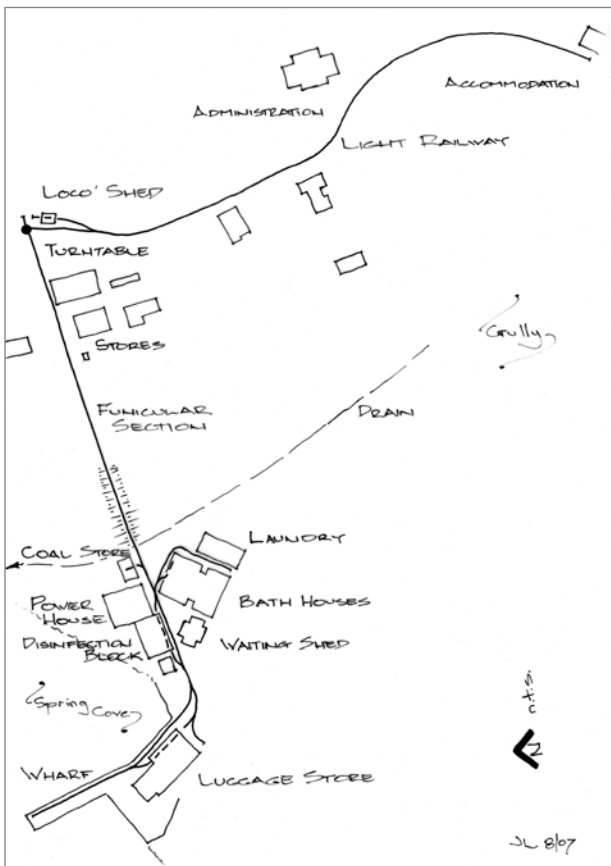
The former Quarantine Station at Manly, with its narrow gauge railway, was the subject of an article by Jim Longworth in *Light Railways* 198, December 2007. As the author readily admitted, his short (five-page) article was basically an update of the original notes prepared by the late Paul Simpson for a site inspection tour by LRRSA NSW Division members that took place on 6 December 1987. Manly Quarantine Station operated between 1837 and 1984. Originally managed by the State, control was passed to the Federal Government in 1911. By the late 1970s, smallpox had been eradicated, and there had been dramatic advances in the control and management of infectious diseases, as well as major changes to patterns of travel and trade. This led to a Federal Government decision to close the individual quarantine stations around the country and to establish a high-security unit at the Fairfield Infectious Diseases Hospital in Melbourne. The Manly Quarantine Station was the last to close in early 1984, the land reverting to State Ownership on 16 March 1984 in accordance with the 1911 Agreement. As covered in the *Light Railways* article, a light railway served the site which is located on the side of a substantial hill, from 1914 until, presumably, the early 1950s as the sole locomotive in use was sold in 1956/7. By this time, use of the quarantine facility had

dramatically reduced and the site in general had become run down. In the years following the station's return to the NSW State Government, some conservation works were undertaken by the National Parks and Wildlife Service. However, owing the size and complexity of the works required together with the lack of sufficient finance, the condition of the buildings and associated access road deteriorated, such that public access had to be restricted. Following many years of public consultation about site conservation and adaptation, along with a Commission of Inquiry, government approval was received for a 21-years lease, together with two options to extend for a further 15 and 9 years, to be granted to the Mawland Group, commencing on 25 October 2006. There had been considerable misconceptions that leasing of the site would result in commercial redevelopment, but this is not, and cannot be, the case. The Mawland Group had proposed to adapt the site for the operation of a retreat and conference centre, waterfront restaurant, theatre, interactive tours and education centre. Q Station, as the site is now called, was opened on 25 April 2008. Two hour guided public tours of the site are operated every Saturday and Sunday afternoon as are evening "ghost" tours. However, by their very nature, they do not allow for specialist inspections by individuals. Apparently, however, as part of the overall arrangements, Q Station facilitates a total inspection opportunity for the whole site by holding an

annual "Community Open Day" with free admission. One such day took place on Sunday 16 September 2012 when your reporter took this rare opportunity to undertake an unrestricted and detailed inspection, with the specific aim of discovering what remains today of the light railway that formerly serviced the Quarantine Station. The wharf and incline precincts can be viewed on [nearmap.com](http://www.nearmap.com/?ll=-33.815521,151.287003&z=19&t=h&nmd=20120906) as at 6/9/2012 at: <http://www.nearmap.com/?ll=-33.815521,151.287003&z=19&t=h&nmd=20120906> Official Reports all give the track gauge as 2ft 4in. However, the 1987 tour notes quote the gauge as being one inch less. I regret that I did not note this discrepancy at the time of the inspection and so the gauge was not remeasured. The rail is of an extremely light weight, possibly only 15lbs per yard.

The wharf area

The stub track on the timber wharf has all been removed. If not removed beforehand, this would have been necessary during major conservation maintenance when all the decking was dismantled to allow replacement of the piers and other deteriorated sub-structures. The track remains embedded in the concrete wharf approach, with the loop siding on the right serving the Luggage Store. Not shown on the original sketch was a small wagon turntable, serving the doorway near the Q Station banner on the nearest building. Part of the former luggage store is now a small kiosk and souvenir shop.



Clockwise from above left: Sketch map, by Jim Longworth, of the light railway at Manly Quarantine Station (first published in LR 198). • The two steam autoclaves within the Disinfestation Block, showing a manually pushed trolley loaded with suitcases, etc. Just visible in the foreground is the traverser serving the two autoclaves. The trolleys were loaded at the Luggage Store and hand-pushed the approximately, 50 metres over level ground to the Disinfestation Block for treating. • The "Locomotion Shed" located at the top of the incline is surprisingly intact, with rail emerging from under the doorways at the front and rear of the building. The overhead fuel tank was possibly a later addition.. Both photos: Peter Neve

Some of the "main line and siding" track is just visible through the gravel pathway area leading to the disinfection block. Within this building itself, the track is fully intact, including those into the autoclaves (where the passengers' suitcases were fumigated). The "foul end" was open for public inspection.

Various types of rolling stock are on display inside the building. No two seem to be of the same design! Of interest is that most of the rolling stock in the disinfection block does not have any type of coupling, while on the right hand side of the traverser pit and traverser is a more substantial item of rolling stock which does have a small hook coupling. If this was one of the vehicles to be hauled up the incline, it is surprising that there are no side walls to prevent luggage etc falling off. The interpretive sign outside the building includes a photograph taken in 1919 of one of the autoclaves being loaded. The vehicle being used is nothing like those in the current display, the only other indication of the type of rolling stock that may have been used on the "main line"

In the wharf area images on an interpretive sign show the power house building in 1920, while another shows the interior including the electric generator. The most tantalising, however, is a general view of the luggage store building – in front of which can just be discerned a single box-shaped rail wagon!

On the opposite side of the railway to the disinfectant block are the bath houses and laundry. No sign of the former sidings exist, except for a small portion laid in concrete outside the bath house.

Adjacent to the disinfectant block is the power house building. The former boiler/s and power generating equipment that were inside this building have been removed (possibly in 1965, when two gas-fired economic boilers were installed at one end of the substantial building). These two boilers presumably supplied low pressure steam as required around the site, not only for room heating purposes in winter, but also for the autoclaves and laundry, as well as hot water for the bath houses. The Power House building is now used as an up-market restaurant – one end, around the economic boilers, has been converted to a bar.

The outside area, formerly occupied by a coal store, has been cleared and is now used for open-air seating for the restaurant. The railway diagram shows that the coal store was served by a very short siding – however there is no indication or photograph on an information board to show what type of rolling stock was used to bring in the coal, presumably by water to the wharf.

The funicular

All signs of the railway funicular have been obliterated by the recent construction of a substantial elevated stairway which extends for approximately two-thirds of the ascent (see the Nearmap link earlier in this report). The top portion of the funicular is now a tar-sealed footpath.

The locomotive shed precinct

The former locomotive shed (or 'Locomotion Shed' as it has been signposted), located at the top of the funicular, has been fully restored and looks as good as, if not better than, when originally constructed. The shed is located at 90 degrees to the funicular. While the original style double opening outwards doors remain at the rear of the building, those at the funicular end have been replaced by a single roller-type door. The original rail extends outwards from the doors at each end of the building.

The overhead fuel tank appears to be a later addition, as the rail track emerging from the 'locomotion shed' seems to pass under one side of the structure to the foundations of the horizontal pulleys. This track appears to remain under the current surface soils. The adjacent bypass track, and the funicular turntable, no longer exist.

While it was not possible to see inside the 'locomotion shed', it is apparent that the track has been covered by approximately 25mm of concrete – possibly there used to be a pit for locomotive servicing purposes and this has subsequently been filled in, so as to allow the shed to be used for fuel storage in conjunction with the external elevated tank.

The trackage away from the rear of the 'locomotion shed' is no longer visible (except for an extremely short section outside the doorway), having been covered by soil and 60-or-so years of vegetation growth.

The top rail track:

Apart from that immediately outside the 'locomotion shed', no track remains on the several-hundred metres route to the third class accommodation buildings. From the original track drawing, it is apparent that the wagon/s off the funicular were hauled to the unloading point and then propelled back, as no sidings or run-round facility seems to have been provided at either end of the line.

Incidentally, this third class accommodation was almost entirely destroyed by an arson attack in October 2001 but was subsequently reconstructed to the original plans.

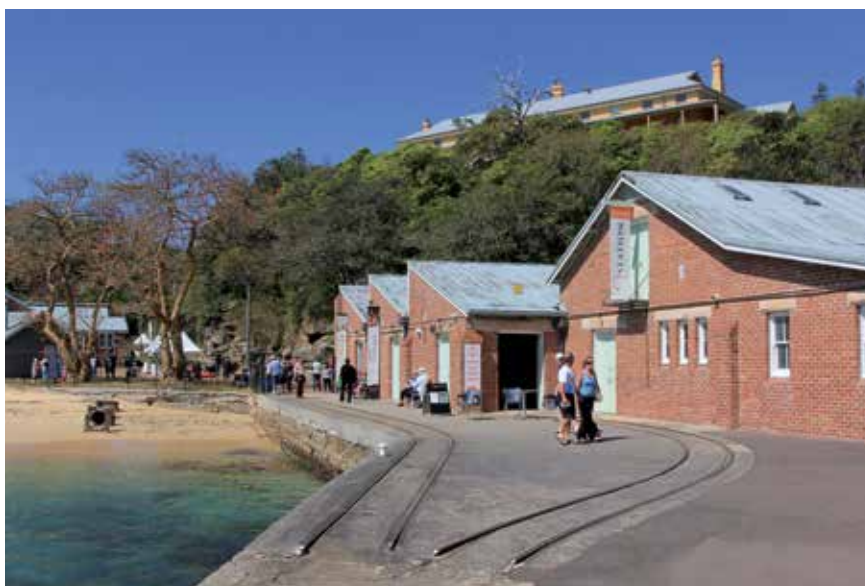
Midway, the right-of-way passed behind the administration area of both the former Quarantine Station and the current Q Station. From this point, the line made a sweeping quarter curve towards the Third Party Accommodation, passing through a lengthy section of scrub. Recently, this formation has been cleared by scrub-bashing, with many saplings cut down. The purpose of this work is not obvious, unless to construct a direct pathway between the two precincts. Some very minor earthworks have been revealed, rock-cutting and drainage culverts being evident.

Conclusion

A most interesting three hours or so was spent undertaking this inspection, including into areas to which casual visitors are normally not permitted. This 'Community Open Day' certainly allowed one to wander at will, unhindered by officialdom. Many of the restored buildings were open for inspection, with Q Station staff on hand at the various locations to provide additional information – not only about the former Quarantine Station but also (of course!) about the adaptive re-use of the overall site.

In conjunction with the 2008 re-opening, Mawland Quarantine Station has produced an excellent soft-card-cover A4 size 96 page book *From Quarantine to Q Station*. Profusely illustrated and written by Jennifer Cornwall & Simon McArthur, it tells not only a detailed history of the former quarantine station, but also the difficulties (including political!) of the subsequent conservation and adaptive re-use of the site. Retailing for only \$19.95, it is certainly a great record of the continuing history of the site. I purchased my copy from the luggage room kiosk at the wharf.

Peter Neve



View from the wharf, with the 'main line' leading to the former incline of the left. The loop siding on the right passes through the former luggage store, now a small kiosk and souvenir store. Above the luggage store is the hospital and (out-of-sight) the medical/nursing quarters and the isolation buildings. These were remote from the accommodation facilities for those quarantined at the station. Photo: Peter Neve



Heritage & Tourist NEWS

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

Queensland

WORKSHOPS RAIL MUSEUM IPSWICH

610/1067mm gauge

Queensland Museum

The WWI Hunslet 4-6-0T donated to The Workshops Rail Museum by Mackay Sugar in 2005, was moved into the Ipswich Railway Workshops Erecting Shop earlier this year. It is intended to restore this locomotive to original condition over the next couple of years.

Tracks The ATRQ Inc Newsletter 9/12

DURUNDUR RAILWAY, WOODFORD

610mm gauge

Australian Narrow Gauge Railway Museum Society Inc

Running a railway is much more than just running trains. There is a huge amount of work that goes on behind the scenes. One of these is maintenance of the railway corridor. On Saturday September 22, after being postponed three times due to weather etc, in conjunction with the local QFS, Rural Fire Services, Ambulance Service and SES, ANGRMS held a fire exercise to reduce the amount of lineside fuel leading up to the summer fire season. Unfortunately, due to a storm the previous night, there was a late start and not everything was burnt as planned. The group did, however, cover the majority of the burn, including the high risk areas. It was a big day, thanks to everyone who took part, both groups and individuals, without whom nothing could have been achieved.

Terry Olsson 9/12

ARCHER PARK STATION AND STEAM TRAM MUSEUM

1067mm gauge

Rockhampton

The Family Fun Day on 26 August ran very well with plenty of friends and volunteers to help, plus plenty of stalls and double decker bus rides for variety. The number of visitors at just over 300, was not as good as hoped, but probably fair considering the number of competing events

around the region that weekend. The Bush Poets night on 5 September involved a good program of entertainment and attracted plenty of helpers, but the event was poorly supported by the public. It was suggested that perhaps being more active in advertising and getting brochures out to public notice boards, particularly for the Poets night, would help. This, plus a need to introduce more variety into programs, will be a challenge within existing resources in order to keep the museum a favoured venue for the community.

After some recent turmoil over the loss of the last of the coal stockpile, another 15 tonnes has been delivered from the Clermont Mine. The coal was donated by Rio Tinto but Council had to fund the significant transport cost. This coal differs from the lumpy Blair Athol product used for years, so it is hoped it will burn well.

The Rail Transport Safety people recently audited the Museum's performance on track maintenance. Their report takes some interpretation and while they gave a pass mark on the state of track, there is still some paperwork to complete.

The Friends' web site has been updated, making it easier for visitors to find information and resources on the site. Look there for historical notes and collection information to explain the area's rail heritage to visitors.

Tram Tracks 10/12

New South Wales

ZIG ZAG RAILWAY

1067mm gauge

While there are no passenger trains running the organisation is attempting to get as much rolling stock prepared for active service as possible. Former Emu Bay Railway B-B DH 1004 (TGR 1966) is in need of wheel profiling – perhaps for the first time in its life. The workshop is still available to those members who wish to help out.

Noel Ackland 8/12

BYRON SHIRE COUNCIL, BYRON BAY, NSW

1435mm gauge

A visit was made to Byron Bay in late October to see the well-preserved nonagenarian Simplex 4wDM locomotive (Motor Rail 2129/1922).



The First World War Hunslet 4-6-0T donated to The Workshops Rail Museum by Mackay Sugar in 2005 in the Ipswich Railway Workshops erecting shop.

Photo: David Mewes



The ANGRMS fire exercise on Saturday September 22, 2012.

Photo: Terry Olsson

The loco was ex-works, Bedford, England, in October 1922 and shipped on the SS *Ulmorra* to Sydney, transhipped to Lismore, assembled at the NSWGR shops and railed to Byron Bay. The locomotive cost the North Coast Steam Navigation Co. £1130 FOB Glasgow, and was to replace the horses previously used for shunting between the (original) jetty and the railway yards. Originally it was fitted with a 40hp Dorman petrol engine which, in 1979, was replaced with a diesel engine. Interestingly, during WWII, and until the end of petrol rationing, a Pederick gas producer, from the Cheney Gas Producer Co, Sydney, was attached.

In 1928 a new jetty was built at Byron Bay, about a kilometre west of the old one, and a separate jetty line was built, parallel to the NSWGR North Coast line, to service it. In 1954, following the demise of the North Coast Steam Navigation Co the loco was sold to AW Anderson & Co for its adjacent meatworks and short-lived whaling factory. During the 1960s Andersons was bought out by FJ Walker & Co, who, in turn, was absorbed by Elders XL in the early 1980s. In 1984, upon closure of the meatworks, Elders donated the loco to the local historical society and the town.

For almost thirty years the loco has resided near the Kendall Street level crossing, firstly in a wooden shed, which was replaced by the present steel structure. It is lovingly cared for by the curator, Brian Parkes, who opens the shed for visitors on Saturday mornings, or other times by appointment. About a year ago there was an abortive proposal to move the loco to the almost-completed new library in town and over the years "Sydney interests" have tried unsuccessfully to obtain the loco. However, it seems likely to remain at its present location for the foreseeable future.

If you are in Byron at any time, give Brian a call on (02) 6685 6512 and he will gladly pinch-bar the loco out of the shed, affix the highly polished Simplex plates for photographic purposes and talk about the years when Byron Bay was a busy commercial port.

A few hundred metres from the loco shed, near the former (new) jetty site, a pair of very rusty wheels were noted posing as a garden feature at the entrance to a classy-looking restaurant. A small sign stated they were from one of the jetty trucks previously used to transport the whales to the factory. Over the road, on the embankment of the jetty railway formation, an information board has been erected, detailing some of the history of Byron Bay's jetties. A hundred metres further on, jutting out of the sandhills, a pair of rusty rails can be seen, pointing out to sea where the jetty once stood.

Phil Rickard 11/2012

Victoria

PUFFING BILLY RAILWAY 762mm gauge Emerald Tourist Railway Board

The CEO of Puffing Billy, Eamonn Seddon is retiring from the job at the end of November to take up the position of Tourism Manager at Launceston City Council. The railway paid tribute to Eamonn for the contributions he has made.

He has been able to establish and maintain excellent relations with a number of external stakeholders including State and Federal members of parliament, councillors and officials at all levels of government.

Eamonn brought to the railway an excellent understanding of marketing and the development of food and beverage services, and what a tourism operation offers its customers. During his period as CEO visitor numbers have been at record levels and new offers such as the Murder Mystery trains have been a huge success.

Eamonn also contributed in a significant way to the preparation of the railway's Business Case and detailed planning for several projects it would like to deliver and part of which has now been funded by the State Government.

The Board proposed to advertise the position commencing 27 October. It will be seeking a person with a management background, who has successfully managed a multidisciplinary

workforce, has strong staff management and communication skills and who has demonstrated innovation in previous roles. Experience in managing volunteers will be an advantage.

A subcommittee of the Board including Ray Leivers and John Robinson will act as the selection panel and conduct interviews and develop a shortlist who will meet the full Board. Some external assistance will be used to ensure the preferred candidate has the personal skills they appear to have.

Eamonn Seddon was due to leave the railway on 2 November. A farewell was planned for Eamonn on 31 October, at the Gemco Theatre in Emerald. John Robinson will be Acting CEO while the railway selects a new CEO. Ray Leivers will act as Project Director and Chair of the Project Governance Committee during that time.

Puffing Billy has a new electronic recorder, bought for measuring the track gauge which looks like a nifty piece of equipment. Colin Giles witnessed Howard McTier who had just walked from Belgrave to Menzies Creek pushing this recorder along the track. There appears to be a number of pieces that can come apart and can be bundled up for transport. Howard said that it recorded the track gauge as it is pushed along the track and presumably it can be used to mark the sections of track that need regauging. Clearly, such a piece of equipment can save time and effort.

Ray Leivers 9/12; Colin Giles 10/12

WALHALLA GOLDFIELDS RAILWAY

762mm gauge

Much has been happening at the WGR. On 22 September, the President and Board were re-elected with only one change, confirming the direction that has been taken in the previous year. The 'Light Trains' have proven to be a crowd pleaser, despite the wild weather over the winter. This caused the suspension of services on one occasion while the track crew spent the day clearing the line of fallen trees. Fortunately there were no landslips to close the line.

Walkers B-B DH locomotive DH72 (717 of 1974) from Queensland arrived safely and is at present housed at Loy Yang. A section of track has been completed in Walhalla yard, but at present, DH37 (619 of 1969) is there alone. Both locomotives await regauging.

Perhaps the most important news was the future directions paper called *Repowering Walhalla Goldfields Railway*, given by board member and founding father, Rob Ashworth, at a members and volunteers, dinner on 26 July. In that paper Rob made some exciting announcements which are summarised here:

After 10 years operating the line over the full section between Thomson and Walhalla, successive boards have had to concentrate on the ever increasing complexities of managing one of the State's busiest tourist railways. With the business now recognised as an integral part of the Gippsland region's tourism offering, the Board has now decided to actively pursue a number of initiatives aimed at increasing WGR's potential in terms of extending the operating



John Fowler 0-6-ODM 14 Spirit of Yallourn (4210051 of 1951), about to leave Walhalla station with the 'Light Train' on 4 August, 2012. DH 37 sits on its section of track in the background. Photo: Michael Leaney

line, securing additional motive power as well as construction of new carriages. Badged as *Repowering Walhalla Goldfields Railway*, the proposal is specifically aimed at securing some of the funds the Australian Government will be directing to regions that will be affected, following implementation of a national price on carbon. Walhalla is directly adjacent to the Latrobe Valley, which is predicted to be strongly affected with possible closures of one or more power stations. Both the Australian and Victorian Governments are working closely together to develop alternative forms of industry and job creation that is hoped to offset the carbon price impacts over a period of years.

Repowering Walhalla Goldfields Railway has been designed to achieve its track extension, locomotive and carriage requirements by using the Latrobe Valley's engineering and skilled labour in three ways:

1. Locomotives: regauging and overhaul of both of the two Queensland DH class locomotives recently purchased by WGR, thereby greatly increasing the operational power of the fleet. Costs will be \$300,000 each for both locomotives – \$600,000 total.

2. Carriages: Construction of four new passenger vehicles to handle increasing business – some will be fitted out to a high standard of presentation to attract new charter and special event trains – four cars at \$200,000 each;

3. Track extension: The line will be reinstated in a two stage process, firstly Thomson–Tyers/Rawson Rd junction (\$4m estimated costs), followed by Tyers/Rawson Rd to Erica (\$5.5m).

Repowering Walhalla Goldfields Railway accentuates the fact that WGR has delivered a reliable tourist train service over many years, but now needs to move forward with more locomotive power, better carriages and more track length. The Board will be actively selling its merits to key decision makers in Government over the coming months. The WGR has a fantastic attraction in an area of outstanding natural beauty and a team of volunteers and supporters who can help to realise the next step in WGR's journey.

Andrew Webster from material supplied by Rob Ashworth 9/12; Michael Leaney 10/12

ALEXANDRA TIMBER TRAMWAY

610mm gauge

Alexandra Timber Tramway & Museum Inc

On Sunday 14 October, there was a ceremony at Alexandra to place a plaque on the late Ray Graf's 4wDM Simplex locomotive (Motor Rail 20560 of 1955) to dedicate it to his memory. The plate was fixed to the brake stand using existing holes.

Peter Evans, John Browning 10/12

BELLARINE PENINSULA RAILWAY

1067mm gauge

The railway has been discussing the value of preservation versus operation. The question,

whether there is a business case for expenditure, sometimes results in the preservation side being forgotten. Perhaps to remedy this, the railway has set up a museum department which will be based initially at Lakers Shed.

Andrew Barclay 0-6-0T *POZIÈRES* (1543 of 1918) is in traffic; replacement bearings have been cast and await machining, Perry 0-4-2T *KLONDYKE* (271 of 1927) is available, but the regulator is leaking, while Perry 0-4-0T 11 (267 of 1926) has work proceeding; the ash pan has been reconstructed, the boiler removed from the frame, and the rolling of a new smoke box is pending.

POZIÈRES was providing motive power during the September school holidays. It was used by Broken Hill Associated Smelters at Port Pirie and eventually restored at Queenscliff. This day's train had five carriages, four with open windows. The 1.15pm train made a 45 minute round trip to Lakers Siding where the loco ran around the train and then headed back to Queenscliff. Lots of children were travelling, with plenty of screaming and shouting. One seven year old was heard to say that this was his first train trip of any kind ever. What's the world coming to? The kid is seriously deprived!

The Electric Telegraph, ATR electronic publication, issue number 14, Stephen Cugley 9/12

Tasmania

THE WATER WHEEL CREEK TIMBER EXPERIENCE

1067mm gauge

This railway is no longer open to the public, and has not been for over 18 months. Like many smaller tourist and heritage railways, it was one of the "best kept secrets" and simply didn't get enough patronage to keep going. Being at Mawbanna, up in the north-west (away from the major tourist areas of Launceston, Devonport, Hobart) didn't place it "on the beaten track" either. If you search "water wheel creek" on Youtube, you should find some videos showing the WWC 2006-built logging tractor in action.

Frank Savery 9/12

Tasmanian Report to ATHRA Meeting September 2012

At the start of the last financial year TATrail was successful at securing government funds to the tune of \$30,000 for advertising and raising the profile of the sector and an additional \$15,000 in support from Tourism Tasmania for website development and a branding exercise. These works are now all but completed. Some key projects undertaken include:

Developed the Great Rail Experiences Tasmania (GRET) branding and logo and the style guide in the committee section of the website

Developed a new website –

www.greatrail experiencetasmania.com.au and paid for Search Engine Optimization.

GRET billboards have been installed at Queenstown and Strahan and are in the process of being installed at the Queen Victoria Museum.

Developing the new brochure. 25,000 brochures have been distributed since initial printing in March

and a further 25,000 have recently been printed.

Advertisements for GRET have been prepared by the graphic design company and have been distributed through the usual tourism magazines and papers.

An economic assessment of the benefit of tourist railways to Tasmania is close to being finished. The assessment will examine the realistic ultimate goals of the groups and the additional benefit to the community which could be obtained if they are developed to this level.

The branding and increased confidence in the marketing collateral have spurred a number of profile raising activities

Launch of the Great Rail Experiences branding occurred at SteamFest 2012 with numerous politicians and railway representatives attending an afternoon tea on the first day of the event. The event provided a great backdrop for the launch.

The Tasmanian Visitor Information network has recognised the volunteer capacity of member railway organizations and agreed to stock the Great Rail Experiences Tasmania brochure across Tasmania free of charge. Many of the TVIN claim the GRET brochure is their most popular brochure.

A Tourism Family Program was organised for the three months from July to September with all member groups offering free or heavily discounted fares to members of the tourism community through the free of charge email distribution methods available through the Visitor Information Networks and Tourism Tasmania. Copies of the letters used for the family program are available on the committee ATHRA website. Members are welcome to use this idea in other states. As part of the family program the Redwater Creek Steam and Heritage Society Inc hosted a complimentary afternoon tea on one of its running days organized by web designer Judy Mackenzie. Thirty members of visitor centres attended and all were most appreciative of the volunteer efforts and the railway.

WEE GEORGIE WOOD

610mm gauge

The new boiler for John Fowler 0-4-0WT *WEE GEORGIE WOOD* (16203 of 1924) is almost complete. It is being constructed by Ainsworth Engineering in Goulburn. The Nicola-Romeo 4wDM (770 of 1925) ex Lake Margaret power scheme, is still running trains.

REDWATER CREEK RAILWAY

610mm gauge

The Redwater Creek Railway held a successful *SteamFest 2012* on 10, 11 and 12 March and was making plans for the next SteamTraining weekend at the end of October. 30 participants are registered. With the road steamers, a steam roller and three traction engines the society will run five boilers. Half the participants are attending from the mainland. Participants that demonstrate the required knowledge will receive their Basic Boiler or Reciprocating Engine High Risk Licenses. The course is also developing a 2ft gauge locomotive training package and a road steam training package to assist with competency development.



POZIÈRES at Lakers Siding with a school holiday passenger service, on 27 September 2012.

Photo: Stephen Cugley

IDA BAY RAILWAY

610mm gauge

The Ida Bay Railway has returned to service with regular train operations at Australia's most southern railway. It is presently revisiting its structure, as the government owns the infrastructure and the equipment is owned privately and operates as a private enterprise – albeit at a loss! The dilemma with private ownership is that the operator cannot obtain grant and government funds.

South Australia

SHEOAK LOG HISTORIC MACHINERY MUSEUM

2ft gauge

A brief visit on 29 September found a very large and secure building which presumably contains museum exhibits, on Ahrens Road off the Sturt Highway just past Gawler. Outside two restored tipper skips were seen. There was no signage indicating the nature of the museum or opening hours.

John Browning 11/12

NATIONAL TRUST OF SOUTH AUSTRALIA, Moonta Mines Tourist Railway

2ft gauge

This tourist railway was visited on 29 September. It links the Moonta Mines Museum and its surrounding historic mining sites with the old main line railway station at Moonta. Trains run on Wednesdays, Saturdays and Sundays and on South Australian school holidays and public holidays. The line is a little more than 2 kilometres in length and features a balloon loop at each end. Trains normally run from the station and depot at the Mines Museum end of the line on a timetabled basis but on the day of the visit they were loading only at the Moonta Station site where community markets were in operation, and running continuously. Eight passenger cars rebuilt from vehicles obtained from the Smithfield munitions tramway made up the train and were loaded to capacity.

The locomotive in use was a black steam outline 4wDM locomotive with yellow wheels and yellow and red trim. It was reputedly rebuilt in the mid 1980s from one obtained from Adelaide Zoo. The driving wheels were once equipped with connecting rods. The locomotive has a plate JACK E. CONNELL, ENGINEER on the 'smokebox' door and it is reportedly fitted with a Deutz 37hp air-cooled diesel engine.

In the depot and visible from the station platform was the green Planet, look alike Maylands Brick 4wDM which was carrying the number 1. Also in the depot was a small service locomotive built on a skip frame with a diesel engine. This appeared to be operational and is presumably the one that was reportedly donated to the museum in 1979 by Minerals Pty Ltd. It seems that the depot is open for inspection when trains run from this end of the line. It also houses a 5ft 3in gauge double deck horse tram.

On display near the station near an imitation mine shaft was a Gemco 4wBE locomotive numbered B2 with a cream frame and green battery box.



A restored tipper skip displayed outside the Sheoak Log museum building on 29 September. The incline construction, including the rails, is made of square section tubular steel. Photo: John Browning



The Moonta Mines Tourist Railway train waits to depart from the old Moonta railway station on 29 September. 2ft gauge track is laid on top of the old 5ft 3in gauge lines. Photo: John Browning

There is a quantity of mining-type rolling stock on display in the open including an Eimco bogger. John Browning 9/12

Western Australia

BENNETT BROOK RAILWAY, Whiteman Park

610mm gauge Skilled Rail wishes to use BBR for training of new staff. This will be advantageous to BBR as it will allow tasks to be performed for BBR. Anglo-Franco-Belge 2-8-2 123 (2670 of 1950) is to be retubed, with a quotation required. There is debate as to what type of steel should be used for the tubes. The Perry 0-6-2T (2601.51.1 of 1951) has a need for the recommended tubes to be removed. It was found that there was severe smoke box corrosion.

Collie coal has caused one millimetre per year internal corrosion. It is imperative that there is a wash out and drying with weekly operation. Wet ash is a potential consequence. The ash pan construction has a trap which makes ash removal difficult.

The 'Ashley' day was a success with high passenger satisfaction reported and good PR. The smaller children were drawn to Ashley. Their attitude is that Ashley is more suitable for Australian kids. Bennett Brook Railway now run Ashley days twice a year. The last was on Sunday 23 September. Three trains were run in regular schedules from 9 am-4 pm.

BBR will be offering the old Collie signal cabin to Collie.

On Saturday 4 August 4, the BBR ran its first Enthusiast's Day since 2002. On the evening prior to the event Perry 0-4-2T BT1 *BETTY THOMPSON* (8967.39.1 of 1939) failed due to main steam pipe leak and Hibberd 0-4-ODM Planet number 1 (2150 of 1939), back after an engine overhaul, had an alternator failure on its first run. Despite these setbacks, all scheduled train movements were completed. In total, 43 train movements were carried out at Whiteman Village Junction as well as several shunts during the day.

The day saw the return of the 1960-built Maylands 4wPM to service after four years, as well as the first scheduled outing for Hibberd 4wDH Planet number 2 (3966 of 1962) on BBR rails.

The highlight of the day was the official opening of the new signal cabin at Mussel Pool. This cabin was originally at Cottesloe from 1897 to 1931, then at the western end of Perth station as the yard foreman's office and later the 'linen room' where linen for overnight trains was stored and dispatched. In 1988 it came to BBR and has been installed as part of the re-development of the Mussel Pool platform.

ARPG WA Inc. Newsletter 10/12

BOYANUP MUSEUM

1067 mm gauge

Boyup Brook Museum

Since the last report not a lot has changed at Boyup Brook. They have written to the Public

Transport Authority (PTA) some time ago regarding the possibility of a lease on the old rail reserve from the old Boyup Brook station out to Skellow bridge on the Boyup Brook to Kojonup line. To date they have not received an official response, but they have been advised, verbally, that it is highly unlikely that the PTA will release the land to the organisation. Apparently they will not lease to a tourist rail operator, they will only consider vesting the land with the organisation. The museum has been asked that this be put in writing. This means that they have to rethink their whole approach for the line and are looking at applying to Lottery West for a grant to conduct a feasibility study for the project, to give them more support for other grant funding. Work continues on the two zoo train carriages. They have to add woodwork to the carriages, hand rails and the slats on the seats.

ARPG WA Inc. Newsletter 10/12

CARNARVON HERITAGE GROUP

1067mm gauge

The last 12 months has been very exciting for the Carnarvon Heritage Precinct. At the beginning of the last tourist season they moved their railway carriage kiosk into the car park, and the information centre and office are all situated in railway carriages in preparation for the start on the new Interpretive Centre at the base of the Carnarvon One Mile Jetty. The site was prepared and the power upgraded for the building and in March this year the builders, Geraldton Building Supplies and Cabinets moved in. The foundations have been laid incorporating water and power supplies and now the tilt up panels for the museum section have been poured and are curing. The building will be 673 sq m in area and showcase the region's rich history and add a new dimension to CHP and surrounds. The Centre will provide museum collection and work areas, exhibition spaces, a theatre, restaurant, retail



Gemco 4wDH 27 WYNDHAM (built 1964) and Perry 0-4-2T BETTY THOMPSON operate a top-and-tail service from Mussel Pool to Whiteman Village Junction on 24 September. Photo: Lindsay Watson



The former Perth zoo train, now converted to rail operation, sits in the platform at Kojonup at the launch of the Kojonup tourist train service, on Saturday 6 October. Photo: Daryle Phillips

sales areas, public rest rooms and office spaces. The railway track will be slightly realigned so the Coffee Pot train can pull up to the platform verandah of the building. They are expecting this development to be another step forward in the Carnarvon Heritage Precinct becoming self-sufficient into the future.

The head of the One Mile Jetty is still barricaded off and not accessible to the public for safety reasons. Funding applications for major repairs to the head have not been successful to date. The organization was very appreciative of a donation of 3km of 60lb rail from Brookfield Rail last year. This will be used on the town line and the lighter 32lb rail it replaces will be used on the One Mile Jetty.

Andrew Barclay 0-6-0T *KIMBERLEY* (1754 of 1921) is still situated as a static display in the Railway Museum. Philippa Rogers completed a conservation plan for *KIMBERLEY* early last year and Doug Craigie from Manjimup is enquiring about steel tubing to replace the boiler tubes.

KOJONUP RAILWAY

1067mm gauge

Saturday 6 October saw the Kojonup tourist train launch. The train is the ex Perth rubber-tyred zoo train purchased in 2002. The train operated daily clocking up 400,000km and carried 750,000 patrons covering all points of the Perth Zoo Grounds. Commissioned in 1989 by the Perth Zoo and constructed by Willis Light Engineering in Burswood at a cost of \$150,000, construction took 18 months to complete. The train used a gas powered Chevrolet engine and ran on rubber

tyres. The train now runs on steel wheels and is powered by a diesel motor. The locomotive is called the *Spirit of Kojonup*.

Daryle Phillips 10/12

BROOME

1067mm gauge

The Shire of Broome released the draft Chinatown Development Strategy in September. Included in the "Chinatown vision" is the re-creation and interpretation of the former Broome tram connecting Chinatown with Town Beach (and the former goods yard and Mangrove Point jetty). *"There has been some interest expressed in the community for the reinstatement of the tram. [It] could provide a tourist attraction and an alternative means of travel but is unlikely to make any meaningful contribution to the public transport offer in Broome for residents"*.

One possible route mentioned in the document is for a terminus on the edge of Male Oval near Carnarvon Street, along the southern end of Male Oval and the east side of Hamersley Street to Town Beach. However the strategy does not provide a strong indication that a new Broome tram would be a high priority in the rejuvenation of Chinatown.

Light Railway News April 1995 reported that the Broome Historical Society was to take over the old rail yard, adjacent to their museum, for expansion of outdoor displays, and was planning for a new railway through the town. However, when the museum was visited in September 2011 there had been no expansion into the former goods yard, which was still open with

various intact goods platforms, and the member on duty had no knowledge of any intentions to operate a railway in the town. There was no sign of the former tram carriage that had been on display in Bedford Park and had suffered severe deterioration from vandalism and the elements. The Chinatown strategy can be read on the Broome shire website (www.broome.wa.gov.au). David Whiteford 7/12

Overseas

STATFOLD BARN RAILWAY, Tamworth, England

610mm gauge

Following its appearance at the Statfold Barn open day on 1 June, ex Lautoka Mill Hudswell Clarke 0-4-0ST 19 (1056 of 1914) soon entered the workshops for restoration to working order. By mid-October, work on the frame was well under way and re-erection was expected to commence soon with a target completion date of mid-2013.

Graham Lee has also acquired ex-Lautoka Mill Hudswell Clarke 0-6-0 11 (972 of 1912) from another English collector and it arrived at Statfold Barn in mid-October. In the process of its conversion to diesel for the Coral Coast Railway, much of the firebox and part of the boiler was cut away to accommodate the transmission, so this is a major challenge restoration-wise. However, this is seen as being well within the capabilities of the equipment and people at Statfold Barn and the locomotive is scheduled for restoration following the return of its former stable mate to operating condition.

Mark Hambly 10/12



Lautoka number 11, newly arrived at Statfold Barn, on the traverser in mid-October.

Photo: Mark Hambly

